

Meadows & Lake Kathleen Picnic

By Tom Gaps

On Saturday, July 25th, a group of RCGRS members braved the elements (it was hot that day!) and the highways (a 300 mile round trip) to visit the Meadows & Lake Kathleen RR located near Deadwood, Oregon. A caravan of 6 cars left the I-5 rest stop near Wilsonville at 09:30 heading south. Three additional cars were waiting for us when we arrived at the McDonalds restaurant in Junction City at 11:00. We all headed for Deadwood. When the caravan reached Deadwood, the last 3 cars failed to ar-

rive. After waiting for a short time (there is no cell phone coverage in the area), we continued on to the M&LK RR. Upon arrival, the owner, Ray Robinson, met the caravan at the parking lot with his John Deere Gator (tractor). All of the picnic "hardware" was loaded into the Gator and transported to the "shady" picnic site (the people had to walk). About 10 minutes later, the 3 missing cars arrived and regaled us with their adventures after getting separated from the caravan. It seems that following GPS directions rather than the map which had been provided was not the best of choices.



After everyone had completed their lunch, Ray gave us the tour of the property



Joe Eckardt set up a test loop on which to run his live steam engine. Ray is very much the train enthusiast and was very interested in the operation of Joe's live steam engine. The dog was more interested in the shade.

Next, we moved to the train barn for the M&LK RR. A group of RCGRS members examined the infrastructure to see how Ray built his switches.



Bill and Brenda Derville, and Jen Eckardt moved the hand car out of the the way to a siding. The Dervilles later posed for this picture.



Everyone boarded the train for the grand tour



The train circles through a meadow and crosses Deadwood Creek.



The tracks follows Deadwood Creek and passes through a tunnel.



After traveling about $\frac{1}{2}$ mile up stream, the track crosses over Deadwood Creek and heads back down Deadwood Creek on the other side. The track then runs along the side of Lake Kathleen



At Lake Kathleen, the train stopped so that we could feed the fish in the lake, after which Ray gave us a walking tour of a portion of the right-of-way we had just traversed. Ray is a retired landscape architect who specialized in the creation of artificial rock structures. He gave us a walking tour of the tunnel structure we had just come through, explaining in great detail how he formed the artificial rock structures at the mouth of the tunnel.



Upon returning to the starting point, Jen Eckardt discovered that her water bottle had fallen off the train. A rescue party used the hand car to travel back up the tracks to recover the water bottle. While it was rather hot that day and a long way to drive, I think a good time was had by all.

The National Summer Steam-Up 2009

Ron and Merlene Bacon attended the Steam-Up held at Sacramento, California on July 23 - 26. They had a great time and saw many interesting models running by live steam. Some of the models were coal fired. They are looking forward to attending next year's Steam-Up. In addition to the following pictures, more pictures can be seen on [YouTube.com National Summer Steam-Up 2009](http://YouTube.com/NationalSummerSteamUp2009), Page 8. If anyone locally is interested in forming a SIG for live steam, please contact Ron & Merlene Bacon at 503-628-2300.



Steam train running area. There were three separate large dual track modules and one small single module all in in one large indoor room at the Lions Gate Hotel complex.



A passenger train pulled by double headed Rio Grande K locomotives



Ron operates our Shay for “Shay-up” event. There were 17 Shays coupled together to run around the track.



Weight pulling with real RR tack sections as loads.



One of the three staging areas, one for each of the three portable dual track modules. Shown is Ron's Daylight locomotive and just ahead of it is a SP cab forward locomotive.



Ron operates his Daylight train.

Tom & Susan Miller's Rio Grande Railroad Complex.

What a treat to be invited to Tom & Susan Miller's estate! Tom worked many years to build a grand 7.5-inch gauge railroad. He then removed his barn and built a large new building as a home for a large beautifully detailed world class F-scale (1:20.1) railroad that captures the flavor and in some cases actual scenes on the Cumbers and Toltek Railroad under steam power. He also found time to acquire and build an extensive American Flyer "tinplate" rail-

road (S gauge). This year has seen the completion of his F-scale project and the results are awesome to behold.

