

August 2011

Burlington And Missouri River Railroad



It was a great summer day with a moderate temperature for Allan and Kathryn Warrior's open house on

July 9th. Allan began operating trains at 10 a.m. for himself and to test the operation of the railroad and offer an early opportunity for guests who would want an extra time to operate one of their trains. The trains all ran well with no problems. Guests began arriving shortly before noon. Plans to start an enhanced railroad operation did not occur. Guest battery powered locomotives pulled trains during the open house. The minutes for the second quarterly meeting are included in this newsletter.



Allan at the console for the remote controlled switches and the four track power supply.

Allan purchased some large sheets of scrap sign plastic this year that are unusual and normally quite expensive. The sheets are a "sandwich" with a layer of white ABS plastic between two thin layers of

acrylic making a total thickness of approximately 0.125 inches. Two colors have been seen; green and yellow. The plastic is easy to use and very tough. It goes through the saw without melting as acrylic is prone to do. It readily accepts IPS Weld-On #16 solvent cement and makes a strong joint. The one downside so far is that it will chip if the saw blade is not in good condition. Paints for plastics are recommended for finishing. The "Menard's Construction Materials" and the "Bunn Distribution Warehouse" models were constructed with this plastic.



Menard's Construction Materials & lumber yard



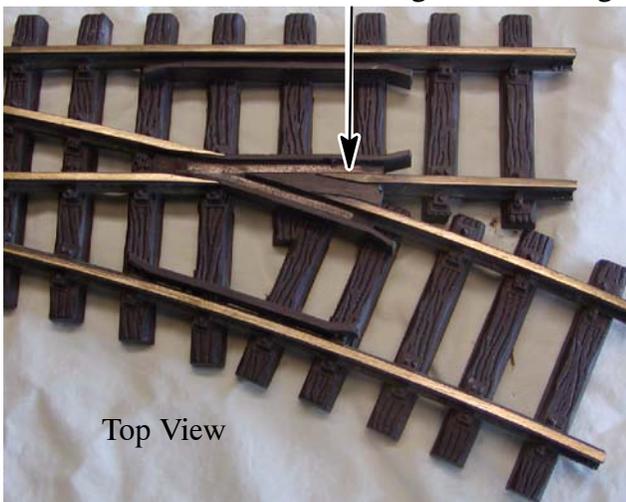
Bunn Distribution Warehouse



Jan Zweerts, Larry Blair, and Greg Marten confer as “FooBar Industries” belches smoke.

A mysterious short circuit occurred in the block of track that crosses the back yard and made the railroad inoperable for track-powered locomotives. It was confusing that the short circuit occurred when there was nothing on the tracks. Later in the afternoon, the short circuit became intermittent and made the diagnosis of the problem more difficult. The problem was eventually traced to a particular switch but the problem was not resolved until Dave Stratton perceived that one of the short rails was not aligned correctly in the frog.

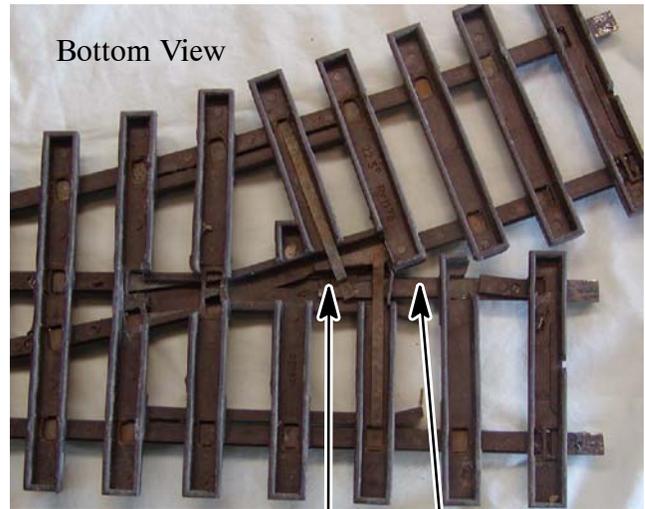
Rail became loose and misaligned at the frog



Top View

Subsequent analysis showed that the LGB No. 1605 switch has a weak point at the frog. If the rail

moves too much out its position in the frog, the jumpers on the underside of the switch can make contact and cause a short circuit. This particular switch is one of the oldest in the railroad and has seen much traffic. Repairs were made by realigning the rail and filling the underside of the frog area with liquid plastic. The plastic holds the rail in position and insulates the electrical jumpers in the frog area.



