

Party Town & Farmdale Railroad

The Party Town and Farmdale Railroad was celebrating the Halloween season in grand style at

Shannon and Millie Pratt's open house on October 4th. This Marklin indoor railroad is fully automatic and permits an intense operation of several trains simultaneously in a relatively limited space.



Party Town: The Halloween celebration is in full measure.



Hosts Shannon and Millie Pratt



Christina Brittain: "Don't use that picture of me!"



Farmdale: Another busy celebration. The inner loop is a “reversing loop” that permits trains to enter Farmdale and leave by the same track.

Train Rides (S.V.Ry)

Twenty-nine RCGRS members and guests made the 300+ mile trip to McEwen Station near Baker, Oregon to ride on the Sumpter Valley Railway be-

tween McEwen and Sumpter, Oregon. The day was beautiful and the trip was well planned. As we gathered at McEwen Station, the locomotive was hot and steaming.





The photographers were taking picture in front of the locomotive.



As the train started toward Sumpter, the range cows decided they would use the track area to move away from the train. The land on each side of the track was so rough the cows would not leave the track. We slowly followed them for a couple of miles before they decided to stop running in front of the train.



Jonette Lee makes the count to check if everyone has arrived. It is time for "All Aboard!"



Everybody who wants a picture of the train get off while the engineer makes a run-by.



The morning was brisk enough that many passengers preferred the warmth and comfort of the 1890 passenger cars.



One young man gets a ride in the locomotive.



The Sumpter Valley gold dredge No. 3 sits where it stopped working in 1954. It is believed that this dredge removed about nine tons of gold from this valley during its life time from 1934 to 1954 (it did not operate during the war years 1942 - 1945).

Gold was discovered by five men, confederate soldiers on their way to California . They built a log cabin with a stone fireplace and rock chimney in the area in 1862. They named it Fort Sumter after the commemoration of the 1861 shelling at the National Garrison at Charleston, South Carolina. The historical site is about a half mile above Sumpter on the Granite road. In the late seventies the Chinese moved in to rework the same deposits. In 1883 the name was rejected by the post office so Fort was dropped and the ‘P’ was added to the spelling.

During 1899–1903, several hard-rock mines and extensive hydraulic placer mining occurred. More gold was extracted by the hard rock and placer miners than with the gold dredge. There was a brick yard, sawmill, smelter, electricity, and gravity flow water system and reservoir, and the streets and sidewalks were paved with wooden planks. There were baseball and basketball teams, race track, undertaker, several assayers, brewery, dairy, two cigar factories, an extensive China Town, hospital, sixteen saloons, livery stables, blacksmith shops, five hotels, clothing store, three general stores, public school, opera house, two banks, four churches, telephone

system, newspapers, and fire department. By 1901, there were over 3,000 people and 81 businesses. Sumpter currently has a population of about 191 people.



A visit to Sumpter, Oregon

Train Rides (WURR)

As an extension to a “railroad weekend”, Allan and Kathryn Warrior purchased rides on the Wallowa Union Railroad (aka Eagle Cap Scenic Route) that starts from Elgin, Oregon. Along the way, the track passes through spectacular roadless areas as it fol-

flows the wild and scenic Grande Ronde River downstream, then turns up the Wallowa River and across

the beautiful Wallowa Valley to the base of the towering Wallowa Mountains.



An opportunity for a run-by across the bridge where the Wallowa and Grande Ronde Rivers meet. The car behind the locomotive has been converted to a power car to supply heat and power to the passenger cars.



Some old man stands next to the GP-7 primary motive power.



The ticket office is a rather informal affair. It is recommended that you have reservations prior to arriving at train time.



Did you ever wonder what happened to the RDCs that were used on the Lewis & Clark run from Linnton to Astoria, Oregon? They help push the WURR train in one direction and lead the way on the return trip.



No, you can't do the driving on this part of the trip.

Holiday Display by Gary Lee

On Saturday, October 25th, Bill Derville, Dennis Peoples, Greg Martin and I had the pleasure of setting up a garden railroad holiday display at Al's Garden Center in Sherwood.

We arrived early and quickly got to our task. Using three of Al's potting tables, we created a raised winter scene complete with the club's long curved

trestle as a focal point. A simplified dogbone track plan we previously had constructed, proved to be a real time saver. We used snow blanket (large rolls of cotton), bags of snow (crushed Styrofoam), ballast, plants from the garden center, and Bill and Dennis brought some of their structures and people. We cleaned up and the display was completed by 3:00 p.m.

This was a fun project to promote the hobby, and Al's Garden Center was very pleased. Stop by and see it.



Bill Derville, Greg Martin and Dennis Peoples work at assembling track.



Gary Lee and Bruce (from Al's Garden Center) discuss scenery techniques.



Depot scene



Greg Martin, Dennis Peoples, Bill Derville, Bruce with Al's Garden Center, Gary Lee all posed for a photo at completion of the project.

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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 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 Brittain**.

November 8, 2008, Saturday, 11:00 a.m. to 5:00 p.m.: Annual workshops, luncheon buffet, presentations, and raffle. Kingstad Center, 15450 SW Millikin Way, Beaverton, OR 97006. Steve Cogswell, Chair. 503-650-4682, scogswell@tkw.com

December 19, 2008, Friday Evening: Jan & Rae Zweerts 1859 N. Jantzen Avenue, Row O, Slip 9 (Last House), Portland, OR, Phone: 503-247-7531. 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.

Host will provide chili. Guests please bring appetizers, side dishes, salads, snacks, etc. Also, beer and wine is welcome.

Layout: Fast, frequent Swiss style service reducing the need for automobiles and aircraft. Features that makes RR unique? European style cars and engines. New this year? Swiss village scene.

Layout info for those who want to run their own trains Yes, but be aware of water hazard. Divers are NOT standing by! 5% grades at Swiss Jct. Can members run trains? Any limitations, i.e., no steam? Ask control operator for permission. Hook & loop couplers and Kadees. The minimum track radius is 2 foot radius with 12000 series LGB switches. Track power with electric blocks permits independent control of 3 trains, plus a switching district. Is the layout FN³ compatible? Probably not.

House conditions: 20% slope on the ramps to the river; wear non-slip shoes and warm coats to observe Christmas Ships outside. All children 10 years or younger need to wear life jackets (Jantzen Beach Moorage rules). We have a small supply on hand, bring your own if available. Reminder: walkways can be slippery if it has been raining. Please keep this in mind when deciding what shoes to wear (low heel and non-slip walking shoes are better).

Also, put your keys in your pocket or purse before starting down the walkways. The river is anywhere from 3-30 feet deep. The likelihood of retrieving your keys if they are dropped overboard is pretty close to nil!

Editor's Note: The deadline for the December 2008 newsletter is November 25, 2008.