Tom's 7.5-inch gauge railroad features 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a through Howe truss center span and a fully lined tunnel that is quite long. His shop facilities; Wow! It is a machinist's dream with computer controlled lathes, milling machine, and drill press. It has all the machines one would need to fabricate railroad equipment from the ground up. He keeps it so clean you could eat off the floor! His estate is beautiful.



Host Tom Miller and his elaborately finished (one of two) K-36 narrow gauge locomotive. The drivers on this locomotive are inside the frame while the counterweights, drive rods, and valve gear are outside the frame. Tom's K-36 model ran flawlessly and is a powerful puller. The engine pulled a long train of freight and passenger cars plus several open cars filled with riders.

The large gray building in the background is the new home for the "F-gauge" layout.

Visiting the Miller's railroad is a true delight for any railroad enthusiast. Last but not least— did I mention the scale? $1\frac{1}{2}'' = 1'$ standard gauge and $2\frac{1}{2}'' = 1'$ narrow gauge. That's right— "large scale" the kind you can ride!

Tom and his associates have built (in amazing detail) a stable of locomotives and rolling stock including: UP Big Boy, D&RG, K36, a C-16 (and much more). The extensive rolling stock of cars are $1\frac{1}{2}'' = 1'$



A Busy Switch Yard Full Of Rolling Stock



Gary Lee drools over the C-16 (September 2002)



Jeff Lange (September 2004) poses beside the model of the Union Pacific 4-8-8-4 "Big Boy" in Tom Miller's machine shop. This area is home to at least six live steam 7-1/2 inch gauge locomotives. There are several other locomotives in other buildings. Each locomotive is finely detailed and finished as fine art.



A full load of passengers cross the 400 foot trestle and through the Howe truss bridge. The timber used in the trestle and bridge are dimensioned to the scale of the railroad.



One of Tom's associates built this great model of the "Goose #1". It is battery powered and uses two wheelchair motors connected to the drive axles.

In 2004, Tom Miller built a large beautiful new building as a home for his F-scale **Rio Grande** mountain railroad. Tom has taken and enlarged pic-

tures of the actual landscapes. The model scenery is detailed to look like the prototype. Lights in the building were installed so that the lighting can sim-

ulates a 24-hour day of daylight, evening, semi-darkness, and dawn. In the middle of the building, Tom built a large viewing platform in order to bet-

ter see the breathtaking effect of his F-scale railroad.



A narrow gauge passenger train slowly snakes its way through the beautiful scenery.



There is incredible detail throughout the building



A final chapter in this project: completion and installation of the roundhouse and associated facilities.

In 2006, an elaborate American Flyer layout was built on the viewing platform. Tom Miller shows his new and elaborate American Flyer (S-gauge) layout as Joe Chesney, Ken Shipman, Bill and Brenda Derville and others look on. The “wall” of American Flyer trains in the background indicate the size of this endeavor.



While Tom Miller’s main focus is on railroading, he is also an eclectic collector of other fine art transportation models. The details on his model F4U

“Corsair” is stunning. Even the micro-miniature nuts on the Pratt & Whitney engine have their safety wires! His armada of famous ships are some of

the finest creations of models achievable. Tom orders his ship models from a model builder in Chicago, IL. The models are each researched and appear as the prototype would have appeared on a certain date. The models can be ordered for whatever date the buyer wishes as long as that date is correct for the prototype.

Oregon & Northwestern Railroad, Part 1

In 1919 a man named Edward W. Barnes arrived in Harney County to size up the timber availability in the mountains to the north of town. Barnes liked what he saw, and he spent the next several years securing all the private timber he could find and lobbying the U.S. Forest Service to open up the vast Government timberlands in the area to harvesting.

