ROSE CITY GARDEN RAILWAY SOCIETY

NEWSLETTER

See our Web page at http://www.rcgrs.com/

April 2005

GATS 2005

Our RCGRS participated in the Great American Train Show (GATS) this year on February 19–20. Instead of the huge elaborate landscaped displays of some previous years, this year's railroad was laid out on special low tables constructed previously for a similar event. The size of the layout was approximately 25 x 40 and consisted of two parallel loops plus sidings.

While there were a number of clubs displaying their layouts in the various scales, the number of venders tables was less than previous years. One of the busiest and attractive layouts was the one using LEGOS® building blocks.

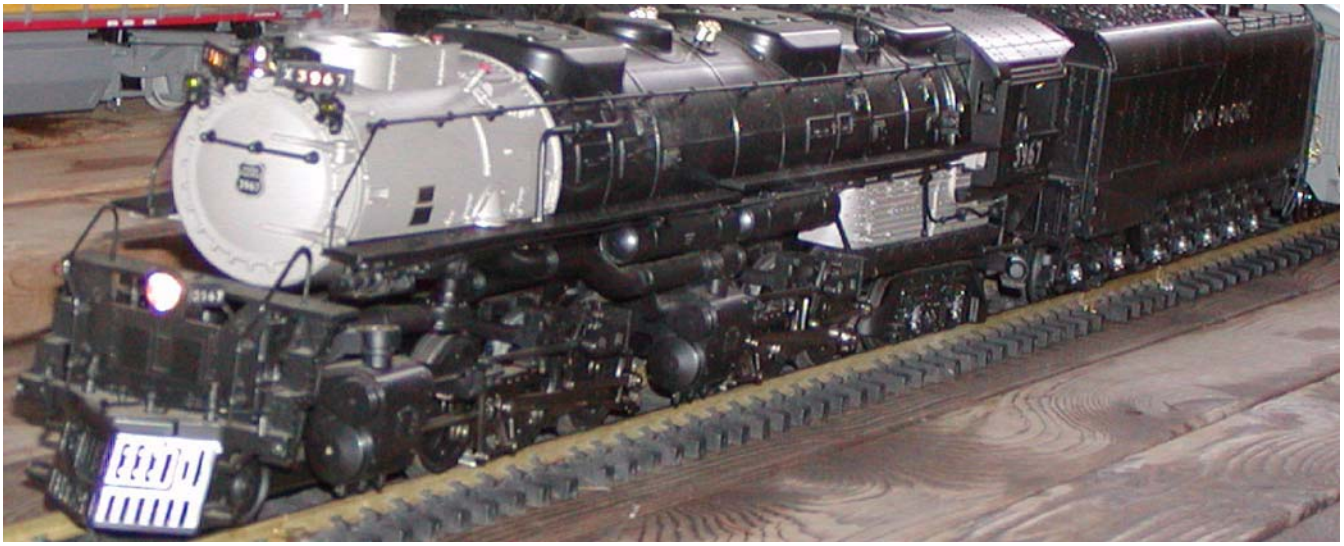
Dave Linn's factory makes its annual appearance at GATS

Dave Linn operates a live steamer on the inner loop.

Joe Jones takes a break to watch the train roll by

Darrel & Shirley Dunham's Open House

It was a cool rainy day that broke our spring drought, but the patio was full of members viewing and operating the new MTH RailKing DCS controls. Darrel Dunham and Sam Harding brought their locomotives for the demonstration. There were two Union Pacific Dash–8 diesels with Proto–Sound® and two Union Pacific® 4–6–6–4 Challengers. These are detailed and impressive looking locomotives.



Gordon Pisle demonstrated his new MOW power car. When run on track power, the roar of the diesel is louder than the locomotives. The sound card has a rechargeable 9–volt battery for use without track power.

Darrel and Shirley have four independent loops in their railroad. Two of the loops are on their covered patio and two loops are at the side of their backyard. The locomotives ran well except where the track radius was marginal for such large locomotives. The small radius curves cause the front articulated trucks of the Challengers to move far out of line of the boilers and require a large clearance from any object adjacent to the track. The Challengers, in particular, are much more comfortable on eight to ten–foot radius curves. The 1600 series LGB switches are also difficult for the Challengers to traverse.

Ethan McCarty tries running a patio–sized railroad.

