



NEWSLETTER

See our Web page at <http://www.rcgrs.com/>
February 2008

The Great Train Expo

Hi Gang,

We had our first of two meetings this morning. I was glad to see that 4 of us showed up, (again I apologize for the short notice. I am doing the best I can) Unfortunately 4 people of the 6 that responded to the first E-mail are not enough to present ourselves at the show. We will be having a dry run on February 9th at 9:00 a.m. and this will be a mandatory showing of hands for those participating that want free passes, to run trains, help setup and help tear-down. Cost to visit the event is \$7 for adults and under 12 is free.

Setup for the Great Train Expo is at the Portland Metro Expo Center on Friday, February 15th. We can enter the facility at noon and work until 6 p.m., if not done we can continue with the setup at 7 a.m. Saturday morning until show time which runs 10 a.m. to 4 p.m. Saturday and Sunday.

This event is a lot of work and a lot of fun. You can also develop friendships and gain some knowledge about setting up a railroad and running your own trains or someone else's and mostly being or becoming a part of our great club. For those of you that cannot come to the meeting on **February 9th** but do want to take part in our show exhibit I will take an email or phone excuse. **Keep in mind that if we do not have a large turn out at the February 9th meeting our space will probably go unused at the show.**

The February 9th meeting will be held at:
Constructavision at 9:00 a.m.
4025 N Williams Ave,
Portland, OR 97217
503-997-7049

Breakfast: at 8:00 a.m.
Overlook Family Restaurant

1332 N Skidmore St.,
Portland, OR 97217

I really hope to see many of you.

Sincerely,

Dennis Peoples, Yard Master
Rose City Garden Railway Society
10420 SW Miller Ct
Tualatin, OR 97062
Cell: 503-997-7049
Home: 503-885-7430
Fax: 503-885-1100
www.rcgrs.com
dennispeoples@verizon.net

Minutes of the Rose City Garden Railway Society Annual Meeting

Submitted by: Barbara Clark

January 12, 2008

Attendees: Sign-In sheet keep as part of the permanent RCGRS files - 42 attendees.

The 2008 Annual Meeting was called to order by incoming President Gary Lee at 3:30 p.m. Dennis Peoples moved and Steve Cogswell seconded the 7/15/07 General Meeting Minutes approved as written and read.

Steve Cogswell provided a hand-out and highlighted several categories of the 2007 Budget results.

We ended 2007 with a net income of \$2,291.71; ending cash of \$6,343.63. David Kookan motioned and Dennis Peoples seconded the 2007 Budget results be accepted as presented. Steve also mentioned that we had 72 people at the 2007 Banquet and the 2008 Banquet location will be held at the same location as 2007 and the room has been reserved. Steve currently has collected approximately \$1,000.00 for 2008 dues. Steve also announced the last day to sign-up for Glenda Bockel's class Feb. 9/10 or Feb. 23/24.

Gary announced that the Board had unanimously appointed Dennis Peoples as Yardmaster. Dennis Peoples announced the trailer will be permanently parked in the security area at General Tool Company in Portland, OR. As discussed at the Board Meeting, 12/15/07, the Trailer Title is to be located and kept by the Treasurer — Steve said he would locate the title.

Old Business: Nothing to report

New Business:

There was much discussion and a motion made about an education line-item to be added on the budget. The motion was tabled and it was agreed that should a member put on a class they would be reimbursed for materials, provided the Board was informed prior to the approximate expense and class forum. The Board has up to \$400.00 spending limit without general membership vote.

Dennis Peoples moved and Kathryn Warrior seconded that the dues be increased, initially, to pay for the “hard-plastic” logo-name badge and notebook. After much discussion, the motion was denied.

Rick Severs (?) a new member was introduced by Jeff Lange.

New Member Committee was formed consisting of Jeff Lange, Barbara Clark, Carolyn Urban and Ron Bacon (For the “hard-plastic” logo-name badges only). New members will once again receive a New Member Notebook, temporary paper name tag and a mentor assigned to each.

The Calendar of Events was updated by Christina Brittain. All the 2nd weekend dates are now filled but members are welcomed to schedule an event during any other weekend that they wish to host an open house.

The Website will start having the Treasurer’s Report; Minutes of Meetings and a current Roster under the Membership section. The log-on and password changes with 2008 and will be E-mailed to all paid members.

Check-out Pacific Crossings Model Railroad Website – pcmrc.com SIG (Special Interest Groups)

Discussions:

Dennis Peoples volunteered to be the Module SIG Chair.