Harney County is predominately sagebrush country, and the livestock industry was the primary use of the land. However, fine pine forests were found in elevations above 4,000 feet. President Theodore Roosevelt set aside most of the timber in the Blue and Ochoco Mountains in 1907 through the creation of the forest reserves. The southern reaches of these forests eventually became part of the Malheur National Forest.

Through 1920 and 1921 Mr. Barnes returned to Harney County to collect more data and support for his efforts to open the lands to harvesting. Timber cruises estimated that 6,725,000,000 feet of timber lay tributary to Burns, which could provide 68,000,000 board feet of lumber on a sustained yield basis. The Forest Service decided to go ahead with plans to start harvesting the timber, and in 1922 the Bear Valley Timber Sale was advertised to the public.

The Bear Valley sale stood out as the largest single timber sale ever offered in the northwest. The sale covered 67,400 acres of timberlands clustered around the headwaters of the Silvies River containing an estimated 890,000,000 board feet of standing timber. Five species of trees comprised most of the standing timber: Ponderosa pine (called Western yellow pine at the time) accounted for 770,000,000 feet; Douglas fir, 78,000,000 feet;

Western larch, 30,000,000 feet; White fir, 10,000,000 feet; and Lodgepole pine, 2,000,000 feet. The sale did come with a couple important stipulations, one requiring that all timber harvested be milled in Harney county and another requiring construction of a standard gauge common carrier railroad from Crane through Burns to some point in the Bear Valley. The Forest Service set a minimum bid amount of \$2.75 per thousand board feet for the sale. Mr. Barnes considered this to be too high a price for the sale, especially considering the stipulations of the sale, and he put the word out far and wide that to place such a bid would be financially ruinous for any timber operator. Bidding for the sale opened on 22 August 1922, and no bids were received.

The Forest Service re-offered the sale on 4 April 1923, with a minimum bid of \$2.00 per thousand board feet. Mr. Barnes apparently talked the Brooks-Scanlon Lumber Company, which had a large sawmill in Bend, into placing a bid at the minimum amount. However, the Fred Herrick Lumber Company placed a bid of \$2.80 per thousand, and the contract was awarded to them.

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Fred Herrick grew up in Michigan. He got involved in the lumber industry in that state when he was 21, and within a few years he owned his own sawmill. Herrick used proceeds from his operations to start other lumber companies in new locations, and before long he had holdings in Michigan, Wisconsin, Alabama and Florida. In 1910 Herrick headed west to Idaho, where he built or bought a number of mills along the Chicago, Milwaukee, St. Paul & Pacific in the Coeur d'Alene/St. Maries area. Fred Herrick learned about the Bear Valley sale through James V. Girard, who was referred to as "the dean of all the logging engineers in the Forest Service". The two men had worked closely together on many of the

timber sales won by Mr. Herrick in Idaho. The Forest Service sent Girard to central Oregon to help the local staff in appraising the timber in the Bear Valley sale, and Girard wasted little time in advising Herrick of the sale and encouraging him to bid.

Mr. Barnes had previously purchased a large tract of land just south of Burns that he touted as an ideal mill site, and shortly after Herrick won the sale Barnes offered him the mill site. Herrick accepted the offer, and plans were soon laid out for construction of a grand sawmill on the site.

The Forest Service estimated that a total of three separate pieces of railroad would be needed to meet the requirements of the sale. The three were:

1. 30 miles of standard gauge, common carrier railroad running from a connection with the Oregon Short Line at Crane to Burns;
2. 50 miles of standard gauge, common carrier railroad from Burns north to Seneca. This piece of railroad would contain approximately 6 miles of 1.5% grade against loaded cars and 3 miles of 2% grade against empty cars;
3. Short branch lines, ranging from five to ten miles in length, from Seneca into the timber.

