

May 2004

“A Train Runs Through It”

This was the theme as our society coordinated with Dinsdale Landscaping and Nursery, to participate in the February Yard and Garden Show. Albert Dinsdale created a beautiful landscape display and Gary Lee coordinated the installation of railroad in the display. The show was well attended and we were granted a booth near the display to advertise for our Rose City Garden Railway Society. We had quite a number of people stop and ask about our society and many people remembered attending our summer tours.



The Entrance To The Display



A Train Runs Through It



Joe Jones, Jan Zweerts, and Don Golgert during a moment when our booth was quiet



David Linn, Ken Shipman, and Gary Lee act as RCGRS hosts at the display to answer questions and direct people to our booth.

Jeff Lange's New Live Steamer

It is a Pearse "Colorado" 2-6-0 live steam engine from the Pearse company in England. Jeff purchased it used through eBay, from a collector in Pueblo, Colorado. The collector has 30 live steam engines, and was willing and able to let go of this little beauty.

It is a smaller "Mogul-type" of locomotive, with factory installed R/C controller. It has forward and reverse controls, and the speed is controlled by regulating the steam valve. It runs on isobutane and water, and has a small pressure gauge. Jeff says that it doesn't pull as much as his Accucraft Shay did, but it is geared to run much faster. It pulled three cars and a caboose comfortably around Chuck Weber's layout back in late January/February. It

keeps up with Dave Linn's Roundhouse engine with regards to speed, but he thinks Dave's locomotive can outpull his Pearse engine.



What he likes most about the locomotive is the old western look to the engine, with cowcatcher, straight smokestack, and trailing tender in all black livery. It has a unique feature; the entire cab roof lifts back on hinges and gives easy access to all the controls in the cab, and swings back in position just as easily when the engine is ready to run. Also, the steam release valve has a copper tube which runs through the cab's floorboards, and empties out on the ground just above the ties, and behind the last driving wheel, which keeps the cab extremely clean.

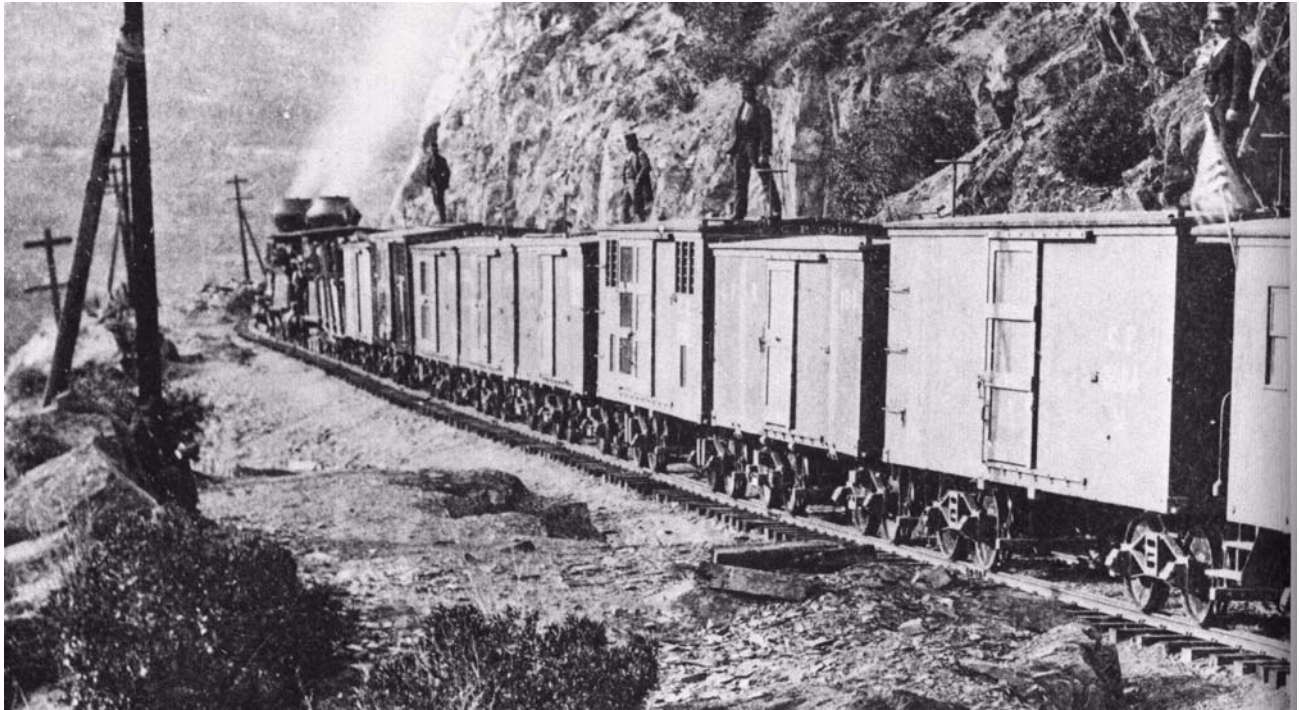


Railroading and Travel in the 1880s

In the days before air brakes, there was a much larger crew of brakemen on a train. When a train was going on a down hill grade, the brake men had to stand on top of the cars. If the train began to roll too fast, the engineer would whistle for "down brakes"; a succession of short whistle blasts. The brakemen

would run the length of the moving train to turn the hand wheel to set the mechanical brakes on each car. Each brakeman carried a “brake stick” which they used to increase the leverage and torque to turn the hand wheel. Learning the job of a brakeman was

easy enough, but staying alive for very long was a problem. Each freight car in those days carried about ten tons. The two engines “at the point” in the picture burned wood and had to have a new supply of wood about every 20 miles.