Scales And Figures

By Allan Warrior

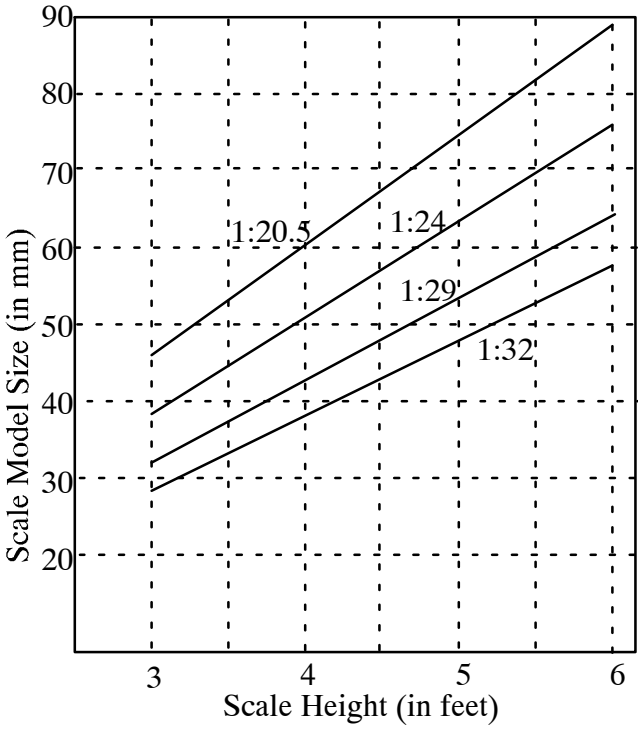
In our goofy series of scales in G–gauge, the various buildings that we build from kits, or kitbash, or build from scratch often are not the same scale. Scale is expressed as a fraction of the original. For example, 1:32 means that the real thing is 32 times larger than the model. Some of my kit–built buildings are as large as 1:20.5 and all of my scratch–built buildings are 1:32. For this article, I will use three scales out of several as examples: 1:32, 1:29, 1:24, 1:20.5.

Since buildings are not too uniform in size anyway, some judicial placement of adjacent buildings makes the scale differences not too noticeable. (I have a few HO scale buildings masquerading as various sheds.) The problem becomes more apparent when we want to put some human or animal figures next to the doors of our buildings. The height of human figures used in modeling is usually measured in millimeters. This tradition dates back to the original toy soldiers of another century.
(25.4 mm = 1 inch)

People are not the same height, but if you put some of the figures made by Bachman (1:20.5) adjacent to a 1:32 scale building, those figures are at least 8 scale feet tall in proportion to the building. Pretty heroic, but not realistic. Conversely, a 1:32 scale figure entering a 1:20.5 scale house looks like a pigmy entering a castle door. Often, modelers choose a figure that has a scale height of 5’10’’ to 6’2” for a man. This range is a little taller than the average height of a man, but most agree that the appearance is better than everyone looking like a dwarf. The effort becomes important in choosing appropriate figures for groups and activities near buildings and vehicles. It does not look good for an engineer to be half as high as the steam locomotive he is standing next to. The following table shows what the scale height of a figure would be in actual size (in mm) on your layout. (The decimals have been rounded.) For example, a person 6 scale feet tall would be 57.2 mm in 1:32 scale; 63.1 in 1:29 scale; 76.2 mm in 1:24 scale; and 89.2 mm in 1:20.5 scale.

Scale Height of Figure (ft)	Model Scale Sizes (mm) 1:20.5	1:24	1:29	1:32
6	89.2	76.2	63.1	57.2
5.5	81.8	69.9	57.8	52.4
5	74.3	63.5	52.6	47.6
4.5	66.9	57.2	47.3	42.9
4	59.5	50.8	42.0	38.1
3.5	52.0	44.5	36.8	33.3
3	44.6	38.1	31.5	28.6

In a graph, the size of the figure can be easily determined from the intersection point of each x – y axis.



If you wish to use another scale, the math is easy. Simply multiply the height of the figure in inches (6’ = 72”) by 25.4 and divide by the scale you want to use.

If you already have a figure and want to know how that figure fits in your scale size, measure the height of the figure in millimeters. Multiply the height of your figure by the scale you are using and divide by 25.4. This answer will give you the scale height of the figure in inches. Divide this answer in inches by 12 to find the scale height of the figure in feet. (Or use the previous graph.)

The difference in sizes for those people doing models in 1:24 or 1:25 scale, the difference between 1:24 and 1:25 is about 4% and is often ignored. The difference in the other scales mentioned above varies between 10% and 56% using standard G–gauge (1:32) as the base. In these differences, the eye of the beholder must be considered.

