

## 2007 Railroads In The Garden Summer Tour

To RCGRS club members,

I, too, want to extend my congratulations to everyone that helped with this year's Summer Tour. We not only sold a lot of books, had a large crowd, but we made a lot of people very happy. For me, that was the biggest pay back of this event, and it was great to promote our hobby as well.

All of us owe a very special thanks to Jonette Lee who got us the coverage that produced the staggering number of inquiries for this show. Virtually every retail outlet was out by Saturday morning, and my cell phone rang continuously from people try-

ing to find the hottest ticket in town. For the first two hours of the tour on Saturday, I was continuously on the phone giving directions to people without tickets.

**There will be a wrap-up meeting for the Summer Tour on July 16th at 6:00 p.m. at the General Tool offices in Portland.**

Thanks,  
Bill Derville, Summer Tour Chairman

### Colorado Southern Railroad

The Colorado Southern Railroad was in operation for the Summer Tour. As with all of the garden railroads open that day, there was a steady flow all day of guests to see the railroads.



Some of the spectators visiting the operation of the Colorado Southern Railroad





Not all operations were smooth running. Bill Derville climbs into an access hole to retrieve a derailment from one of his long tunnels.



Operating crew at the Colorado Southern Railroad: John Stiger, Jeff Lange, Bill Derville, and Greg Martin

## Denver & Rio Grande Western Railroad

This railroad was the first one listed in the tour booklet. The visitors started coming from about 9:45 a.m. to about 5:15 p.m.... so much for 10 to 5 hours! Bill Dippert reported that there were 443 adults and 132 children who signed their register. Four tour books were also sold.

## Burlington and Missouri River Railroad

It was a busy day at the BMRR when the first of approximately 300 visitors started arriving at 9:45 a.m. and the last visitors left about 5:30 p.m. The weather at our railroad was perfect for the tour and the visitors were well behaved. Three of the five remaining booklets were sold here.

The developing amusement park was a great hit although a few of the children from previous years were disappointed that there were no trains for them to run this year (the KAW Short Line has morphed into the amusement park). The modified HO gauge railroad, operating Ferris Wheel, and musical carousel provided the action while one of the former KAW trains cruised the perimeter of the park. There will be more rides and services as the park is developed.

Two long freight trains on the main line were operating under the watchful eye of Engineer Penny Walker. Operating two or more trains on the main-line require careful spacing through the blocks since there are alternative routes through the front yard that could cause one train to “torpedo” another. The trains ran smoothly all day long and there were no derailments. There is an adage: “If things are to go wrong, it will happen during inspections and when observers are present.” It was a good operating day here.



Allan explains the history of the chicken cars





The developing amusement park was a hit with the visitors. Richard Walker was the main operator of the amusement park.



In the Creston switch yard: The Pioneer Zephyr waits at the station as a freight train enters the yard. A refrigerator car train and a mixed freight wait their turn to depart.





A mixed freight train leaves Emersonville and rolls through the farm land. A switcher spots stock cars for loading from the stock pens. This year's weather has caused all of the ground covers to be particularly lush to the point of overgrowing some areas.



Noted in Passing: The week after the Summer Tour, the gophers attacked and left four piles of soil; two on the track. Fortunately, the "adage" for things going wrong at the wrong time didn't apply to this scene.

### Trout Lake & Cumberland Railroad

Since our Trout Lake & Cumberland Railroad was the only railroad open on the Washington side of the Columbia River for the Summer Tour, we weren't sure what to expect in the way of visitors. However,

at this, our third consecutive annual open house, we had 320 visitors. That's almost as many as 2005 and 2006 combined. Fifty were from Washington, 264 from Oregon and California, and six were from Hong Kong.

Club members whose help was greatly appreciated were Barbara and Jerry Clark and Ron and Merlene Bacon. A good family friend, Susan Buss, provided gourmet meals for the crew. Daves's daughter, Kayda, helped anywhere she was needed. Ron and Barbara brought trains for display, but Ron's Challenger drew most of the attention, except for one little boy. His dad loved the steam engine, but the boy wanted to know, "Where are the diesels?"

Luckily, Ron and Barbara had each brought battery driven trains to operate, because several hours into the performance, while only powering Barbara's diesel, the relatively new 10 amp. power pack sent up a cloud of stinky smoke and died. Jerry and Ron reacted swiftly to unplug it before fire could erupt. With only a few minutes down time while switching out Barbara's diesel, we were able to keep the audience entertained. At times, we had three battery-powered engines running at the same time.





A GP39 pulls a mixed freight through the curves of the Trout Lake & Cumberland Railroad

Ron's beautiful, new 2-8-2 didn't care for two of the TL&C curves, so he operated it on limited stretches, running it forward and backward equally, and it had a good break in.