Bottom View

Jumper crossings to power the track through the switch

Loose rail at the frog

Burlington

Jan Zweerts brought a bag of Sterzing's Potato Chips made in Burlington Iowa, part of the name-sake for the Chicago, Burlington & Quincy Rail Road. Thank you Jan for a timely gift.



The importance of Chicago was early recognized by Great Britain as well as the United States as an important future transportation hub for the developing continent. Even after the Revolutionary War and the Treaty of 1783, Great Britain was very reluctant to give up the area. Only after General Anthony Wayne defeated the pro-English Indians in the Battle of Fallen Timber in 1794, was the United States able to bring pressure on the British to cede possession of the area at the mouth of the Chicago River. The Jay Treaty of 1794 and the construction of Fort Dearborn by the US Army in 1803 finally settled the issue.

Until 1823, northern Illinois was unbroken wilderness. The nearest post office was 150 miles away. The only Indian trail from Fort Dearborn led to a trading post 125 miles away at present day Danville, IL. The first wagon road was built in 1832. The cost of shipping overland was \$10 per ton for each 20 miles. (This amount would be the equivalent of \$2200 per ton in 2005 dollars to move a ton 20 miles.) Settlements in Illinois were desperate to get better and cheaper transportation costs.

There was high priority to make a reliable transportation link between Chicago and the Mississippi River. Political infighting, bribery, audacious canning and difficult rail construction finally established that rail link to Burlington, Iowa on the Mississippi River by 1856. Thus, the name of the railroad is from three of the important stops on the link; Chicago, Burlington and Quincy (CB&Q) or the "Burlington Route."

RCGRS Quarterly Meeting

July 9, 2011

Home of Kathryn and Allan Warrior

Jeff Lange, President, called the meeting to order shortly after 2 p.m. The agenda was approved.

Minutes of previous meeting: Kathryn Warrior, Secretary, reported that at the last quarterly meeting, April 9th, a motion to suspend the reading of the minutes at each meeting was approved. Nick Kelsey moved and it was seconded to waive the

reading of the minutes. The minutes were approved as distributed in the May 2011 newsletter.

Summer Tour Report: Bill Derville, chair, reported that the summer tour was very successful "the best ever" in spite of the rain. This year we were the Oregonian "pick of the week" which contributed to the success. Bill reported a net profit for the summer tour of \$2,654.93. Income was \$3,447 which included \$2,265.93 from the sale of tour books and \$390 new memberships. Expenses came to \$1,181.07.

Bill asked for suggestions and comments:

- No rain, Father's Day weekend great father's day gift and activity
- Consider standardized log for each location
- List in tour book that tour is open regardless of the weather.
- Hosts have a laptop out with list of Emails.
- Limit gardens to 10 layouts—the following people indicated they would like to participate next year: Tom Gaps, Allan Warrior (maybe), Jeff Lange, Steve Cogswell, Ron Bacon, Bill Dippert, Gary Lee, Bill Derville, Shannon Pratt, and Tim Poole (maybe)
- Have volunteers in place early. Hosts need to call volunteer coordinator if they need help.

Bill announced that September 17th is scheduled as Tom Miller day—9a.m. to noon. This is an adult only event (No one under 16).

Treasurer Report: Steve Cogswell, Treasurer reported year to date income: \$6,191.88, expenses \$3,723.70, net income \$2468.09. He pointed out that \$2,826 dues have been collected which is \$326 over the projected budget. The full Treasurer's report is attached to this newsletter.

Yardmaster: Greg Martin announced that anyone needs the club Mogul for display should contact him.

Vice President: Nick Kelsey reported that the sale of membership with discount at tour was successful. He introduced and welcomed new members: Bob and Martina Nilles, Rusty and Mary Lou Baumberger, Herb Couperthwaite, Kayrin Gregory, and Timothy Drake. Nick suggested that the hosts on the tour need to have books before the tour. Steve Cogswell volunteered to scan the tour book and Email to those having their layouts open for the tour.

