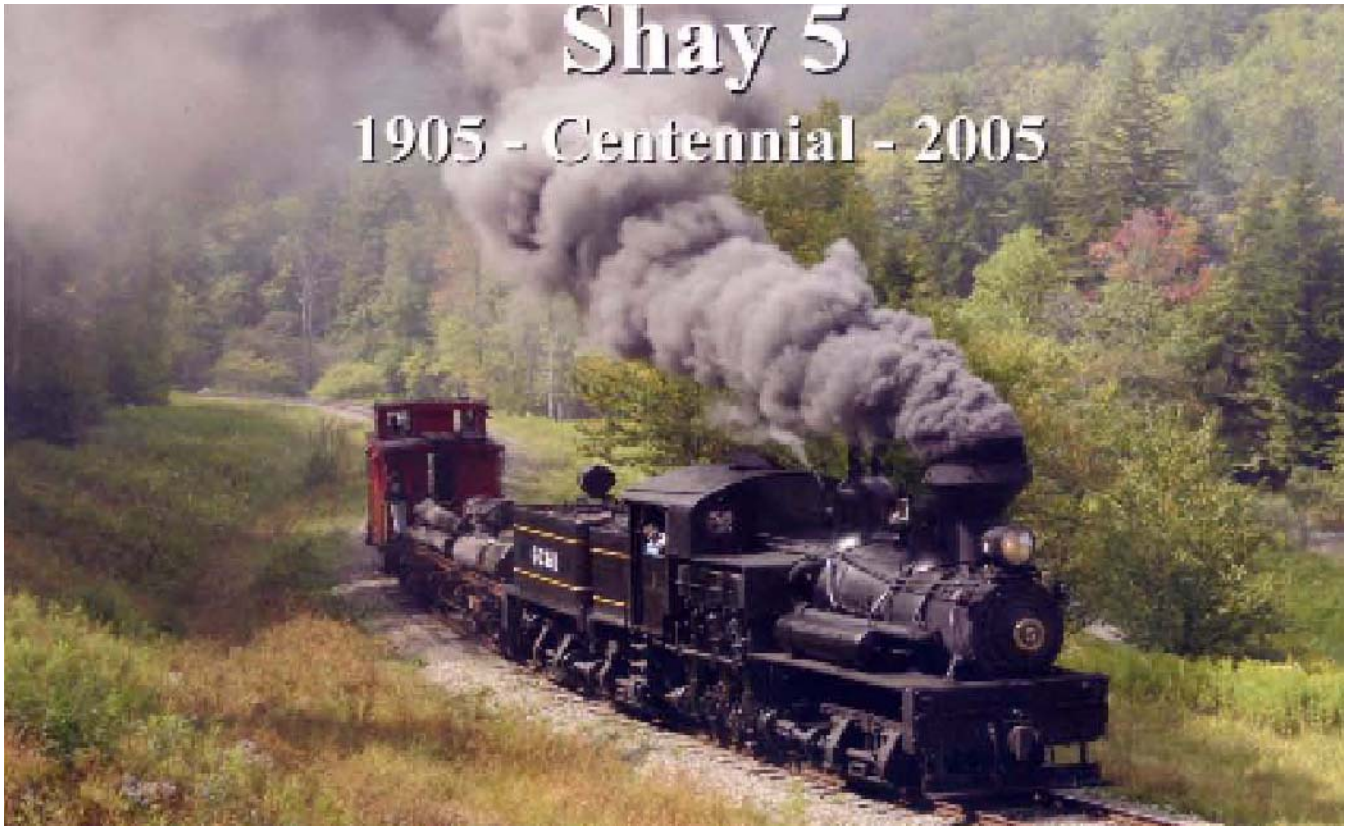
ROSE CITY GARDEN RAILWAY SOCIETY

NEWSLETTER

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

July 2005



Shay 5 was built by Lima as shop number 1503 in November 1905 for the West Virginia Spruce Lumber Company's Greenbrier & Elk River Railroad in Cass It was used initially for hauling logs on Cass Hill. Later it ran between Spruce and various sites in the Elk River drainage, coming to Cass only for heavy overhauls until about 1939. It was in a collision with a Western Maryland Railway 2–8–0 rod locomotive in Spruce in 1942 and subsequently repaired. It saw increasingly limited service after 1953, including use as a stationary steam source at the Cass mill. It became inoperable in the winter of 1958–59 when the cylinders cracked due to freezing, the engine was parked for mill boiler use. Shay 5 was sold for scrap when the Cass rail operations ceased in 1960, but it was kept intact and conveyed to the state in 1962. Restoration was completed by the Cass Scenic Railroad Park in 1966. In active service since then, Shay 5 is the oldest Shay in scheduled service anywhere in the world.