A Central Pacific freight train on a downhill grade

It took six days in the best of weather to travel by stage coach from Portland, Oregon to Sacramento, California before the railroad was completed in 1887. Negotiating the Siskiyou Mountains was the most hazardous part of the trip. A toll road was authorized by the Oregon Legislature in 1858 which reduced the travel time from 12 days to six days by 1866. By 1893, a good travel time by railroad took three days to go from Portland, to San Francisco (Oakland).

Advice for the Stage Coach Traveler

1. In cold weather, don't ride with tight boots and gloves.
2. When the driver asks you to get off and walk, do so without grumbling. He won't request it unless absolutely necessary.
3. If the team runs away, sit still and take your chances, If you jump, nine chances out of ten you will get hurt.

4. In very cold weather abstain entirely from liquor when on the road because you will freeze twice as fast under its influence.
5. Spit on the leeward side.
6. Don't swear or lop over your neighbors when sleeping.
7. Never shoot on the road as the noise may frighten the horses.
8. Don't discuss politics or religion.
9. Don't point out where murders have been committed, especially if women are present as passengers.
10. Don't grease your hair because travel is dusty.
11. **DON'T IMAGINE FOR A MINUTE THAT YOU ARE GOING ON A PICNIC. EXPECT ANNOYANCES, DISCOMFORT AND SOME REAL HARDSHIPS.**

--California Stage Company

A New Speed Record Was Set In 1879

John Lycurgus Whiteaker was Oregon's first governor from 1859 to 1862 and was elected congressman in 1879. On March 7th, he was rudely awakened at his home near Eugene, Oregon and told that he was urgently needed in Washington, D.C. to answer a roll call vote on March 18th.

A special session of Congress was convened and the Democratic Party leaders were intent to elect Samuel J. Randall to the speakership so that their programs would be favorably disposed. They needed one more vote.

There was no transcontinental train service to the northwest, so travel to California meant using the train to Roseburg, stage coach to Redding, and train again to Sacramento. Because of the urgency, the new congressman decided to go by train from Eugene to Portland and use the steamer *SS George W. Elder* to San Francisco where he could then go east on the newly completed Central Pacific-Union Pacific transcontinental railroad.

The bar at Astoria was too rough for the ship to cross into the Pacific Ocean. He wired the leaders in Washington, D.C. telling them of the delay. He was told that there would be a special train waiting for him at San Francisco that would leave as soon as he got there. On March 10th, the ship was able to cross the bar and docked at San Francisco on the morning of March 12th. Whiteaker was met at the dock and whisked to Oakland for his special train. The train arrived in Washington, D.C. on March 17th setting a speed record of five days, five hours, and eleven minutes.

This speed record stood for a long time and even on a modern train, the travel time from the northwest to Washington, D.C. is almost as long.

Secretary's Notes

DATE: January 17, 2004 TIME: 8:00
PLACE: Columbia Gorge MRRC

Minutes for the last meeting were read and amended as to the banquet cost per person.

Old Business: Liability insurance had been brought up. Dennis Peoples queried several clubs and found that some had insurance and others had none. Some felt each member's homeowner's insurance would provide coverage. Carolyn Rose felt with our public open houses we need some type insurance. Terry Shellenberger felt we need to look at whether or not we want to have the tours, considering the insurance expense. It was suggested that anyone who wants to have their layouts open to the public should look into an umbrella policy through their own insurance companies. More discussion followed and the insurance question was tabled until a later meeting.

New Business: Marion Snyder said we have a balance of \$7,433.05 in the bank and we could re-file to own the name of our club, at a cost of \$50.00 for two years. Not for profit/non profit for our club was discussed. Our club function to inform people about garden railroading could be considered non-profit. As a 501(c)7 not for profit social A motion to proceed was made, seconded, and voted on. Club could be set up for about \$20.00 per year. Under this provision the officers should be covered as to liability. Carolyn Rose will check to see some garden clubs handle the liability question. Bill Derville suggested the officers come up with a recommendation. A motion to table the insurance question for another meeting was made, seconded, and voted on.