OPSIG Report: Nick Kelsey reported OPSIG is fun and they are having a good time. He explained what it is and announced upcoming sessions at the following layouts: July 22nd at Gary Lee's, July 29th at Nick Kelsey's, August 19th at Bill Der-ville's.

Banquet Committee: Nick Kelsey announced that he needs help with clinics and the education portion of the banquet which will be Saturday, November 12th. Jan Zweerts and Carolyn Rose will help organize clinics. A person is needed to buy things for raffle.

MODSIG: Greg Martin announced the World's Greatest Hobby show is February 25-26 at Portland Convention Center. He reported that the Great Train Exposition is not yet showing Portland on their calendar. The first meeting of the MODSIG group will be in September and perhaps tie into a movie night. Work Groups have been organized and are on the Yahoo website. Nick Kelsey reported that he, Richard and Penny will take the kids display to the Columbia River Heritage Museum 2 day celebration in Ilwaco, Washington next weekend. The display will be in the kid's area of the museum. A suggestion was made to take poster and summer tour books as samples to advertise for next year's tour. Hughes Water Lily Festival is in two weeks. They will run Thomas on Friday night and Saturday and Sunday noon to 4 p.m. Darrel Dunham announced he has a trailer he'd like to sell so suggested perhaps club should consider purchase. This

will be placed on the agenda for next quarterly meeting. Greg has a laptop with Phoenix and QSI programmers and can help club members with sound programming.

Unfinished business: none

New business: Tom Gaps proposed the elimination of dual maintenance of a Yahoo and a Google calendar because embedding Google calendar on website not reliable. The Yahoo calendar cannot be embedded on website because our group is private. Nick Kelsey will talk to Joe Eckhart about the club website and see if he is willing for Nick to create a new website. Rusty Baumberger moved and it was seconded to spend \$150.00 on web software to upgrade our website. Motion approved.

Tom observed that the club works to grow with new members. He suggested the possibility that the club set up a grant program that new members could apply for to help them get started in the hobby. He suggested that a committee be established to explore the idea of an aid or grant program. The committee is to report back at next meeting. Tom moved to set up a grant proposal (scholarship) committee to review ways this idea could be implemented. Motion seconded and approved. Send any thoughts or suggestions to Tom Gaps. If interested in serving on committee, contact Tom Gaps. Steve Cogswell and Darrell Dunham volunteered for the committee.

Allan Warrior suggested a possible new section in newsletter if there is any interest: Part and equipment wanted, recycle, and resale.

Announcements: Ron Bacon announced for customers of Throttle Up that Mike Greenwood has taken a job with International Paper and that Throttle Up is no longer in business. The manufacturer will need to be contacted for any equipment problems.

Andy Anderson and Ron Bacon would like to get a SIG group for Live Steam. If interested contact Ron Bacon with your information-name and email. He announced the Staver Steam-up on Sep-

tember 22–25, 2011. Puget Sound GRS has two steam-ups per month.

Jan Zweerts: Christmas Ships Friday, December 9th at 7 p.m.

Bill Dippert: Open House, Saturday. August 13th.

Next quarterly meeting will be at Ron Bacon's open house, October 8th.

Dave Kooker moved to adjourn the meeting. Motion seconded and approved.

Kathryn Warrior, Secretary

Report for “Railroads In The Garden” Summer Tour 2011

By Bill Derville, Chairman

This year's Summer Tour was the wettest tour we have ever experienced, but also one of the best attended and most profitable we have had. We printed 600 booklets at a cost of \$803.00. We sold 389 books for a gross income of \$3,565.00. Our advertising and other expenses totaled \$413.00, leaving us a net profit of \$2,349.00. That compares to \$1677.00 in 2010, and \$1,938.00 in 2009. This net income provides us with funds to continue building our modules and to fund unreimbursed expenses we incur in creating displays to promote our hobby.