The Great Train Expo on Feb. 16/17 with set-up Friday, Feb. 15th. Dennis Peoples and Bill Dippert will co-chair the show. Dennis Peoples expressed that the Society should consider sponsoring a new SIG for those spouses not interested in train related projects. This SIG is open for suggestions and chair(s).

The Travel SIG — Ron Bacon will get information and present it to the Society regarding the group going to Sumpter Valley in the Fall 2008.

Jeff Lange moved and Gordon Pisle seconded that \$50.00 donation be presented to the Columbia River Gorge Model Railroad for use of their clubhouse for the January 2008 RCGRS Annual Meeting.

Bill Derville discussed the Society setting-up a Christmas layout at Al’s Garden Center in Sherwood this year. Bill agreed, with Gary Lee’s help, a dialog with Al’s would continue and present them with a plan as they had requested. As Joe Chesney has previously had contact with Al’s on a year-round layout he will keep the Society updated as to his involvement with Al’s.

An updated Membership Roster will be sent out with the February 2008 newsletter.

Jerry Chapman is selling Marv’s train estate. Hand-outs of items availability were available and you may contact Jerry directly about any of the items.

David Kooken will chair a By-Laws committee to review and propose required changes to the Society during 2008. David provided a hand-out recapping the potential intent of Article 8. A committee was formed consisting of: Barbara Clark, Dennis Peoples and Allan Warrior.

Bill Derville moved and Joe Chesney seconded the 2008 Budget be approved as presented.

Barbara Clark moved and Kathryn Warrior seconded the RCGRS Annual Meeting be adjourned at 5:30 p.m.

Doodlebugs

Second in a Series

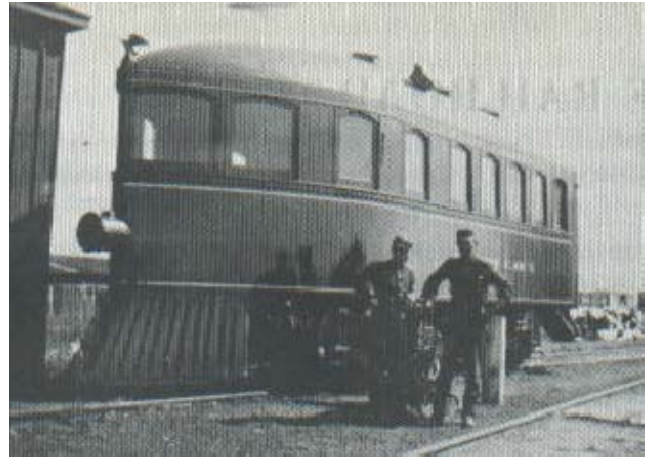
By Allan R. Warrior

Railroads recognized that steam locomotives were expensive to operate and maintain, particularly on lightly traveled branch lines. Many railroads had agreements with the various states and the Interstate Commerce Commission that forced them to operate some lines at a loss. Various manufacturers designed motor cars which were adopted by the railroads in hopes of cutting costs.

