ROSE CITY GARDEN RAILWAY SOCIETY

NEWSLETTER

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

January 2008

Jan & Rae Zweerts Open House

The weather outside was cold and damp, but the house was warm and welcoming for the December 14th open house. There were many guests and the food was plentiful and in keeping with the holiday season. Rae created delicious home made chili in two different "temperatures."

Jan is a train engineer as his profession and there were several other guests present who are also professional railroad people. They all have stories to tell which makes for interesting conversation about the events in the operation of a railroad.

Jan's railroad is on a floating deck next the houseboat. His European trains were running on his deck, but the temperature outside seemed to cause a rapid turnover in the visitors watching/running trains. The power supplies for the track are located next to the bedroom window so that the trains can be operated from inside the house and seen through the bedroom window. The deck is also a great place to watch the Christmas Ships go by.

Doodlebugs (Rail Cars)

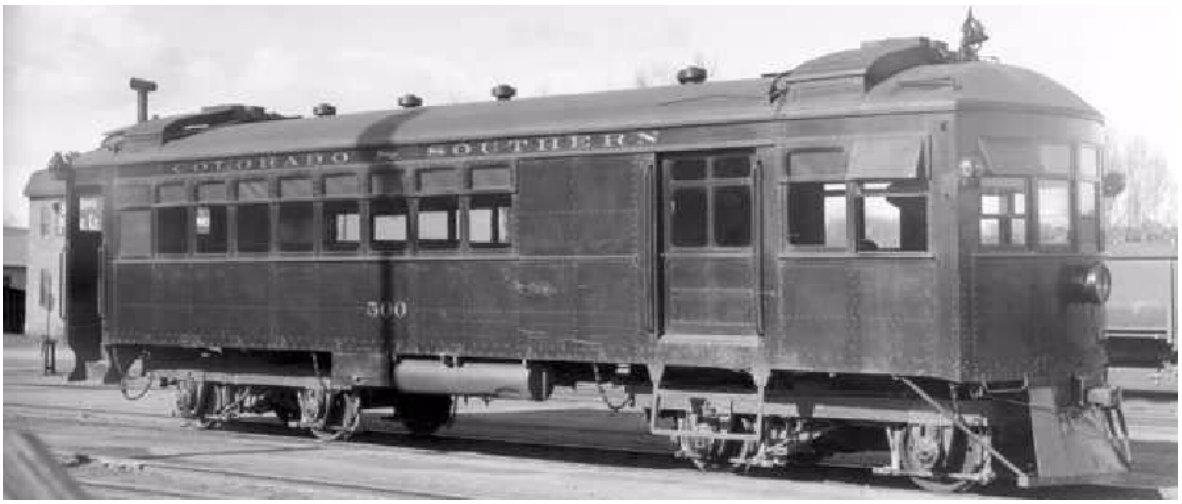
(First of a Series)

