

## Ron & Merlene Bacon's Heisler

Ron & Merlene Bacon attended the Pacific Model Logger's Congress again this year on March 15, 2008. The Congress was held at the Camp 18 res-

taurant on Highway 26. They displayed their West-side Lumber Co. #2 Heisler with train on trestle and received The "Peoples Choice Award" of 3rd Place over all in show.



**NOTE:** The **Heisler locomotive** was the last variant of the three major types of geared steam locomotive, Charles L. Heisler receiving a patent for the design in 1892 following the construction of a prototype in 1891. Somewhat similar to a Climax locomotive, Heisler's design featured two cylinders canted inwards at a 45 degree angle to form a 'vee-twin' arrangement. Power then went to a longitudinal driveshaft that drove the outboard axle on each powered truck. The inboard axle on each truck was then driven from the outboard one by external side (connecting) rods. The Heisler was the fastest of the geared steam locomotive designs, and yet was still claimed by its manufacturer to have the same low speed hauling ability.

Approximately 625 were produced, and perhaps 35 still exist. At last count, eight of these are currently

operational. A 75 ton 1918 Heisler locomotive is on static display at the Traveltown open air museum in Los Angeles. The last Heisler was manufactured in 1940.

## Open House at Dave & Margaret Kooken's

Dave and Margaret must have a good communication with a higher authority since the day of their open house was the best weather during the month of April. The day was warm and clear. Margaret and Dave are master gardeners and their yard and their railroad were beautifully turned out for spring.

The trains ran regularly and some new locomotives were brought by members to run on the railway. Dave is scheming to add another loop to his layout.





A great day for a potluck, watching trains and chatting with friends.



Merlene operates her 0-4-4 locomotive pulling her "singing" box car





The trains are quiet during lunch



It was a nice day to tend to her knitting

## President's Message

From Gary Lee

Hello Garden Rail Fans,

We're off on another season of trains in the garden. We recently had our first club open house and outdoor gathering of the year, and what a great and glorious day it was. Dave and Margaret Kookken bravely offered to host first once again, and for the second year in a row they were rewarded with warm, sunny weather. Thank you Dave and Margaret for a fun day!

Our next open house will be May 17th at Ron and Merlene Bacon's home. It will be a great afternoon of trains, food and socializing as well as a business meeting after our potluck dinner. So come out and see Ron and Merlene's garden railroad and mingle with fellow enthusiasts.

We will soon need volunteers to help with our premier event "Railroads in the Garden Summer Tour", on June 21st. Sign up and learn more at the Bacon's open house.

As you read this, a number of club members are enjoying the National Garden Railway Convention in

Chandler, Arizona. They have been touring garden railroads in the greater Phoenix–Tucson area. I have had the opportunity in the past to attend the national event. It’s a lot of fun to visit all the different types and styles of garden railroads, and to attend the buying frenzy that occurs when the exhibitor hall opens. I look forward to next year in Denver.

There is no shortage of things to see and do in this great hobby. See you at the next open house.

Happy Rails, Gary Lee  
President, RCGRS

### Tracks to Tacoma

In 1873, the Northern Pacific RR announced it would build a new terminal in Tacoma, WA. The railroad later turned what was then no bigger than a village into a hub of trade and travel.

Such are the stories told in “The West the Railroads Made,” a new exhibition that opened Sunday, April 13, at the Washington State History Museum. The “iron road” transformed the west by bringing in immigrants, changing the landscape and promoting agriculture, ranching and mining on a large scale.

The exhibition focuses on the battleground between the river cities St. Louis and Portland, and the railroad cities of Chicago and Seattle/Tacoma. It features more than 80 artifacts, including rare railroad ephemera, photographs, paintings and other three dimensional pieces.

Hours and Costs: 10 a.m. to 5 p.m. Tuesday–Wednesday and Friday–Saturday, 10 a.m. to 8 p.m. Thursday, noon– 5 p.m. Sunday. Washington State History Museum, 1911 Pacific Avenue. \$8, \$7 seniors, \$6 ages 6–17, \$25 for a family.