82–Car Mail Train

From Trains Magazine, November 1944

"Probably the longest individual mail train in history was run from Chicago to Council Bluffs Transfer on the night of October 17 by the Burlington Route. It consisted of 82 mail and refrigerator cars loaded with Christmas packages for servicemen overseas and hauled on passenger–train schedule by a 4–8–4 Class O5 (Northern) steam locomotive as far as Galesburg, IL and then by a 2–10–4 Class M4 (Colorado) to Council Bluffs, IA. The refrigerator cars were used because many of them are moving westward empty at this season."

"This and a then–record 70 car train October 13 were part of the largest movement the CB&Q has handled in all the 60 years it has been moving the transcontinental mails between Chicago and Council Bluffs Transfer. More than 1200 cars were handled between September 21 and October 17, and the largest day's movement was 103 cars on October 15."

The Class O–5 (A&B) 4–8–4 Northerns were considered the very best steam locomotives in the Burlington system. These 36 locomotives were built in 1937–1940 and were commonly used on both passenger and freight assignments on mainline service until the end of steam power in 1957.

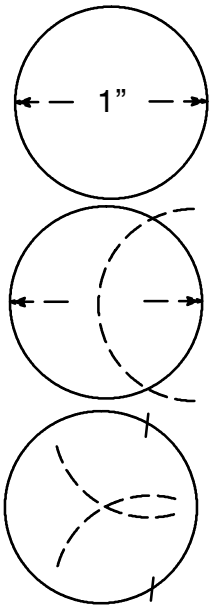
The 18 massive Class M4A 2–10–4 Colorado locomotives were built by Baldwin in 1927–1929. These heavy haulers were used across Iowa and later in the coal drags in southern Illinois where they remained in service until 1957.

Finding The Exact Center

By Allan Warrior

Recently I needed to find the exact center of a 9–inch dome. The exact center of a blank circle, such as a wheel, can be found be found with a compass and a minimum of mathematics. The radius of a circle is equal to half its diameter as $R = {}^1/_2D$.

In order to keep the drawing within the column, I will use a one–inch circle for an example.



Find the diameter. Set your compass at 1/2 the diameter

Mark the two points where your compass intersects the circumference of the circle.

Put your compass on the two points and draw an arc from each point. Where the two arcs intersect should be the center of the circle.

Sealed Lead–Acid Batteries

From Dave Linn

This company seems to have every size and shape at http://www.mcmaster.com. This is what you are looking at:

	20–hour rate		Terminal		Battery Size		
	Cap.	Discharge		Loc–	(Inches)		
Volts	(AH)	Rate (mA)	Style	ation	Ht x Wd x Dp		Each
Sealed Lead–Acid Batteries, AGM							
12	4.0	206	B	2	4.0 x 3.5 x 2.8	7448K75	$13.29
12	5.0	250	B	6	4.0 x 3.5 x 2.8	7448K49	$15.97
12	5.0	250	A	6	4.0 x 3.5 x 2.8	7448K26	$15.97
12	6.0	300	A	6	4.0 x 3.5 x 2.8	7448K81	$14.88

This company also has copper tubing if you are building that boiler for your steamer at $16.00. You will have to determine shipping costs.

Schedules & Timetables

Anyone interested in having an Open House or sponsoring an event, please contact **Donald Golgert at 360-896-1778 or grammabob@wanet.com**.

April 16, 2005, Saturday, from 1 p.m. until 6 p.m. Open-house at David & Margaret Kooken's, 7542 Carolina Lane, Vancouver, WA 98664 360-695-0389.
Pot Luck:
B-D Desert
E-L side dish
P-Z Main dish

Bring your stuff and try out this beautiful new Garden Railroad!

Directions to the Kooken's:
From I-5 go east on Highway 14 or from 205 go west on Hwy. 14 to exit #4. Go north on Lieser Road (up a hill) to a 4 way stop.

Turn left at the stop onto McArthur. Immediately get in the right lane. Turn right in just one block onto Miami Way. Go to the end of Miami Way, and you will see our 5th wheel parked on its pad.

May 7, 2005, Saturday, from 1 p.m. until ?? p.m. Open-house at Dennis & Carolyn Rose's, 18325 Jaylee St. Beaverton, OR, 503-649-4904. The railway is track-powered with one proposed loop scheduled for DCS control.

The Rose's will serve a main dish. Salads and disserts are welcome.

July 9, 2005, Saturday, RCGRS Summer Tour: Coordinator is Bill Derville. Help is needed from all members.

July 26-31, 2005, 21st National Garden Railway Convention, Chicago, IL: Info and registration at http://www.21ngrc.com/

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Editor's Note: Pictures and articles are eagerly sought for the newsletter. Help keep your newsletter interesting by submitting materials that can be printed and shared with our members. **The deadline for the May newsletter is April 18, 2005.**