The 2005 Cass Railfan Weekend

By Dennis Rose

Carolyn and I flew to Cass, West Virginia in May to attend the railfan weekend commemorating Shay Number 5's 100 years of service at Cass. The Shay locomotive was invented and patented by Ephraim Shay in 1881. The Shay rides on geared trucks; the geared wheels on the trucks are the drive wheels which make it easier for the locomotive to negotiate the sharper curves and steeper grades found on hastily laid track on most rather primitive forest railroads. The geared trucks and the vertical cylinders make the Shay rather slow compared to conventional rod locomotives, but quite powerful for hauling up the steep hillsides in logging country. The Shays were built with two–truck, three–truck, and a very rare four–truck configurations. Most of the Shays were built in a satellite building and not in Lima's regular locomotive shops.

Each day started with an ample breakfast at the volunteer fire department. We were at the station by 8:00 a.m. where we boarded the train after photographing several run–byes. Then off went 200 or more folks for the trip to Whittaker Station. As the grade increased, the train went onto the first switchback, reversed to the second switchback, and then went forward to the station, traversing grades of up to 11 percent. On the way up and at the station, we experienced several more run–byes. The train returned to the shop where we served lunch. Friday afternoon, there was a ceremony celebrating Shay Number 5's centennial year at Cass with speeches and more photographic opportunities.

On Saturday, after breakfast and more run–byes, the train double–headed with Shay Number 6 to Whittaker and then on up to Spruce near the top of Bald Knob, elevation 4,288 feet. At one time Spruce had a mill which turned out 14 billion board feet of timber into lumber and pulp. We had box lunches at Spruce. On our return to Cass, we were served a family style logger's dinner. Saturday night activities included a town tour, a "whistle blow", restoration shop tour, and a night photo session complete with professional lighting. The weekend was very well organized and well worth the visit.

Open House At Dennis & Carolyn Rose's House

The rains held off on May 7th and Dennis was able to show off his new logging railroad extension. The steep grade is 6% and the curves are sharp, so that only a qualified logging locomotive can run on this extension. The track way was so new that the ballast had not yet settled in. A friend welded the model saw dust burner to go with the saw mill.

Rex Ploederer & Dennis apply emergency ballast to the new logging extension

Open House At Hazel and Odell Lee's House

June 4th was open house at the "Little River Railway." The garden and the railway looked spectacular. Hazel's expertise in gardening produces a wonderful and tasteful yard of flowers and plants.

Odell is a master modeler of many years. He creates all of his buildings and the clean details on them makes them museum quality pieces. An example of his highly detailed work appears in the following pictures that show his saw mill.

The main town on the Little River Railway. The house in the top center of the picture is a model of the house where Hazel lived when Odell courted her many years ago. Although too small to see in this photo, there is a young man about to climb the stairs to see a young woman waiting on the balcony.

The Saw Mill

The saw mill with the roof removed. The steam engine, saw blade and controls for the log carriage are all shown in this highly detailed model.

Tom Miller's "Large Scale" Railroad

On June 11th, Tom Miller's "Large Scale" Garden Railroad in Scholls, OR was open to the model railroaders. What a treat! Tom's railroad has 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a Howe truss center span and fully lined tunnel that is quite long. The treated lumber used in construction of the trestle and the truss bridge is sized to scale. The scale?: 1-1/2" = 1' standard gauge and 2-1/2" = 1' narrow gauge. "Large scale"— the kind you can ride!

The 4-6-2 Pacific and the 4-4-2 Atlantic all steamed up and ready to go

Waiting at the station for the next ride: George Hammond, Carolyn Rose, Margaret & Dave Kooken

The 4–4–2 “Atlantic” takes a full load of passengers across the 400 foot trestle and through the Howe truss bridge.

The 4–4–2 Atlantic pulled full loads this day

Garden Railway Building Maintenance & Other Ramblings

By Bill Dippert

As a follow up to my last "ramblings" I looked at how the Boomtown station rebuilding, that I discussed last time, had survived the heavy spring rains. (A.K.A. as putting out your wooden buildings a little too early, I had forgotten that Easter this year was quite early! Normally I pull the wood structures between Labor Day and Halloween and put them back out at Easter.) The structure seems to be ok, but some of the re–planking suffered. After running the popsicle sticks thru the dishwasher, I had thought that they would survive any amount of rain. Well most did, but a couple seemed to absorb some water or something, as several pairs "tented" up. This also seemed to prove that Latex caulk glue is not the strongest in extreme temperature/moisture changes. Oh well, you are never too old to learn and in general I think that my technique was ok, just a little flawed in the execution.