—Ann Robinson, *The Oregonian*  
Courtesy of Washington State History Museum/  
Yukio Morinaga

More info: 888–238–4373 or [www.wshs.org](http://www.wshs.org)

## Doodlebugs Fifth in a Series By Allan R. Warrior

### Later Developments and the RDCs

Time stood still on the development of the rail car because of World War II. The most spectacular success of the development of equipment for some branch lines was the CB&Q “shovel nose” Zephyrs by Budd. However, their popularity demanded that these Zephyrs were used more often on mainlines.



1934 Pioneer Zephyr No. 9900

AMTRAK made use of Rail Diesel Cars (RDCs) in the Northeast for several years. When it was first formed and searching for equipment, AMTRAK found 24 RDCs from Penn Central and Burlington Northern including half of Budd’s experimental “Roger Williams” production.

After 1946, the truck and the automobile on better roads made the branch lines unprofitable. Railroads wanted out of short-haul and commutation service. By 1949, passenger car orders had fallen to 109 units from a high of 2993 in 1945. There were some developments as indicated in the following pictures, but there was no large scale population of motorcars.





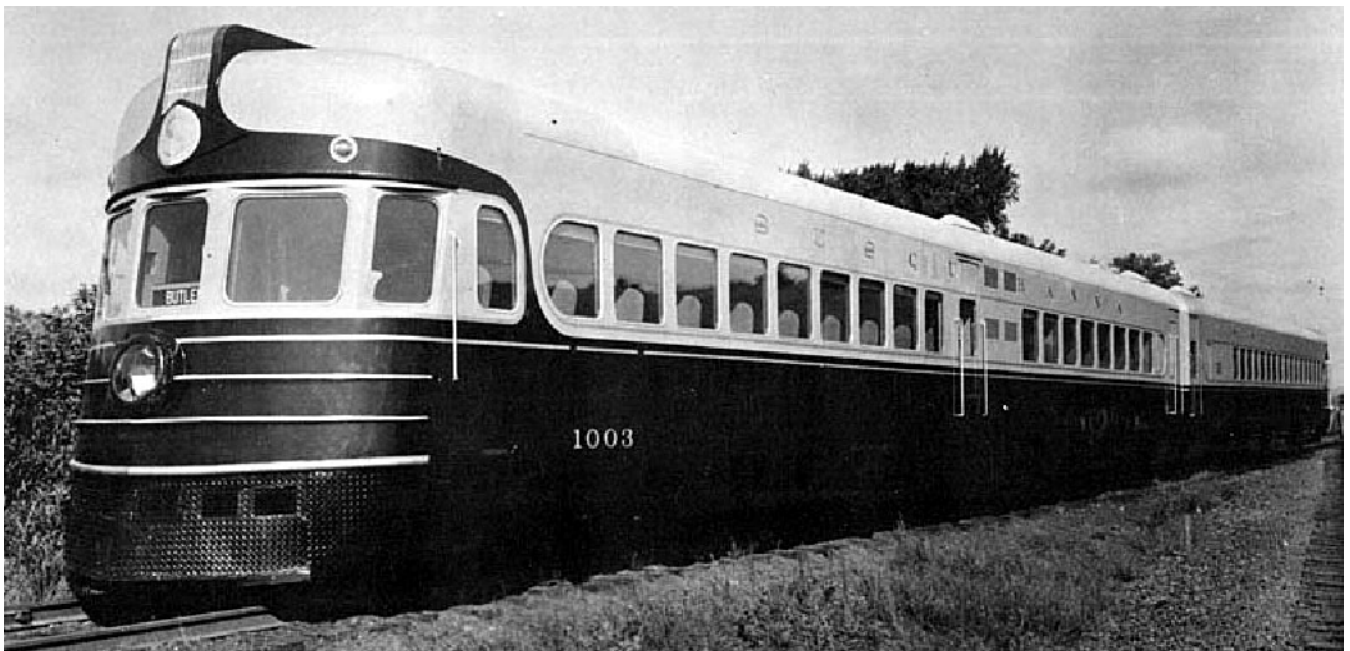
Newhaven Railroad motorcar by American Car & Foundry



Salt Lake Garfield & Western M.C.3 at Salt Lake City, UT circa August 1952 by American Car & Foundry



Missouri Pacific Lines bi-directional "Eaglette" circa 1942 By American Car & Foundry



NYSW American Car & Foundry motorcar No. 1003 built in 1940

Budd had built some equipment before 1949 that helped pioneer the concept of RDCs. Representative of early self propelled equipment was the Burlington "Zephyr" of 1934 and the Rio Grande

"Prospector". American Car & Foundry had built some "Motorailers" which Susquehanna and a few others used. World War II made the engineering of the RDC possible. Detroit Diesel's V-6 had been

made for tanks. They were a modest investment at \$160,000. RDCs never reached their full potential because they were caught in the time frame when railroads were cutting back passenger service.