Merlene diligently supervised the sign-in table, with little assistance. On the plus side, she got to meet all the visitors, while the rest of the crew were limited to those with questions.

We had one brief, but intense rain shower. Margaret grabbed seven umbrellas from the garage and passed them out. The trains continued to run, although the gondolas gained weight from the water. We got back six umbrellas. Why we have seven (now six) umbrellas is another story for another time.

## Notes From The President Darrel Dunham

A couple of days ago, I had the pleasure of standing at the train depot in Whitehorse, Yukon, Canada and greeting a whole train load of RCGRS members arriving from Skagway, Alaska. Over lunch,

the stories they had were great. Made me almost wish I had taken the ferry and train rather than driving. The drive has been great too.

I have read reports and talked with members about the Summer Tour. It looks like we had a good tour this year. I want to thank all the members that worked on the event this year. A big, special **Thanks** goes to Bill Derville for all the effort he puts in each year on this event. Thanks again Bill!

It was good to see that we have two new, or additions to existing layouts in the works this summer. Holding an open house for the planning or creating a railroad layout is a good way to get started. I know it is hard to get going, but with a little help from the members that have gone through it is great. I know as I planned and the next year after getting the needed track and stuff, installed my first layout. If this is something you would be interested in, talk to any of the Board Members about it.

Once again we are asking for volunteers to "chair" the banquet committee. The chairperson(s) will need a committee to find a place, find a caterer, line up door prizes and raffle items. Several members

have said they would help on the committee. The Board, at their meeting this month, will be asked to cancel the Annual Banquet if we do not get a Chairperson.

The next Board Meeting is scheduled for July 15th at Gary Lee's Open House. It will start one hour prior to the Open House time. Jeff Lange will lead the Board Meeting and also the General Meeting later.

A few items that I would like to talk about are:

1. Xmas Banquet in November. We need someone to chair the committee or cancel the event.
2. Train Show in December at the Clark County Fair Complex. I received a call from Module SIC Chairman of the PSGRS wanting to know if we would like to put both of our modules together for the show. I told him I would ask. I will volunteer to chair the event.
3. Elections. We need a nominating committee to recommend members for the offices. I will not be running again for President. I think our Club Management Plan suggests that the Past President chair this nominating committee.

—Darrel

**The following notes were seen in the SEPGRS Newsletter:**

*June 18, 2007*

*Dear SEPGRS Membership:*

*Who would have thought that copper would be the new gold... in value anyway. I don't know how to write this letter without the marketplace thinking we're profiteering on the loss of a major competitor in the track business, but the truth is that copper prices have tripled in the past few years. Copper is a world commodity and our contract pricing ran out.*

*Copper is 70% of the raw commodity that goes into our brass track and we can't make up the differences in volume. The hard fact is that we are going to double the price of our track immediately or not*

*be able to deliver track. This is the result of hard bargaining in light of the more than tripling of the commodity involved.*

*It's inexcusable that we didn't raise prices progressively and have to do a mid-season price change that we have never done in our past. It's that or shut down our track deliveries totally. I realize the shock to the marketplace, but we have no choice if we wish to continue as a supplier of track. We had hoped that copper pricing would return to reality, but today's world leaves commodity pricing irrational. If the commodity price of copper changes we will reflect the price changes on a quarterly basis in the future. Stainless steel pricing has been in the same mode and the price is doubling as well. We are looking into less expensive materials to use with the inevitable move to battery operation as well, but this is a long-term project. It's likely we will bring back our aluminum track, but we need to check the costing carefully.*

*All the best,  
Lewis Polk  
Aristo-Craft Trains*

## **LGBoA to Proceed With Production**

Official press release from LGB of America, June 5, 2007: *LGB of America announced today that it will proceed with plans to produce its own G scale trains and accessories. LGBoA also announced that its existing inventories of LGB products are generally very good and that it is working with many long-time LGB suppliers on its production efforts. "Our constant goal is to provide consumers with the quality LGB products they want," said Tony Castellano, President of LGB of America. "We purchased a tremendous amount of LGB before production ended at Lehmann. We have already announced our new 'USRA 0-6-0' loco, and we plan to have fresh inventory before the start of the holiday selling season."*

*Castellano also noted that LGBoA has been adding, and will continue to add, other product lines from around the "World of LGB." LGBoA recently announced that it has become the exclusive importer, distributor, and service center for the BRAWA G scale line, expanding its program to include LGB,*

*PIKO, Bridgewater, EMEK, and BRAWA products. The LGBa team will be on hand at the upcoming 23rd National Garden Railway Convention in Las Vegas, Nev., June 27-29.*