Herrick formed the Malheur Railroad Company to fulfill the common carrier requirements of the contract. Mr. Frank J. Klobucher was hired to supervise the survey and construction of the railroad. The Malheur Railroad acquired a 100-foot wide right-of-way from Crane through Lawen to Burns. Grading began in September 1923, and the railroad was completed on 24 September 1924. The railroad was fairly easy to build. A total of 30 miles of mainline and 6 miles of yard track and sidings were laid as part of the project. Five bridges were built. The deepest cut on the new line was four feet, and the highest fill stood at eleven feet. Six sidings were established between Crane and Burns to facilitate the shipping and receiving of livestock. Fred Herrick Lumber Company built this railroad with the understanding that the Union Pacific would take it over after the line was completed, and by the close of 1924 the transfer was completed. The line then

became the end of the UP's Burns branch (see the Union Pacific page of this website).

Once this first section of track was completed, Herrick turned his attention to complying with the rest of the terms of the contract. The two biggest priorities were construction of the sawmill and the extension of the Malheur Railroad north of Burns. However, by this point Mr. Herrick was encountering problems that would quickly lead to his un-doing.

The contract Herrick held called for him to commence cutting on either Forest Service or private lands by 1 April 1925, with cutting on Forest Service lands to start no later than 1 October 1925. However, as noted above, Herrick financed each new venture with proceeds from his established operations, and by the mid-1920's many of his operations were failing. Herrick did what he could with the resources that he had left, but it was not enough to make substantial progress on the line. The Malheur Railroad was encountering significant expensive rock and trestle work in the Poison Creek and Silvies River canyons north of Burns, and with a lack of available money progress slowed to a crawl. A 300-foot long tunnel at the headwaters of Poison Creek was the most serious obstacle faced.

April 1924 found Herrick with only 15 miles of completed grade beyond Burns. The Forest Service granted him an extension of time, with a new deadline of 1 October 1926 to commence cutting timber on Forest Service lands. This extension of time came with several stipulations regarding the excavation of the mill pond and laying the foundation for the sawmill. Another stipulation required Herrick to spend at least \$100,000 on railroad construction between 1 April and 1 July 1924. In September 1924 the Forest Service modified the contract again, this time making \$50,000 in bond forfeitable as liquidated damages if the terms of the revised contract were not met. Herrick still did not have the money available to make the needed progress, and on 1 April 1926 he paid the \$50,000 forfeiture. Once again the Forest Service extended the contract, with the railroad to be completed by 15 December 1926 and the sawmill to be completed by 1 March 1927.



Solid line shows trackage completed by the Malheur Railroad. Dashed line shows the trackage started but not finished.

Mr. Barnes watched Herrick closely, looking for an opening to get Herrick removed from the scene. Herrick's problems gave Barnes that opening, and he swung into action. In September 1925 Barnes initiated legal actions seeking to get the sawmill site back from Herrick. In November 1925 Barnes announced that he had sufficient eastern capital to build both a large sawmill in the Bear Valley and 12 miles of railroad to connect the sawmill to the Malheur Railroad at Seneca. Others in the area grew unhappy with Herrick's progress, and through late 1926 and into early 1927 the various factions lined up against Herrick and/or the Forest Service banded together. Their efforts were rewarded in 1927 with a unanimous vote by the Oregon state legislature requesting a Congressional investigation into the Bear Valley timber sale. Senator Robert Stanfield from eastern Oregon was more than happy to oblige, and an investigation was launched. Congress held eleven days of hearings on the case. The investigation found no evidence of collusion or wrongdoing by anybody involved. Herrick contin-

ued to struggle along, doing what he could with what he had, but in the end it was not enough. In December 1927 the Forest Service gave Herrick two weeks to produce \$1.5 million dollars in additional financing for the Bear Valley project. Herrick was unable to come up with the additional financing, and on 17 December 1927 the Forest Service cancelled Herrick's contract.

Herrick had nearly completed the railroad from Burns to Seneca. The sawmill was also nearly completed, with the mill building, power house, generator building, and mill pond completed. Herrick's total investment in the project stood at around a million and a half dollars. Herrick appealed the decision cancelling his contract to no avail. Herrick attempted to find someone to sell his interests to, but the only party to show real interest in buying up the project was pushed away by Herrick's lawyer.