Our membership promotion was also very successful as we added 16 new members which we warmly welcome to our garden railroad family, and hope they make many new friends among our members and participate in our activities. I hope everyone makes an effort to make them feel welcome so they can love our hobby as much as we do. It is a great hobby, and I am glad we can share it with others.

Next year's Summer Tour will be held on Saturday, June 16th. The plan is to continue to limit our tour to 10 layouts. Next year, the Bacons, Warriors, Dervilles, Dipperts, Pratt, Gaps, Gary and Jonette Lee are expected to return to the tour, and Steve Cogswell and Jeff Lange plan to open their new layouts for the first time. I will be asking Joe Chesney if he is willing to return, as his layout is the favorite of

many of our guests. Nothing is finalized, so if you wish to be on tour, please let me know in the next few months. We will finalize the list of layouts in January.

If we have others that would like to be on tour, we will need to discuss if we can staff a greater number. We have some new members, so perhaps we can. For those planning to be on tour, I encourage you to ask members if they can help you on next year's tour sooner rather than later. For those that volunteer, please plan to stay the entire day.

My thanks again for everyone who helped with this event, most of whom I thanked in our last newsletter. We have a great club and the public loves seeing our creations and the progress we make from year to year.

Oregon Railroads

There are five Class I railroads operating in the United States plus two in Mexico and Canada each. These railroads account for around ninety percent of railroad revenue in the United States. It has become imperative for them to make the best possible use of the tracks they operate on by efficient management. They are not really interested in the traditional manifest train freight of the past, there is just too much freight that requires less handling already consuming their efforts.

A modern Class I railroad is not interested in assembling trains and sorting cars when they can hook and haul entire unit trains of containers or bulk commodities. Currently there are 19 non-Class I railroads operating in Oregon. The Association of American Railroads (AAR) divides these up into three subcategories, Regional, Local, and Switching & Terminal Railroads.

Class 1 Railroads	Track Miles (Oregon)
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BNSF Railroad Co.	386
Union Pacific Railroad Co.	1065

Regional Railroads

Central Oregon & Pacific RR (CORP)	439
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Palouse River & Coulee City RR 23

Portland & Western RR 380

Local Railroads

Albany & Eastern RR 67

City of Prineville Railway 18

Hampton Railway, Inc. 5

Idaho Northern & Pacific RR 21

Modoc Northern RR 14

Mt. Hood RR 21

Wallowa Union Railroad Authority 63

Willamette & Pacific RR 233

Willamette Valley Railway Co. 32

Wyoming & Colorado Railroad Co. Inc. 24

Switching and Terminal Railroads

Lake County RR 15

Oregon Pacific RR 15

Peninsula Terminal Co. 4

Port of Tillamook Bay RR* 101

(*Road bed severely damaged in December 2007 and not in service)

Portland Terminal RR 3

WCTU Railway Co. 14

Under the current operations of Class I railroads, unless a single shipper can produce enough freight to build an entire car or train in many cases, locating on a Class I railroad would be a mistake. This is where the shortline railroads provide a service to their shippers that the Class I railroads cannot. It is also why shortline railroads play an important role in business location and economic development. However, without adequate density, a railroad will not have sufficient traffic to support its fixed assets and allow for adequate frequency of service.

This is a delicate balance to achieve, considering a majority of shortline railroads are formed from the remnants of a once expansive network, not necessarily a carefully planned rail line concisely placed to serve a community or industrial corridor. For this reason, it becomes necessary for shortline railroads

to develop a close working relationship with their shippers. In doing this, a mutual commitment is developed. "In addition to reducing the transaction costs between consignor-carrier-consignee, such relationships also encourage the development of programs which reduce costs further and improve service."

