



The Columbia Gorge Gazette

For the Members and friends of
The Columbia Gorge Model Railroad Club

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IN THIS ISSUE

Eric Bleak, Editor-in-Chief

Another Show is behind us, and here we've just begun a new year. There was much to be celebrated about this last show: All the preparation has shown in the smooth operation and for the most part, flawless operations.

Let me congratulate our Show Chair and Assistant Show Chair on a Show well done, and something that was obviously enjoyable for all involved. So what made the difference?

Having enough participants, combined with thoughtful scheduling and placement of operators.

It's as simple as that. Everyone was placed where they could do the most good. The days I was able to participate, I noticed that stress levels were much lower, just simply because people weren't asked to work beyond their comfort levels and abilities.

As Steven says here, we need a volunteer for the job of the assistant Show Chair. We're inviting a younger member to give it a try, because it can be very rewarding. The biggest job you have as Assistant Show Chair is to do the daily Schedule. This takes thought and consideration. It's also a great way to exercise your knowledge about everyone's personalities. However, it's more than just filling in names on a sheet; the Assistant Show chair must have consideration for all the talents and abilities of the people he has at his disposal, versus the jobs he's filling.

All in all, it's this one single position in the entire Club that has the most power at any one time; the one position that makes all the difference between joy and drudgery for all of the Members and Guest Operators that are working during Show days. I know one rookie Guest Operator who was placed in a Mainline Cab position, and got yelled at by an overworked Dispatcher. He told me he will not be returning. Ever. Do I agree with him? Sure. Why drive all the way down here, just to get yelled at? It'd scare me off permanently, too.

On the other hand, it's the experience we all provide as a Club that keeps members or chases them off. We have to keep work-

ing together to recognize each other's foibles, and maximize our strengths as a body.

Our last issue had more material than was printable, but this issue is a little thin. We're printing it anyway in the interest of timeliness.

Enjoy the issue.

FROM THE PRESIDENT

Steven Watkins

Your Club President



Here it is a new year and is it ever true that time flies when you are having fun. 2005 came and went so fast. I want to thank the entire club members who helped at show in record numbers. This makes the job of Show Chairman easy. Mike Durr did a great job as did the assistant

Show Chairman Doug Auburg.

Now it is 2006 and Doug is the Show Chairman, and he needs an assistant. No one has stepped forward. It would be nice if a newer member would step forward since Gene Nedrow has indicated he would be available in 2007. A newer member could get plenty of help between these two powerhouses. Please let me know if you are interested.

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There are several projects ongoing on the layout. The really nice project I am looking forward to having completed is the sunrise behind Mt. Hood. This will add some color to the day and night lighting. Rob Marssdorf will work with Gene Wallace on this. A professional painter will do Mt. Hood. There are a couple of other lighting projects that are being developed.

Again, find a project to do. Everything new we can present to the public will keep them coming back. There are committees posted on the board in the back room. Sign up and get busy! You all make the difference in a static or active club.

Steven

FANTASTIC MEMBER SUPPORT!!

Doug Auburg

Asst. Show Chairman

That is the only way to express the support that members (and some non-member volunteers from two area RR clubs) provided for last month's Show.

As in the past, we put on 8 days of Show this November. As always Show was a mixture of hard work, fun and a little bit of drudgery. What was different, however, from recent Shows was the outstanding support that you the Columbia Gorge membership provided by stepping forward to volunteer some of your time in greater numbers.

Looking over the list of volunteers for Show, here are some interesting statistics.

- Total number of volunteers: 84
- Total number of members volunteering: 73
- Total number of non-Gorge volunteers: 11
- Number members volunteering 8 days: 20
- Number members volunteering 7 or more: 22
- Number members volunteering 6 or more: 39
- Number members volunteering 5 or more: 43
- Number members volunteering 4 or more: 56
- Number members volunteering 3 or more: 65
- Number members volunteering 2 or more: 71
- Number members volunteering 1 or more: 73

All of us have other demands on our time. Other things that we need to do, would like to do or are asked to do. But the bottom line for our Club this year was that you, the members, stepped up and supported our major fund raiser in a great way.

Thank you! Thank you! Thank you! Without your support we could not have put on what was a great Show. For the first time in years we had enough staff that we could demonstrate modeling techniques in the Club room and we were able to staff most of our operating and support positions almost all of the time.



*Photo 1. Doug, hard at work on the schedule. Again.
(photo by Jeff Pape)*

GENERAL BUSINESS MEETING

Sandra Lusk, Your Secretary

November 29, 2005

CTO by Steve Watkins at 7:03 PM

Steve thanked everyone for their participation during show. A special thanks was given to the SW Washington and Rose City Garden Railroad clubs.



Minutes and Thank-you Cards

It was *moved* by Bill Morse and *seconded* by Steve Eichmann to accept the minutes as posted. **Motion Passed.**

Moved by Tammy Auburg and *seconded* by Doug Auburg that the Club send thank you cards to the other clubs that helped with the show. **Motion Passed.**

Steve will get cards and pass them around at the next club night.

Treasurer's Report

Tammy presented the treasurer's report.

It was *moved* by Gene Nedrow and *seconded* by Russ Lusk to accept the Treasurer's Report as presented. **Motion Passed.**

1st VP - Russ Lusk

Russ noted that the motion sensor lights needed a different type of light bulb to prevent them from burning out so frequently. He will be replacing them with the correct light bulbs.

2nd VP - Gene Nedrow

Noted that now that show was over, December was for the club members to have fun.

Gave a summary of next year's planned work:

- Electronics will be upgrading the volt/amp meters in the tower panels
- The slider throttles will be replaced with new ones (throttles)
- The switch work in the Pasco yard will be completed
- A sunrise will be added behind Mount Hood
- Much of the ballast will be upgraded.
- Work in Maupin will continue
- Wireless headsets are being investigated for the carmen.