The Forest Service re-advertised the Bear Valley sale in June 1928. Herrick placed a bid of \$3.00 per thousand board feet and sought to use the bond

from his original bid, which he had been forced to forfeit due to his failures to meet the terms of his prior contract. The Forest Service immediately disqualified Herrick, stating that he was unable to prove his ability to meet the terms of the contract should it be granted to him again. There was another bidder in this round, Edward Hines Lumber Company, which came in with a bid of \$2.86 per thousand feet. With Herrick disqualified, Hines got the contract.

Herrick reached the end of the line. He sold the mill site, the partially completed mill, and the railroad to Edward Hines for \$400,000, which was only a fraction of his investment in the project. By October 1928 Herrick was closing out the last of his affairs in central Oregon and was preparing to leave the area for good. One of his last acts before leaving was to issue the following statement to the Burns Times-Herald:

“We came here with clean hands and are going away with clean hands. Through our efforts Burns has a railroad from the outside and a first class railroad to Seneca; a sawmill that was started with the full expectations of our completing it and operating it. The development was started in good faith, and we built with an idea of permanency...I am very

much disappointed that financial conditions were such that I could not comply with our contract...I have had to submit to a great sacrifice in sale of price.”

The Fred Herrick Lumber Company entered bankruptcy within a week. The story of the Bear Valley timber sale is continued on the Oregon & Northwestern/Edward Hines Lumber Company Next month.

Operations Special Interest Group From Nick Kelsey

Sessions scheduled to date:

Date	Time	Host	Era/Type	Power
9/11/09	4 pm	Nick Kelsey	1900Steam Narrow Gauge	battery/ steam
9/25/09	4 pm	Gary Lee	1900Steam Narrow Gauge	battery/ steam

This last session will close the Ops Season as darkness and wetness take over the tracks. We will be having work sessions during the Fall/Winter to prepare for next season.

Schedules & Timetables

Editor's Note: The deadline for the October 2009 newsletter is September 25, 2009.

Make sure you check the calendar on our Website at <http://www.rcgrs.com/> for the most up-to-date schedules and timetables.

It is our Society's policy to attempt to have an event or open house on every second Saturday of the month. Other and additional dates during a month are also available and encouraged. Anyone interested in having an Open House or sponsoring an event, please contact **Nick Kelsey**.

September 13, 2009, Sunday, 1:00 to 5:00 p.m.: Open house at Doug and Marilyn Watson, 18081 SW Pacific Highway, Tigard, OR. 503-692-5032 The host are offering honey baked ham, buns and lettuce and condiments. Iced tea, coffee, and water available. People are encouraged to bring their own adult beverages. The house is easy to get to but hard to see from the road.

Guest trains are welcome. Track power in blocked sections. Steam and battery power are OK although there is no raised staging area. There is a restriction of 8" above tracks. Track radius is 5-ft with 7-inch spacing between tracks (centerline to centerline). Switches are manually operated.

October 31, Saturday 3:00 p.m. until ghosts run everyone off: Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Don't forget to bring this scary train as we will be running into the evening (after dark). The creepier the better! Mike & Teri Greenwood, 7007 N. Borthwick; Portland, OR 97219; 503-255-9373, greenwood.mike@gmail.com

Hosts will provide hamburgers, hot dogs, brauts, gardenburgers. Members bring salads, side dishes, snacks, desserts, and own beverages.

December 5, 2009, Saturday, 4:00 to 9:00 p.m.: Shannon and Millie Pratt are hosting a Christmas train Open House/Potluck dinner. Other details to be announced. Shannon and Millie Pratt, 6677 SW Bancroft Way, Beaverton, OR 97225; 503-292-9464; shannon@shannonpratt.com

December Friday Evening: Jan and Rae Zweerts

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