Oregon Short Line Railway, A Regional Railroad That Disappeared

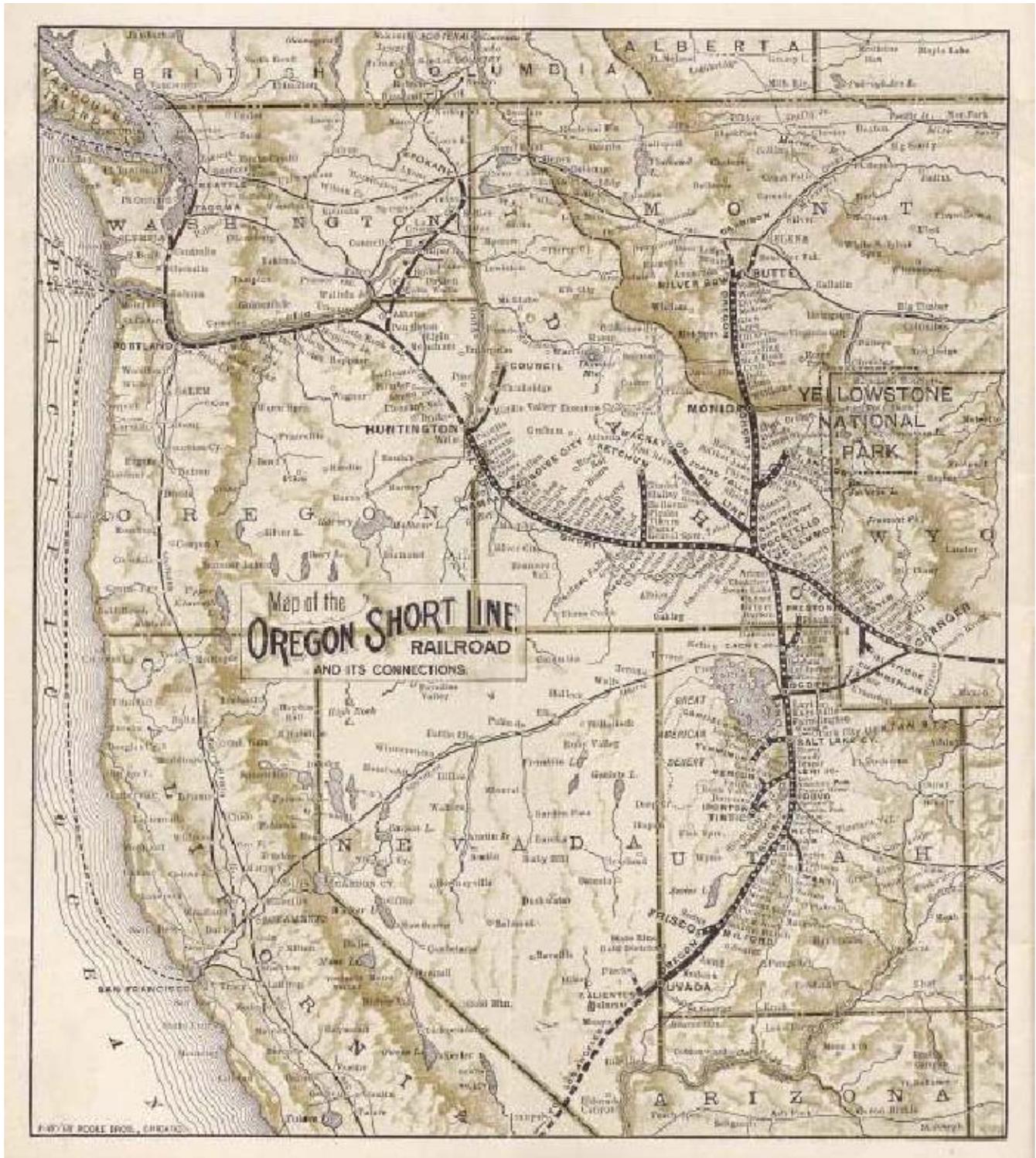
The Oregon Short Line Railway was organized on April 14, 1881. Most of its track was not in Oregon. The line started from the Union Pacific main line in Granger, Wyoming and reached Montpelier, Idaho on August 5, 1882 and then to McCammon, Idaho in fall of 1882. Between McCammon and Pocatello the line was shared with fellow Union Pacific subsidiary Utah and Northern's grade by adding a third rail to accommodate the standard gauge cars. The line from Pocatello to Huntington, Oregon was completed in late 1884. Access to Portland, Oregon was leased from the Oregon Railway and Navigation Company.