By Allan R. Warrior

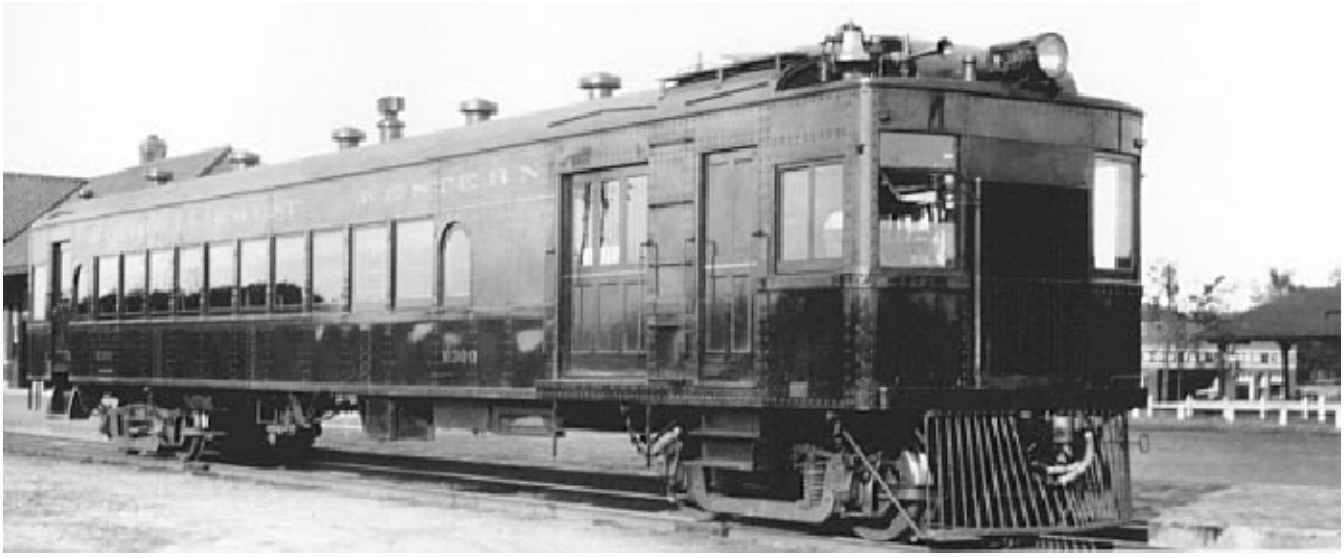
Although many doodlebugs operated over the nation's railways in the 1930s through the 1950s, they rarely evoked praise from either the passengers or the men operating the railroads. To the passenger, the trip was sometimes compared to a wild noisy ride in an unsprung wagon.

To the engineer (motorman), a motorman was paid on a lower wage scale and was always the first on the scene with little protection at grade crossing accidents. He usually rode in the same compartment as the motor–generator where there was no protection from noise, heat, and smell. By union contract, there was often a "firemen" aboard who had about the same function as a wallflower at a dance.

To the steam division of a railroad, the doodlebug was a piece of highway transportation placed on rails and was not welcome in their operation. The diesel division of a railroad often felt that the doodlebug was a patchwork collection of spare parts with troublesome batteries connected to an obsolete generator and crowded into the engine room of an unhandy piece of motive power. The non–standard gasoline, distillate, or diesel motors were often difficult to service and spare parts hard to find. In some railroads, the care and operation of the doodlebugs was assigned to the parts division.



The Burlington Route's first doodlebug belonging to the CB&Q subsiderary Colorado & Southern 1923



EMC Motorcar No. 1 purchased and tested by the Chicago Great Western in 1924

Management liked some of the good features of the doodlebugs. The doodlebugs were efficient in both summer and winter. They could handle reasonable snow drifts very well. They did not have the pile–driving reciprocation of a steam locomotive and were easy on the lighter rails and often "tired" roadbeds of the branch lines. They were much cheaper to operate than a steam locomotive, and were able to pull a few freight cars or often an additional passenger car. Many of the doodlebugs had U.S. mail contracts and Railway Express contracts the made the branch line profitable.

Editor's Note: The following excerpt is from a rather lengthy article describing in detail (more than most people want to know) the costs, operations, and management policies for gas–electrics. I can make a copy if someone really wants this information.

From "Railway Age" (2/28/31)

"The Chicago, Burlington & Quincy is at present using more gasoline rail motor equipment than any other one road. It operates a total of 60 gas–electric cars in passenger train service, including two on the Colorado & Southern and one on the Wichita Valley. The 57 gas–electrics on the Burlington proper made 3,341,004 miles in 1930, demonstrating a high degree of availability and economy. Making allowance for out–of–service time due to traffic and causes other than disability, the availability of these cars was 94 percent. Almost 60 percent of the motor train mileage was made with trailer equipment, either one or two cars. The cost of gasoline and lubricating oils per mile was 6.11 cents; repairs, labor and material, 5.03 cents; and the total operating expense, 27.04 cents. Allowing six percent interest on the investment and a generous depreciation rate of eight percent, these gas–electrics earned 28.5 percent on the investment on 1930, and saved $699.290, or 36.3 percent of the cost of equivalent steam train service.*

In addition to the savings mentioned, the extensive use of motor rail equipment and the consequent retirement of a large retirement of a large number of steam locomotives, mostly 4–4–0 and 4–6–0 types, has resulted in certain indirect economies such as lessened use and, therefore reduced maintenance of coal, water, and cylinder handling facilities; also, wyes and turntables owing to double–end control on a limited number of cars. These savings are no less real because difficult to allocate and estimate, and no attempt has been made to set a definite value on them.