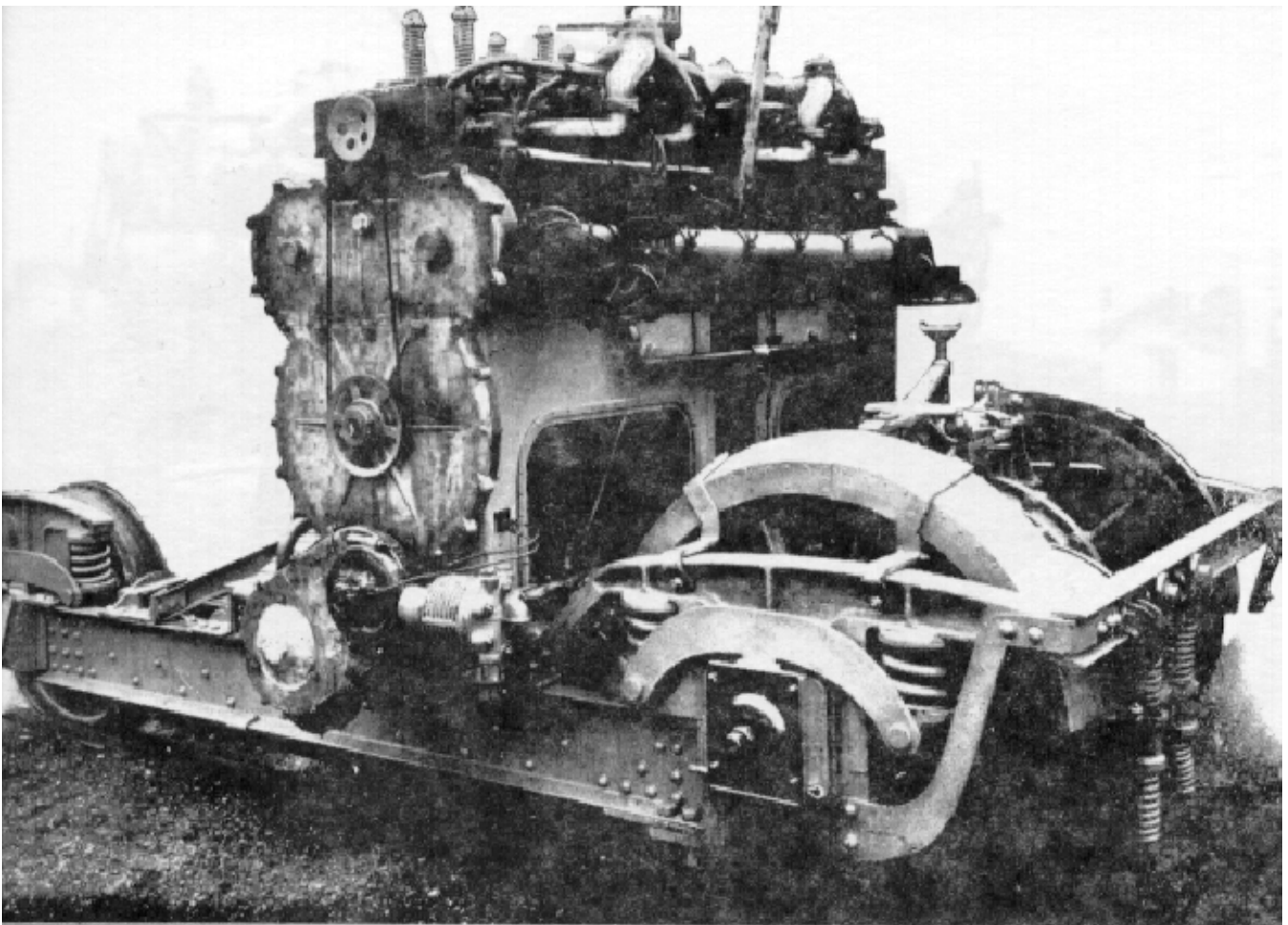
The McKeen Motor Cars

Some of the first motor cars of note were the McKeen designs beginning in 1906 and manufactured under the auspices of the Union Pacific (UP). As the McKeen motor cars were developed, they became a mechanical nightmare enclosed in a

beautiful body. A first impression of a McKeen design was that of a riverboat, complete with port-holes, turned turtle.



Motor Car 1 at Callaway, August 1905, during the first days of operation. This was the first gasoline powered motor car to operate anywhere in the United States; a 31 foot car.



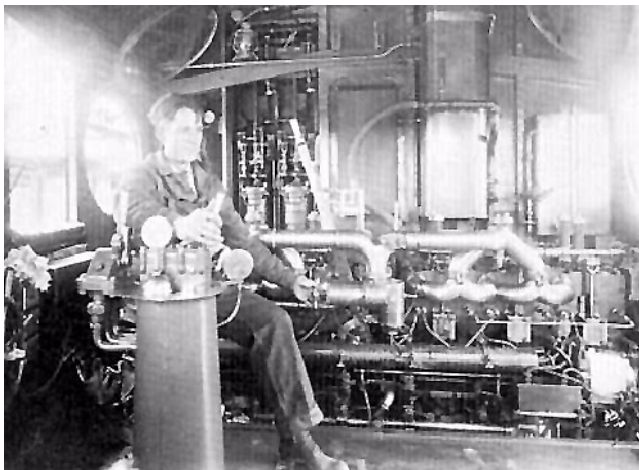
McKeen motor and power truck

The large gasoline motor was mounted crosswise directly on the front truck. Both the motor and the