Now on to the main topic for this time: as most everyone knows, my garden railway is track powered. However, I originally tried to use live trees with cross arms to carry 22 gauge stranded wire. Two things that I did not think enough about, were the increasing diameter of the tree trunks which basically was destroying the cross arms and that the 22 ga. wire was just too light weight when I would try to run three LGB A–1–A A–1–A Alco diesels together all the way to the yard for offloading after an operating session. Just too much voltage/current loss. Also, I had used light weight diodes for the reversing loops, etc., and they would periodically go "poof". In addition, originally I had one of the Aristo Craft 8 amp power supplies which was based on the old transformer/rectifier setup. This total combination was somewhat less than desirable at most times.

This spring my wife and I decided to have three of our trees professionally trimmed and another one removed. Well, to make a long story short, even after being told not to cut or remove the wires, they did! Not one wire survived the pruning, etc. A good friend of mine, Ed Foley, had been after me to rewire with 12 gauge stranded low voltage lighting wire for some time, so I went to Home Depot and purchased 200 feet of it. This was thought (by me) to be more than enough. Needless to say, during the process, I went back twice and each time purchased another 100 feet of the stuff, for a total of 400 feet of two conductor stranded wire, to rewire everything. In April I started in, designing a better system for attaching it to the trees. I stuck hooks in the trees and from these I hung barrier strips that I had mounted on pieces of plastic. I figure that once a year I can unscrew the hooks and keep them from being grown over by the trees. I started out from the house to the plum tree and its barrier strip. Then from there the wire goes in two directions. In the west direction another section of the wire goes to my "artificial tree" which consists of a camou-

flaged 2 x 4 with another of the ubiquitous barrier strips, which are available at low cost at Radio Shack stores. It then goes down to about the three foot level and enters the top of an old cyclone fence post. The fencing has long been removed, but I have these posts at the northern edge of my property and they seemed to be ideal for the last ~50 feet to the west. At the last pole the wire goes to another barrier strip, this time screwed to the post pole. To the east, the wire goes first to a eastern sugar maple tree, thence to a large Douglas fir tree. At each tree's barrier strip there is also a wire going down to a track level barrier strip for rail connection. At the fir tree another wire goes down to ground level where it goes underground to the south, passing Boomtown on the west of it. It goes to a barrier strip near the wood trestle, then again underground to the other side of the reverse loop where it again attaches to a barrier strip, and then goes along side the 4 x 4 railroad support system to a third barrier strip, and finally underground to emerge again at Redwood City and the last barrier strip. From each of these major barrier strips, more wire goes to smaller barrier strips at track side. Finally, at each track side barrier strip, heavy duty solid wire (either 12 or 14 gauge) is run to the rails where it is "welded" to the rail. My technique involves using a 250 watt Weller solder gun, silver bearing solder, tinning the wire ends and several minutes of heating up the rail, pre–tinning it and then attaching the solid wires to the rail. After the solder cools/solidifies, I test each joint by pulling on the wire. It should try to pull the rail out of the ties, if it pops, well I start over again as cold joints are trouble waiting to happen. The track side barrier strips are either concealed under the edge of the ties or in three cases they are mounted on plastic stakes and have railroad buildings placed over them. The ones that do not have a building over them, have a piece of plastic angle over them for protection against rain. The angle came in a box as packing material and being the pack rat that I am, it was saved for some future use. It now is all used up, thank you! The plastic stakes are also recycled from ant poison stakes. The ant poison container was all used up, so it was removed and discarded, leaving me a very nice little stake for mounting the barrier strips. My wife says that I am a pack rat, I say that I merely recycle things for future usage!

I might add, that after each barrier strip to barrier strip connection was made, I tested it out by running the voltage up and testing with my ammeter for any shorts. I had pre painted each end of the barrier strips green and silver, to match my green and white wires, just to be safe. (My code is silver/white for North rail and green for South rail.) At one point I caught my self attaching a green wire to a silver connection, not before I had connected it, but in time to prevent a direct short.