The line was essential because the Union Pacific main line ended in Utah with the Central Pacific Railroad which by that time was part of the Southern Pacific Railroad. Southern Pacific tracks reached El Paso, Texas, and would in, 1883, become a transcontinental railroad in its own right. The Southern Pacific then started routing traffic to the southern line, cutting off Union Pacific. The Oregon Short Line also was meant to halt OR&N continued eastward expansion at the Idaho-Oregon border.

In 1889, the Oregon Short Line Railway merged with Utah & Northern Railway and 6 other smaller railroads to form the Oregon Short Line and Utah Northern Railway. In 1890 the company finished converting the original Utah & Northern line to standard gauge, a process that U&N had started as early as 1885. On October 13, 1893 the OSL&UN went into receivership with the rest of the Union Pacific holdings. The Oregon Short Line Railroad was incorporated in February 1897 and purchased

the property of the OSL&UN later that month. On

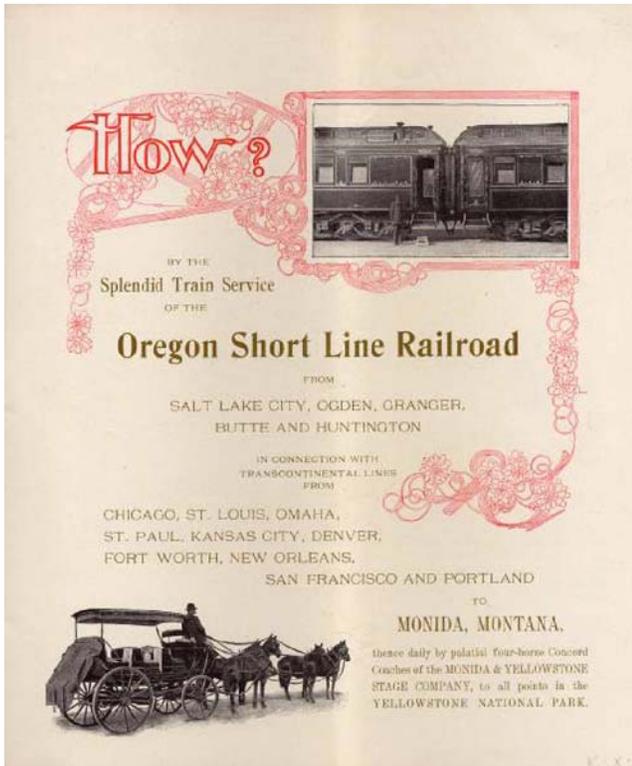
March 15 the OSL took possession of the line and started operating.



The OSL was independent for a short period of time until October 1898 when the newly reformed Union Pacific Railroad took control of a majority of the board of directors. During the early part of the 20th century the railroad publicized tours of Yellowstone National Park by way of a spur

constructed from Idaho Falls, Idaho to West Yellowstone, Montana. In 1938, Union Pacific began consolidating operations and leased for operation a number of its subsidiaries including the Oregon Short Line. The railroad operated under the lease

until December 30, 1987 when the OSL was fully merged into the Union Pacific Railroad.



RCGRS Officers and Staff

President, Jeff Lange

360-696-0799, jeffdlange@comcast.net

Vice President, Nick Kelsey

503-266-1110, kelsey.nick@gmail.com

Secretary, Kathryn Warrior

503-648-8112, kathryn.warrior56@gmail.com

Treasurer, Steve Cogswell

503-342-6128, scogswell@tkw.com

Yardmaster, Greg Martin

503-848-9091, granet@frontier.com

Annual Garden RR Tour Chair, Bill Derville

503-645-1771 bderville@generaltool.com

Club Store Chair, Margaret Kooken

360-695-0389, dmkooken@pacifier.com

Open House & Education Chair, Tom Gaps:

503-659-8893, tgaps@comcast.net

Module SIG Chair, Greg Martin

503-848-9091, granet@frontier.com

Newsletter Editor, Allan R. Warrior

503-648-8112 allanr.warrior@gmail.com

Webmaster, Joe Eckardt

503-466-3963, joe@eckardt.us

Immediate Past President: Gary Lee

503-695-2550, garylee@constructavision.com

RCGRS at Ilwaco Clamshell RR Days

I want to thank RCGRS for Donating their Thomas The Train setup to the Clamshell Railroad Days in Ilwaco, WA, plus volunteering Three wonderful couples (Nick & Sue, Richard and Penny, and Jan and Rae) to run the layout.