MBTA (Boston) Budd RDC-1

Some features of the RDC:

- \* Simple to service
- \* Comfortable
- \* Doesn't require turntable or wye.
- \* 64 cents/mile (1953 prices)
- \* Can be used as a coach.
- \* Can be run with a two-man crew on many railroads.



Amtrak Budd EDC-1, Chicago 1974



New Hampshire, 2003, Budd "Roger Williams" series

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**NOTE:** Don Golgert has a new Email address:  
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## 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.

It is the current 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 **Christina Britain**.

**May 17, 2008, Saturday, 1:00 to 5:00 p.m.:** Open house at Ron & Merlene Bacon's, 31262 SW Laurelview Road, Hillsboro, OR. 503-628-2300, [mbacon@centrificata.com](mailto:mbacon@centrificata.com)

A Board meeting is scheduled during the open house time and a quarterly general meeting is scheduled after the meal. Main meat dish and soft beverages supplied. A-G side dish, H-0 dessert, P-Z salads & bread.

How to get there: From Beaverton, take Farmington Road (Hwy 10) west about 8 miles to the "T" intersection with Hillsboro Hwy (219). Turn left (south) and then immediately turn right onto Bald Peak Rd (to Laurel). When you come to the "Y" intersection, bear toward the left onto Campbell Rd. Go to the 4-way stop at the Laurel Valley Store. Continue south on Campbell Rd. to the top of the hill and turn right onto Laurelview Rd. continue about 1/2 mile to 31262 Laurelview Rd. Turn left into the drive way. If you need further directions, call the Bacon's number.

**June 21, 2008, Saturday, "Railroads in The Garden", RCGRS summer tour.** Bill Derville is chairman for the tour. It is expected that there will be at least eight railroads open to the public tour this summer. The tour books will still be \$10 per family (or carload) and are expected to be available by May 20th at the same hobby shops and garden centers as last year. In addition to the hosts/hostesses

for the garden railroads open for the tour, usually 3 or 4 helpers are needed for each site to help run the trains and for crowd control. You are all needed to help with this event.

**July 12 or 13, 2008:** Bill & Brenda Derville, 930 NW 170 Place, Portland, OR. 503-645-1771, [bderville@generaltool.com](mailto:bderville@generaltool.com)

**August 9 or 10, 2008:** Dr. John Stiger, 15195 SE Thornton Dr., Milwaukie, OR. 503-653-9767, [johnstiger@comcast.net](mailto:johnstiger@comcast.net)

**August 24, 2008, Sunday:** Open house at Judith Hinnimon's, 4770 SW 98th, Beaverton, OR 503-646-1288

**September 13, 2008, Saturday:** Jeff and Dianne Lange, 5220 NW Cherry Street, Vancouver, WA. 360-696-0799, [jeffdlange@comcast.net](mailto:jeffdlange@comcast.net)

**October 4, 2008, Saturday, 5:00 to 8:30 p.m.:** Open house at Shannon Pratt's railroad, 6677 SW Bancroft Way, Portland, OR. The track on Shannon's railroad only permits Marklin equipment to run on it, but both Party Town and Farmdale will be celebrating Halloween in grand style.

**October 25, 2008, Saturday:** Annual Ghost Train Event. Plan now to decorate a car or locomotive (or train) with a ghoulish delight. Make sure your design will pass through a typical bridge or tunnel. The railroad is track powered. Open house at Bill and Jean Dippert's; 2650 NW Robinia Lane, Portland, OR 97229. 503-646-9783, [bandjdippert@zcloud.net](mailto:bandjdippert@zcloud.net).

**December 2008, Friday:** The date will depend on the schedule of the Christmas ship parade. Jan & Rae Zweerts will be hosting an open house on their houseboat at Jantzen Beach, The Christmas ships will be sailing past their house that same evening. Jan's European railroad which is on a floating deck next to the houseboat will be in operation.

**Editor's Note: The deadline for the June 2008 newsletter is May 25, 2008.**