The Burlington locomotives which were retired averaged about 40 years old, the larger ones weighing 223,000 lbs., and all being un-

*The second largest user of doodlebugs was the ATSF (Santa Fe) who began ordering their first doodlebugs in 1927. More on Santa Fe later.

equipped with superheaters, feedwater heaters, or similar modern appliances. While many of these locomotives were scrapped or sold, no scrap or sales value was credited to the gas–electric equipment account. Taxes were charged against general operations and do not appear as direct charges against either locomotive or rail cars.

To facilitate comparisons with gas–electric operation on other roads having variable investment costs and car capacity, as well as different charges for labor, fuel and supplies, it may be stated that, on Burlington, the cost of gasoline, per gallon on the car, is taken as 0.0893 cents; lubrication oil, per gallon on the car, 0.415 cents; estimated kw/hr per gallon of gasoline, $4.25; average hp per car, 300; investment per hp, $138; age of cars, one to three years; weight of gas–electric car (400 hp), 138,000 lb, (275 hp) 116,000 lb.; weights of trailer, 70,000 to 90,000 lb. These trailers have been rebuilt largely from old coaches, of which there was a surplus after changing to gas–electric operation. Others have been rebuilt for other service or scrapped, but without creating the gas–electric account for these replacements."

Railroad Stories

Red Light Revelations: A Glance at Great Falls' Lusty Past 1889 – 1918 by Jay Moynahan, Yukon Press.

Author Jay Moynahan is a retired college professor living in Spokane, WA. He has researched and written several short books describing the "red light" operations in various early cities in the northwestern states and Alaska, This book traces prostitution in Great Falls, MN through the newspapers from 1889 through 1918 and is of some interest because the brothel was built by a railroad.

Activity in the red light section during this time was probably greater than at any other time in Great Falls. They were working the streets, saloons, cribs, hotels, boarding houses and brothels of the city with approximately 100 to 125 working at any one time. The trade did well in Great Falls, especially after the turn of the century then around 1913, an area cleverly named "10th Ave. S." was unofficially established as the city's red light district.

The women had previously worked in this area for a number of years when a local land company and the Milwaukee Railroad built a new brick structure built exclusively to house the town's soiled doves which smoothed the way for the business of prostitution. The women were granted a license to practice their trade through a fee system set up by the city; $10 per prostitute and $50 was the fine paid by each madam. The fines assured them immunity from arrest.

APPENDIX B [from the book]
TENTH ALLEY SOUTH

NOTE: The description of Great Falls prostitution in this appendix is from a three page hand written document title "Tenth Alley South". The contents of this appendix are from the file titled "Great Falls– Red Light District" located in the Montana Room of the Great Falls Library. Punctuation, grammar and spelling are as they appear in the original:

It was probably 1913 when Great Falls became aware that The Milwaukee Railroad as a part of its westward expansion planned to build a branch line from Harlowtown, on its main line, north and west through the Judith Basin and around the north end of the Highwood Mountains to Great Falls with a branch from there to Agawam. Great Falls would be the headquarters for this branch line, with a "roundhouse" and an impressive passenger depot. This meant much new business for Great Falls and likewise an influx of labor during the construction period.

Prostitution was then firmly established in Great Falls under the control of several very influential "madams". However, prostitutes did, on occasion openly solicit on the streets of downtown Great Falls, and their presence there was an affront to the good ladies of the town. The coming invasion of the town by great numbers of construction workers seeking drink and female companionship inevita-

bly meant a like invasion of females ready, willing and eager to provide the companionship at a price. Obviously something must be done to control this situation, and make downtown Great Falls a place where a "decent" woman could safely walk. My father, Sam Stephenson, was the local attorney representing the Milwaukee Railroad. His partner Ranson Cooper, was the attorney for Great Falls Townsite Company, which owned and controlled the unsold portions of the land constituting the Townsite of Great Falls and its additions. 0 S Warden was the owner and publisher of the Great Falls Tribune (and its evening affiliate, the Great Falls Leader), the most influential newspaper in the state. An arrangement was made by and between these men and the madams (obviously verbal and not reduced to writing since each one's word was good) as follows:

The townsite company would provide the land, and it and the railroad would provide the funds to construct a brick building at Second Street and Tenth Alley South to suitably house the Madames and all of their prostitutes. The madams, in turn, would see that prostitution was confined to this location, and that on the street solicitation stopped.