They were delightful, full of interesting stories, and very VERY helpful. They even watched our LEGO layout=display so we could go to Church, and see our grandson perform!

We had a great Pub Crawl (but only one Pub), where they got the Innkeeper at Shelborne Inn to regale us with a Ghost story about the Inn

They were good ambassadors of a great Club. Again, Thanks.

Dean & Donna Mead

Schedules & Timetables for 2011

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 **Tom Gaps 503-659-8893, tgaps@comcast.net**

July 30th & 31st and August 6th & 7th, 2011:

"The Great Oregon Steam-Up" at Brooks, Oregon: The Great Oregon Steam-Up is the largest event at Antique Powerland during the year and involves all of the museums and many other participants. One of the unique aspects of the event is that most of the equipment is operating. A parade takes place each day at 1:30 p.m. and includes vintage tractors, trucks, and automobiles. The steam powered saw-mill operates twice a day and the trolley tours the site perimeter all four days of the show.

Learn about the early machinery that made Oregon work. Hear about innovators and manufacturers of the past. Machines include farm tractors and implements, early engines, crawlers, fire apparatus, vintage trucks and cars, logging gear, an early Oregon

flour mill, and an authentic steam sawmill. Rides include an historic trolley and a miniature railroad (7-1/2 inch gauge).

Scheduled activities: Machinery demos, sawmilling, flour milling, fire apparatus demos, harvesting, kids pedal tractor pulling, traditional tractor pulling, and a Big Parade!

Other Attractions: Blacksmithing, a country store, models, early electricity exhibit, miniature farm display, children's passport program, swap meet and flea market sales, country music, and great food! \$10 for people over 12 years of age.

August 6 - 9: Glacier National Park Trip

August 13, Saturday, Noon to 5 p.m.: Bill and Jean Dippert's open house. The hosts will serve cold-cut sandwiches. Salads and desserts are welcome. Drinks, i.e. coffee, pop, etc. will be available. We have plenty of street shoulder parking available. We would like to reserve the left hand side (westside) of our driveway for parking for those of our members with mobility problems, leaving the right hand side (east side) open for passage to the open lawn area east of the house where we will have tables, etc. set up for the lunch.

We will operate trains for neighborhood guests from 10 a.m. to noon. Anyone who wants to run trains, can come over early. The "official" group thing starts at 12 noon and goes to 5p.m.—but you are always welcome to stay longer.

By August I will have my track power supply back in service (we had to clear the deck of everything as we had it refinished last month). Of course, those with battery powered locos, we can accept any number of them. With good operators, we can run four trains simultaneously (only 1 track power, plus

3 others). We have had more trains running than 4, but it gets somewhat hairy.

September 10, Saturday: Open House at the Lake View and Boulder Railroad at Jeff and Dianne Lange's home at 5220 N.W. Cherry Street; Vancouver, WA 98663.

September 17, Saturday, 10:00 a.m.:

Tom Miller 7-1/2 inch gauge and indoor F-scale railroads. He also has a spectacular American Flyer S-gauge layout.

Tom Miller address:

18055 SW Seiffert Rd,
Sherwood, OR.

As in the past, host requests **No Children** please. Bring your own lunch or snacks to eat on lawn at the site before the tour.

Tom has a 1-1/2 inch scale railroad featuring 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a Howe truss center span, and a long tunnel. The estate is beautiful. This railroad is not normally open to visitors, so this invitation is a real treat.

October 8, Saturday: Ron and Merlene Bacon open house and third quarterly meeting.

November Weekends 5,6 -12,13 - 19,20 - 26,27 10:00 a.m. to 5:00 p.m.: 2011 Columbia Gorge Model RR Club Model Railroad Show.

November 12, Saturday: Annual RCGRS Luncheon. Details and volunteers needed.

December 9th, Friday, 7 p.m.:

Jan and Rae Zweerts open house and viewing of the Christmas ships.