After some discussion, July 24th was chosen as the 2004 Summer Tour date. The Rose's, Jeff Lange, Lee's, Warrior's and Goltger's will help with the planning and will meet at General Tool with Bill Derville. Booklets will be designed, printed, and delivered to hobby shops for sale to the public. As in previous years, the books will be sold for \$10.00 and the club will get \$9.00. Everyone should be involved this year helping those who will have layouts open for the tour.

Dennis Peoples suggested that we have a Design/Advice Team to help new members plan their layouts. Also, a team could be set up to do the actual layout building. Volunteers for the layout building team included; Joe Jones, Beth Yager, Ken Ship-

man, Dennis Peoples, Joe Chesney, and John Rossi. Dennis Peoples asked for ideas for club outings.

Marion Snyder will no longer bring club shirts, patches, cups and other club items for sale to the meetings. If you want any of these items call her and make plans to get any items you want.

Dennis Peoples wants volunteers for our booth at the Yard, Garden and Patio Show, Friday, Feb 27–Sunday Feb 29. Please call Dennis to tell when you are available.

Jerry Chapman asked for a volunteer to help him at the garden railroad event at the Queen Mary. Jerry also plans to make an easy loader to roll cars and engines easily onto the track. He demonstrated how it will work. Great idea, Jerry! I'm looking forward to seeing a production model.

Respectfully submitted,
Dennis Rose

Secretary's Notes

DATE: 04/24/04 TIME: 5:30

PLACE: Chapman's house and railroad

Marion gave the treasurer's report. We have a balance of \$7,693.05.

New members were introduced: Rick Campbell and Von Lee

Albert Dinsdale said we could get with a functioning railroad at the Home Garden and Patio show next year. The size will be either 30 x30 or 30 x 60. We can do it if we get enough people to set up AND take down. Let's do it!

The summer tour is well underway with approval of booklets by April 28th. The date of the tour is July 24th.

The trailer question was brought up and discussed. A motion was made and seconded to use proceeds from the summer tour to purchase the trailer. A committee will be formed to decide what size, kind, and price of trailer we will need to store our club property. They are to report back by the august meeting.

New Business: The club officers have recommended to not incorporate as a nonprofit organization, but to purchase club liability insurance. This was the result of Dennis Peoples asking other clubs and individuals what they have done about this issue. It was moved, seconded, and voted that we as a club will do the following:

- 1) purchase \$1,000,000 of liability insurance at a cost of \$460.00 per year.
- 2) pay the first premium out of club proceeds.
- 3) raise the January 2005 dues by \$10.00 to pay the next yearly premiums.

The banquet will be held East Moreland Golf Club. Cost will be \$25.00 per person. We will have the building to ourselves and will be able to have several workshops.

It was moved, seconded and voted that we change the wording on our membership application to "member and significant other".

Ken Shipman presented our club with a check from the Columbia Gorge Model Railway Club in the amount of \$50.00 to go toward the summer tour. Their members will help with our summer tour. In return, our club will help them with their open house in November. Those helping would go to their operating sessions in September and October to familiarize themselves with the operation of the layout.

Some miniature plants from a nursery in Salem were available for order. Several people placed orders.

It was moved, seconded and voted to end the meeting and return the the trains.

Respectfully submitted,
Dennis Rose

Schedules & Timetables

May 16, Saturday, 1 - 5 p.m.: Track laying party at David & Beth Yager's house. 2392 NE Liberty Ave, Gresham 503-661-4827. This railroad will be on tour this year and we need to pitch in and help them get ready. Beth will provide David's famous chili. Bring something if you would like.

June 5th, Saturday, 2:00-7:00 p.m.: Open house and pot luck at Dennis & Carolyn Rose's railroad.

June 5-6, Long Beach CA: The Big Train Show at the Queen Mary. Tours on June 3-4. www.big-trainshow.com

June 19, Saturday, 1 - 5 p.m.: Run trains, run trains and run trains at Jeff Lange's house. 5220 NW Cherry St, Vancouver, WA 360-696-0799. Bring yours. Track, battery & steam power. Rain or shine! Potluck: A-M bring Dessert and N-Z bring Main dish.

June 26 - 27, Saturday & Sunday: Steam up at Mt. Rainier, Elbe, WA 360-569-2351 www.MRSR.com/steamup2.html Send mail to Bob Harbison Train Rides and Dinner Train Excursions, Speeder Rides, Live Steam Models, Engines on display: 3 Truck Shay, 3 Truck Heisler, 3 Truck Climax, Tank Engine

July 4 - 11, Seattle, WA: NMRA National Convention.

July 24, Saturday: RCGRS Trains in the Garden Tour. Portland, OR www.rcgrs.com

August 12-15, Denver, Colorado: 20th Annual Garden Railway Convention

Anyone interested in having an Open House, please contact Darrel Dunham, 503-697-4738 ddunham100@aol.com

RCGRS Officers (2003)

President, Dennis Peoples	503-452-4469
VP, David Linn	503-648-8112
Secretary, Dennis Rose	360-696-0799
Treasurer, Marion Snyder-Kantor	503-697-4738
Yardmaster, Gary Lee	503-695-2550