human cargo suffered from the pounding and

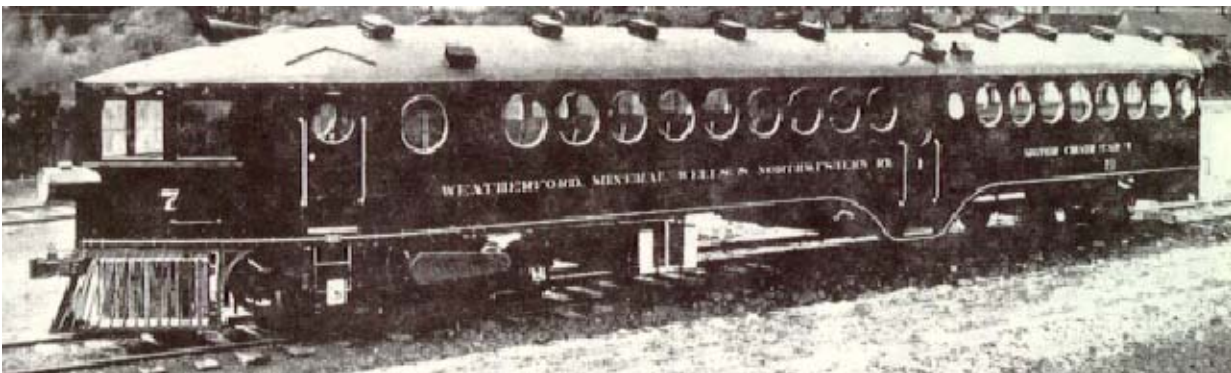
shocks normally buffered by spring and equalizer systems. The motor design was similar to steam ships of the era with an exposed crankshaft and lower connecting rod bearings. The motor was essentially two three-cylinder assemblies mounted on a common crankshaft. The gasoline of the era was about 40 octane.

There was no reverse gear in the transmission and again the reverse procedure was similar to early steam ship design. First, the motor was stopped. Compressed air was fed to half of the cylinders while the camshaft was manually shifted so that the motor would operate in the reverse rotation. Then gasoline was dribbled into the remaining cylinders and the motor was commanded to start; hopefully before the supply of compressed air was exhausted. Engine speed was controlled by a combination of throttle and spark control levers.



The motorman (at his controls) rode in front of the motor and in the same compartment.

The motorman did not have great working conditions. His controls were in the same hot, noisy, smelly compartment as this primitive motor.



McKeen Motor Car circa 1915

The later cars were designed to carry 75 passengers or more within a plush interior of Cuban mahogany, maroon livery, gold lettering and striping, olive green trucks, and a black roof. Acetylene lamps lighted the interior and heat was supplied by hot water piped from the motor. McKeen built approximately 150 motor cars until bankruptcy overcame them in 1917. The UP built two additional McKeen motor cars from left-over parts ten years later. The UP was the primary sponsor of the McKeen motor cars.

The primary users of these motor cars were the Union Pacific (UP), Southern Pacific (SP) and the Acheson, Topeka and Santa Fe (ATSF). There were many variations in the car body lengths and layouts, but the problems in the basic mechanical design could not be corrected. There was even an unsuccessful attempt to install a steam engine in a McKeen. Many of the McKeen motor cars had been scrapped by 1921 although a few operated through the 1930s if that railroad had enough parts and patience.

Editor's Note: Much more information and history regarding the McKeen motor cars is available on the WEB. Addition information regarding ATSF motor cars is available in a book, "The Doodle-Bugs" by John B. McCall and is available from several sources. I have a copy which I would be willing to loan or sell.

An interesting video regarding the restoration by the Nevada State Railroad Museum of one of the last McKeen rail cars can be seen at <http://www.brightcove.tv/title.jsp?title=366514615>

Note from the Newsletter editor:

There have been requests from time to time from members wishing that there would be some way members could let it be known in the newsletter they were looking for an item or had a surplus item that might be of use to another member. I would be willing, on a space available opportunity, to list non-commercial "Wants And Available" items from members.

For example, I have had a failure of one of my 27MHz on-board Train Engineers. They are no longer made at that frequency. If I could find one that someone doesn't need, it would save me having to buy and build a newer system and install it.

RCGRS Officers and Staff

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Club Store Chair, Margaret Kookan

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Open House and Education Chair,

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Immediate Past President: Darrel Dunham