Besides the rewiring, I also put a new Aristo Craft Ultima 10 amp power supply on line. This is a solid state power supply and is much superior to their older 8 amp conventional power supply. If you follow the Aristo forum on the internet, you may have read of my problems with the Ultima. It turns out that the fan wires in my new power supply were loosely connected and when the fan was not fully functional, the power supply would only put out 6 VDC and not the rated 20 VDC. This was easily fixed, although I am not certain as to why they did not hard wire the fan to the circuit board. If I have more trouble with this, I am going to modify the power supply by doing just that, solder the leads directly to the circuit board. Caveat: don't try opening up this power supply unless you know what you are doing... it is a very dangerous design and you could get a bad shock! Never open one of these up unless you have the 110 Volt cord disconnected from the electrical outlet and making sure that the power supply is drained.... short out the outputs. Sometimes power supplies have large capacitors which will store up a good charge and can zap you if you don't drain them first.

Regarding the use of barrier strips. First of all, I install connectors on one side of the barrier strip on each of the screws. Then I solder a 12 gage copper wire or a code 100 rail across these connectors. I then cut a section out of this in the middle to create a North rail side and a South rail side. Then all of the wires have a closed connector solder to each wire... this connector is then screwed down to the appropriate screw on each barrier strip. This use of

connectors with a loop or hole in the connector, prevents wires or connectors from being pulled loose from the barrier strip in wind storms, etc. This system also works if you bury all of your wires underground. However, by using the low voltage wire that Home Depot sells, you do not need to install it in conduit, it is designed to be buried directly into soil, this keeps the cost and the work down. Shortly after finishing this installation and test running trains, etc., we had a strong wind storm come up in May with no damage to any of the new wire installations!

After the re–wiring was accomplished, I then tackled all of my diode problems in my three reverse loops and three dead end yard/mainline tracks, for a total of 16 diodes to be replaced! To replace the original ~1 amp capacity diodes, I used Motorola 1N3209 diodes, which are rated for 15 amps of current. With the power supply rated for a maximum of 10 amps, these diodes should never give up the ghost! They were attached to the track with my "welded bond" technique, again using 12 or 14 gauge solid wire. They are about the size of a walnut, so they were a little difficult to conceal, however, with my paint and ground cover "grime" technique, they now are not visible unless you look really close for them.

One other footnote: the maple tree to be removed was right in the middle of my Summit Loop tracks. While most of the buildings were easily removed and the remainder protectable by using sawhorses, 2 x 4's and plywood, how to prevent track damage from the very heavy falling tree trunk? Engineer that I was, I decided on a multi pronged approach. First 2 x 4's were laid parallel to each of the tracks. Next a section of plywood was placed over the 2 x 4's, followed by about six of the Styrofoam inserts that LGB has around the various locomotives followed by another piece of plywood. When the tree trunk fell, it demolished the Styrofoam liners and left everything else perfectly ok! I never re–box my locos anyway and usually just throw the liners away and recycle the boxes. However, for whatever reason, I had hung on to these and they sure came in handy! Again, recycling for another use.

If any one is interested in seeing the system, give me a call (our phone number is in the directory of the RCGRS) or send me a email at bandjdippert@zcloud.net

For now, adios from "Cedar Mill Bill"

New Member Tools Added to rcgrs.com Website

By Allan S. Warrior, webmaster: rcgrs.com

If you haven't visited the Rose City Garden Railway Society website (rcgrs.com) for a while, you may be surprised to find some new features to help make it easier for members to know what's coming up and to share information. Additions include a new interactive calendar with several ways of showing and printing information, and a photo gallery in which members can share event and project photos.

The New Calendar

You can view the new calendar at the same location as the old: Once at the rcgrs.com website, click "All Aboard", and then click "Members". You'll be asked for the username and password to login; if you've misplaced or lost this info, contact Dennis Peoples for a reminder. Also, if it's been a while since your last visit, be aware that the member login and password change annually (and were last changed in January), so again contact Dennis Peoples if you've lost track of the new one.

Finally, now that you're at the "Members" pages, click "Member Calendar". Here's the skinny on a few of the calendar's features: If you hover your pointer over an event on the calendar, such as the open house on June 2nd, you'll find that it is a link. Click it, and a small pop–up window will appear to display further details about the event.

On the top of the calendar is a link to "View For Printing". This link will break the calendar out of the page into a new window so you can work with it and print it without printing the titles, logos, and navigation links found throughout the site.

The green bar at the top of the calendar contains several navigation and viewing options. You can

move from year to year and month to month by clicking the year/month you'd like to see. You can view the calendar a year at a time, a month at a time, a week at a time, or a day at a time by clicking the appropriate link. In the year view, dates with events will show a small * (asterisk or star) next to them.