## **RCGRS Officers and Staff**

**President, Darrel Dunham.**

503-697-4738, dwdunham@msn.com

**Vice President, Jeff Lange**

360-696-0799, jeffdlange@comcast.net

**Secretary, Barbara Clark**

360-737-0176, clarkdani@comcast.net

**Treasurer, Steve Cogswell**

503-650-4682, scogswell@tkw.com

**Yardmaster, Gary Lee**

503-695-2550, garylee@constructavision.com

**Annual Garden RR Tour Chair, Bill Derville**

503-645-1771 bderville@generaltool.com

**Membership Chair, Dennis Peoples**

503-997-7049, dennispeoples06@comcast.net

**Club Store Chair, Margaret Kooken**

360-695-0389, dmkooken@pacifier.com

**Open House and Education Chair,**

**Christina Brittain**

360-837-3711, quinnmountain@aol.com

**Module SIG Chair, David Kooken**

360-695-0389, dmkooken@pacifier.com

**Newsletter Editor, Allan R. Warrior**

503-648-8112 awarrior@comcast.net

**Webmaster, Allan S. Warrior**

warriora@yahoo.com

## Schedules & Timetables

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

Anyone interested in having an Open House or sponsoring an event, please contact **Christina Britain**. The following events so far for 2007 are listed below.

**July 15, 2007, Sunday, Noon to 5:00 p.m.:** Open house at Gary & Jonette Lee's. 34140 SE Hurlburt Road; Corbett, OR 97019; 503-695-2550 or [gary@constructavision.com](mailto:gary@constructavision.com). A Board meeting is scheduled before the open house time and a quarterly meeting is scheduled after the meal.

Main Course Provided & Soft Drinks

A-G Side dish

H-M Dessert

N-T Salad

V-Z Breads/Snacks

workshop: "Demonstrating tree trimming"

**How to get there:** From I-84 going east, take exit #18 and turn left and go under the railroad bridge to the stop sign at the Troutdale Bridge. Turn left onto the the Columbia River Scenic Highway. Continue 5 miles and bear right onto Hurlburt Road. Continue on Hurlburt Road for one mile. Turn right onto one lane driveway at 34140.

**August 4, 2007, Saturday, 1:00 to 6:00 p.m.:** Open house at Ron Dunham, 5044 NE Alberta Court, Portland, OR 97218, 503-287-9803. Hamburgers and hotdogs supplied. Beverages and side dishes appreciated.

**August 12, 2007, Sunday, Noon to 5:00 p.m.:** Open house at Quinn Mountain (Bud Quinn & Christina Brittain), 812 Canyon Creek Road, Washougal, WA 98671; 360-837-3711. Main meat dish and soft beverages supplied. A-C Bread; D-H Side Dish; I-O Salad, P-Z Dessert.

**September 8, 2007, Saturday, Time TBA:** Open house at Mike and Terri Greenwood's. 7007 N. Borthwick; Portland, OR 97219; 503-225-9373.

**September 22, 2007, Saturday, starting at 10:00 a.m.:** Track laying party at Barbara and Jerry Clark's house. 4802 NE 32nd Court, Vancouver WA 98663, 360-737-0176

Members can bring salad or desserts - The hosts will provide main course and beverages.

Come to build track and learn about it in the process. Bring track benders, gloves, hand-trowels for digging trench, knee pads, rail clamp tool. Clark's will have rail and ties together with area staked/ marked for the track laying. There will not be track power to the area of track being laid.

**How to get there:** From I-5 North; go right (East) onto 39th Street Exit; and cross 15th Street (3-way stop) to merge onto SR 500. Go left (North) onto St. Johns, left (West) onto NE 49th Street; left (South) onto Work Street for parking. Parking is very limited, at our home and parking is not allowed on 32nd Court, so if you will park on Work Street (just West of 32nd Court) and walk up to 32nd Court if able. House is not visible from the street (NE 49th Street).

**October 13, or 14, 2007 (final date to be announced), 1:00 to 5:00 p.m.:** Open house at Steve & Mimi Cogswell's, 17520 S Holly Lane, Oregon City, OR 97045, 503-650-4682  
[Scogswell@tkw.com](mailto:Scogswell@tkw.com)

**November 2, 2007, Saturday, Noon to 4:00 p.m.:** **Halloween** open house at Bill & Jean Dippert's. 2650 NW Robinia Lane, Portland OR 97229, 503-646-9783, [bandjdippert@zcloud.net](mailto:bandjdippert@zcloud.net)

A-E Main Dish,

F-M Side Dish,

N-S Salad,

T-Z Dessert.

Bring your Halloween decorated car or train. The railroad is track powered.

**November 2007:** Annual RCGRS Banquet

**December 14, 2007, Friday:** Jan and Rae Zweerts.

**Editor's Note: The deadline for the August 2007 newsletter is July 25th, 2007.**