I believe the necessary paper work for donation of said land and construction of said building was completed when Sam Stephenson and an 0 S Warden made a formal call on Ranson Cooper, at his law office, and confirmed the agreement as above set forth.

And the plan worked The building, commonly known as "Tenth Alley South" was constructed. The madams and their girls moved in and opened for business. Open street solicitations stopped. The good ladies of the town were satisfied and everybody was happy, because it all worked.

My father Sam Stephenson had a somewhat perverse sense of humor. In later years at public affairs where both he and 0 S Warden were present, he would hail 0 S Warden, loudly as follows: "Hey Doc Remember when you and I served on the whorehouse committee?" Mr. Warden was not amused.

April 21, 1987— John Stephenson, Sr.

Note: Any particular reason why 10th Alley S? One reason was that it was undeveloped land that the townsite company still owned. The Milwaukee Road freight line gained access to the warehouse district through the alley between 9th and 10th Ave. S, 10th Alley S. The tracks did not go past the brothel, but they came within a half block of it before turning north to reach the Milwaukee freight house and other warehouses and commercial businesses.

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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.

Anyone interested in having an Open House or sponsoring an event, please contact **Christina Britain.**

January 12, 2008, Saturday, 2:00 to 7:00 p.m.: RCGRS Annual Meeting at the Columbia Gorge Model Railroad Club, 2505 N. Vancouver Ave, Portland, OR 97227, 503–288–7246. A separate announcement will be sent describing the time and details. See the agenda in the "President's Notes".

President's Notes
From Gary Lee

Thank you fellow Garden Railway enthusiasts for selecting me to be the Society's new President. I am humbled, and I will strive to guide our group with the Society's mission to promote and practice the hobby of garden railroading as my primary goal. Our hobby is growing leaps and bounds and it is truly apparent with our ever–growing club roster.

I am looking forward to the club meeting Saturday, January 12 so we may plot our course for the next year. At this meeting we will discuss the following:

* Seeking approval of proposed club budget
* Address various ways we can help new members find a place of comfort within our club (membership committee).
* Introduce new Yardmaster.
* Address by–law issues:
  - Length of terms of officers
  - Article 8 revisited (2/3 vote required for amending the by–laws)
* Determine participation in future events: (Sig groups)
  - Model Railroad shows
  - Garden shows
  - Our Summer Tour
  - Special education projects
  - Public Displays (Christmas, etc.)

Please join me for a day of viewing the spectacular Columbia River Gorge Model Railroad, enjoy a meal together, and take care of the business at hand at our first quarter meeting.

February 2008: Model building seminar with Glenda Bockel.

March 2008:

April 2008:

May 17, 2008, Saturday: Ron & Merlene Bacon, Hillsboro, OR

June 2008: Harvey & Arlyn Becker, Bend, OR

July 2008: Bill & Brenda Derville, Portland, OR

August 2008: Dr. John Stiger, Milwaukie, OR

September 13, 2008, Saturday: Jeff and Dianne Lange, Vancouver, WA

October 2008:

November 2008:

December 2008:

Editor's Note: The deadline for the February 2008 newsletter is January 25, 2008.

Membership Dues Are Due!

The dues are $30 per year for an individual and an additional $6 per year for a significant other. There is only one class of member and all dues paying members have a vote in the business of the society. All dues are payable in December for the following fiscal year.

Name_____
Spouse_____
Address_____
Town_____ State_____ ZIP _____
Telephone Number_____ Email:_____
My Interests:_____
_____
_____

Return the bottom section of this page with your dues payment to: RCGRS, 17520 S. Holly Lane; Oregon City, OR 97045 Make checks payable to RCGRS.