As you continue exploring the green bar, you'll discover three links labeled Block, List, and Condensed. These are three ways to view the calendar. We're currently looking at the Block view, which looks like a page from a wall calendar. If you click List, you'll see more of a planner view, and you'll also find that the information that shows in the event pop ups can be shown more easily here: there is a separate column that displays the events' details. The Condensed view is very similar, but leaves out all days that don't have any scheduled events so you have a quick list of just what's been scheduled. Any of these views can be printed to hang on your fridge!

Adding events to the calendar requires an additional login, so if you have something to add, please contact Don and Barb Golgert with any open house events, and Dennis Peoples or Allan R. Warrior with other events.

The Photo Gallery

Some of you may have already discovered the member photo gallery; it's been a feature on the site since last year. For those who haven't, it's time you check it out; you'll find it's easy to share photos from events and projects you've been working on!

Once again, you'll want to start from the Member page. Next to the Member Calendar link is the Member Photos link. You'll be taken to a gateway page with information on how to login to the gallery. Click the Member Photo Gallery link, or the picture on the page, to jump to the gallery. At the top of the page is a link to Register; if you'll only be viewing pictures, you don't have to log in at all. If you'd like to post some pictures or add comments, click on Register, and create a username and password for yourself. Once you've done that, you can click Login, and use that registration information to login. You will use the same username to login over and over. You may want to write it down in a safe place so you don't have to re-register each time. You can also log in using the current member login and password.

There are two albums in the gallery: **Layout and Project Photos**, and **People and Events**. Clicking on photos will allow you to view them in larger sizes, and with a bit of poking around, you'll find you can view entire collections as a slide show, add comments to the photos, and collect your favorites into a Favorite album for easy viewing.

Adding photos is very easy — almost like making an E-mail attachment. Login with your username, and locate the link that says Upload Picture. A box will appear to get the details. First, pick the album that your picture belongs in. Second, click the "browse" button, and locate the picture on your computer that you'd like to add, and then click Open. Third, add a title and description, and click the button "Upload Picture". Ta-da! You can add as many as you like. If we start using too much of our website's storage space and bandwidth we may clean out older images at some point, but for now we're a long way from that.

These images are quite separate from the garden pages also found in the public area of the site. If you upload some images that you would like added to your garden page, please let the webmaster know so he can rebuild your page with the new additions. Photos added to the gallery may occasionally be used on some public rcgrs.com pages to publicize special events and activities.

Make Bookmarks & Favorites for Convenience

Adding browser bookmarks or favorites can make it much easier to find your favorite spots on rcgrs.com, and the rest of the World Wide Web for that matter! When you are on the Member Page or another page you use frequently, you could mark it as a favorite or make a bookmark by pressing Ctrl-D on your keyboard. To access it in the future, you can use the Bookmarks menu (AOL/Netscape/Mozilla browsers) or the Favorites menu (Internet Explorer). Your website and its member tools are there to help keep you connected to the Rose City

Garden Railway Society. Make it easy on yourself to use the tools frequently!

Website Contact Info: The rcgrs.com website is administered by the Rose City Garden Railway officers. The webmaster is Allan S. Warrior of Minneapolis, Minnesota; the son of RCGRS members Allan and Kathryn Warrior. You can reach the officers using the member roster or the info located elsewhere in this newsletter. You can reach the webmaster by e-mail at warriora@earthlink.net.

Schedules & Timetables

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

July 9, 2005, Saturday, 12:00 p.m. to 6:00 p.m., RCGRS (Portland Area) Summer Tour: Coordinator is Bill Derville. Help is needed from all members. If you are one the host sites, make sure you have enough help. If you haven't volunteered to help at a host site yet, make yourself known on the internet.

July 10, 2005, Sunday, 12:00 p.m. to 6:00 p.m., RCGRS (Vancouver Area) Summer Tour: Coordinator is Bill Derville. Help is needed from all members. If you are one the host sites, make sure you have enough help. If you haven't volunteered to help at a host site yet, make yourself known on the internet.

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

July 30-31, 2005, 1st Weekend: Great Oregon Steamup at Brooks, Oregon. Tractor pulls in addition to the events described in the following weekend.

August 6-7, 2005 2nd Weekend: Great Oregon Steamup at Brooks, Oregon. Truck Museum, Trolley Museum, steam tractors in action, restored tractors of almost every kind from 1888 to more recent, operating antique engines, operating antique operating sawmill, Willow Creek 7-1/2 inch gauge railway and many displays. An awesome and delightful visit for the modeler and the mechanically inclined.

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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 August newsletter is July 19, 2005.**