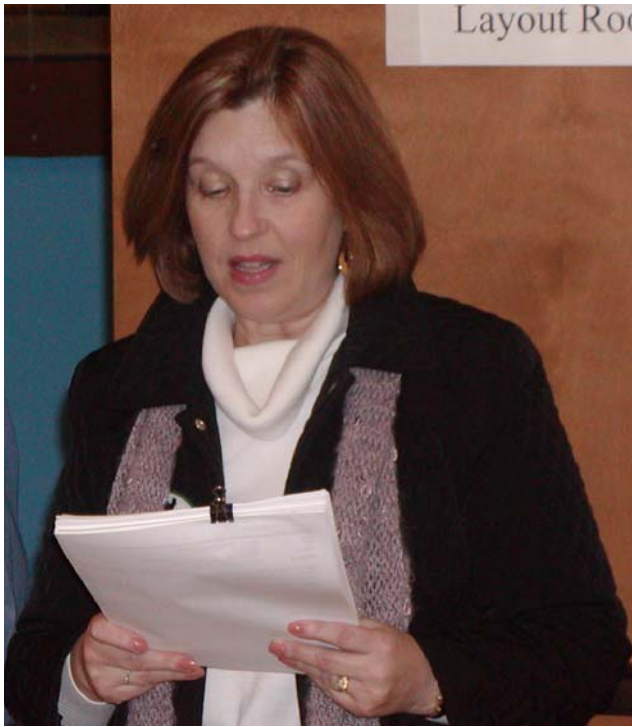
253-222-8367, dwdunham.@msn.com



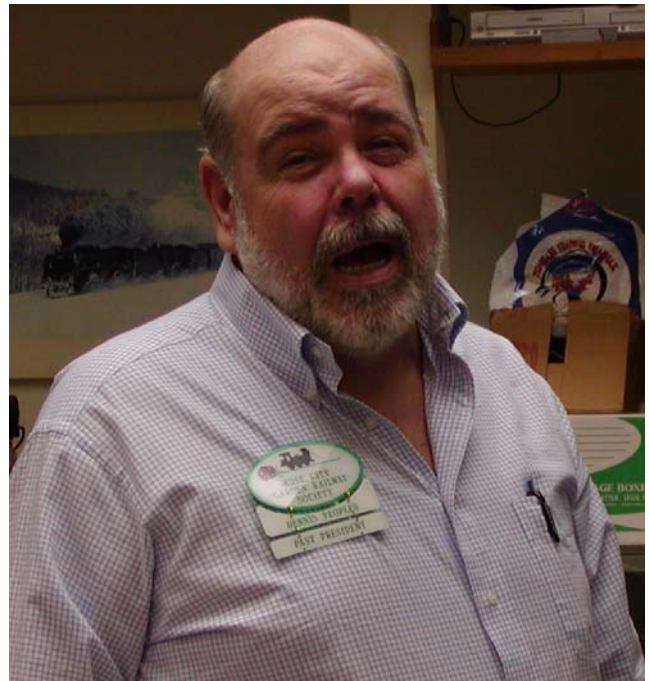
President Gary Lee



Vice-President Jeff Lange



Secretary Barbara Clark



Yardmaster Dennis Peeples

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**.

February 9-10 and February 23-24, 2008: Model building seminar with Glenda Bockel. (As this newsletter goes to distribution, there is one space left for the 9-10 seminar. Call Steve Cogswell if you are interested.)

February 9, 2008, Saturday: Planning meeting for the Great Train Expo. See the announcement on the first page of this newsletter.

February 15, 2008, Friday: Set-up for The Great Train Expo. See the announcement on the first page of this newsletter. You are needed!

February 16-17, 2008, Saturday and Sunday, 10 a.m. to 4 p.m.: The Great Train Expo. Helpers are needed to run trains, answer questions, and crowd control.

March 8-9, 2008, Saturday and Sunday (Tentative): "How to build a trestle" class; Gary Lee at



Treasurer Steve Cogswell

Constructavision in Portland, OR. Details to be announced.

April (day and details to be announced) 2008: Potluck open house at David and Margaret Kookken's. 7542 Carolina Lane, Vancouver, WA 98664; 360-695-0389 or dmkookken@pacifier.com.

April 28 through May 4, 2008: National Garden Railway Convention in Chandler, AZ. Approximately 50 garden railroads in the Phoenix-Tucson area will be open for touring. There will also be clinics and presentations, live steam tracks, and the many vendors and manufacturers present.

Email: registration@ngrc2008.org

WEB site: www.ngrc2008.org

May 17, 2008, Saturday: Open house at Ron & Merlene Bacon's, 31262 SW Laurelview Road, Hillsboro, OR. 503-628-2300, mbacon@centricata.com

June 2008: Harvey & Arlyn Becker, 2497 NW Todds Crest Dr., Bend, OR. 541-383-1864

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

August 9 or 10, 2008: Dr. John Stiger, 15195 SE Thornton Dr., Milwaukie, OR. 503-653-9767, 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, jeffdlang@comcast.net

October 13 or 14, 2008: 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.

November 9, 2007, Saturday, 11:00 a.m. to 5:00 p.m.: Annual RCGRS Banquet (Luncheon/Buf-fet), Kingstad Conference Center, 15450 SW Millikan Way, Beaverton, OR. Steve Cogswell, Chair-man, 503-650-4682, scogswell@tkw.com

Informative workshops
Gourmet catered luncheon buffet
Roundtable problem/solution session
Rousing member-made model contest
Terrific raffles and prizes
And more

December 2008, Friday: The day will depend on the schedule of the Christmas ships. Jan & Rae Zweerts are hosting an open house. Their house-boat is 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 March 2008 newsletter is February 25, 2008.