3rd VP - Denny Thompson

Details of the pot luck for the Christmas party were given.

4th VP - Don Riss

No Report

Show Report

Mike Durr passed the Show Chair badge to Doug Auburg who is the 2006 Show Chair.

Mike thanked all those led by Ron Schroeder and Gene Nedrow who came in to set up the layout each weekend for show.

Thank you to Bob McRae for setting up the parking cones and doing the leaf blowing to prepare for show each weekend.

Doug Auburg gave the show statistics:

- The show grossed approximately \$2500 more than last year.
- The back room gross averaged \$1.50 per attendee a significant increase over the average from previous years.
- Attendance was approximately 3600 people with 52 attending the VIP tour.
- Doug asked that ideas for the next shows be given verbally or in writing to any member of the Show Improvement Committee: Doug Auburg, Steve Watkins, Sandra Lusk

Members at Large

No Report

Committee Reports

Electronics committee

Testing of computer-controlled train movement on the OT is going well.

Membership Committee

Bill Morse announced that Beth Beall had become the Club's second Affiliate member.

Doug Auburg announced that a chair from the Southern Pacific Lark observation car had been donated to the club.

Elections

The Nominating Committee presented the list of nominees for the Secretary, 1st VP, 3rd VP and 2 Member-at-Large positions.

Moved by Bruce Jones and *seconded by* Eric Bleak that nominations for Secretary be closed. **Motion Passed.**

Moved by Steve Eichmann and *seconded by* Casey Wheeler that nominations for 1st VP be closed. **Motion Passed.**

Moved by Doug Auburg and *seconded by* Russ Lusk that nominations for 3rd VP be closed. **Motion Passed.**

Rick Koehler was nominated from the floor for the position of Member at Large. Rick accepted the nomination.

Moved by Russ Lusk and *seconded by* Tom Treanor that nominations for Member at Large be closed. **Motion Passed.**

Moved by Doug Auburg and *seconded by* Keith Ansell that a unanimous ballot be cast for all uncontested positions. **Motion Passed.**

Casey Wheeler was nominated for the position of Assistant Treasurer.

Moved by Doug Auburg and *seconded by* Sandra Lusk that a unanimous ballot be cast for Assistant Treasurer. **Motion Passed.**

Election Summary:

Secretary

David Holden

1st Vice President

Doug Auburg

3rd Vice President

Dennis Thompson

Members at Large

Rick Koehler

John Beall

Assistant Treasurer

Casey Wheeler

Old Business

None

New Business

Eric Bleak suggested that we lower the price of the train video sold during show to be more in line with other tapes. We have more than recovered the original cost of making this tape. He mentioned that perhaps sales are being affected by the higher

pricing. This will be left to the discretion of Steven Watkins who is in charge of the Club store.

Denny Thompson raised the question of whether spouses should be allowed to attend the Club Christmas party. *Moved by* Gene Nedrow and *seconded by* Bruce Jones that spouses be included in the annual Christmas party. **Motion Passed.**

Moved by Gene Nedrow and *seconded by* Ken Young that there be a Christmas gift exchange with a gift of no less than \$15.00 and that it be a railroad related item. **Motion Passed.**

Steve Eichmann announced he would like to use the Club for a meeting on January 15.

Doug Auburg announced that the Chelatchie Prairie Railroad would be having Xmas tree trains again this year.

Terry Beahan asked if anyone has found an 0-6-0 engine. He is missing one.

Moved by Bruce Jones and *seconded by* Doug Auburg that the meeting be adjourned. **Motion Passed.**

Meeting adjourned at 8:12 pm

EDITORIAL: GOING DEEP

Jeff Pape

Some folks seem to get more out of our hobby than others.

Why?

Does our hobby follow one of the great rules of life:



You Get Out What You Put In?

Apparently so, since it seems the rule applies everywhere else.

How does one put in more and get out more when it comes to model railroading? Most folks at least give lip service to knowing about prototype railroads and to trying to follow those prototype practices to some degree. I submit that researching the prototype is a “multiplier” when it comes to fulfillment in the hobby.

There are many ways to ‘go deep’.

First, identify the railroad or railroads that interest you. Sometimes it is the railroad that ran through the town where you lived when you were young. Sometimes it is because one or more of your ancestors worked for a particular railroad. Sometimes it is just because of the neat paint jobs on the locomotives. However one’s favorite railroad is chosen, the next steps provide the fun and lead to greater fulfillment.

Read.

Almost every railroad in North America has been extensively researched and published. There are bookstores that specialize in transportation books. For instance, Powell’s Books in Beaverton has a large railroad section that is constantly being updated by Dan Hanekow, a railfan who is the buyer for that section. Most of the hobby shops in the area have book departments. And most of them do pretty well with their book sections.

Join a railroad historical society.

There are societies devoted to almost every railroad in North America. Most have some form of published newsletter. Many help to get books published, some issue special publishing kits. Many have Internet discussion lists. There are even Internet image archives devoted to photos of equipment maintained by historical societies. Most of the societies have annual conventions.

Study the maps of your railroad.

Find out how that railroad got over or around natural barriers like mountains and bodies of water. Often there is drama in the story. How did the Northern Pacific get into Portland before the Columbia River Draw was built into Vancouver, Washington? Compare old maps with recent maps to see patterns of growth and development. What’s with the habit of naming railroads “The Here, There and Pacific?” How did that get started? Find the answer for yourself, and how your particular railroad answered it.

Follow the changes that occurred to your railroad after it was merged into a bigger company.

Even the merger story can be interesting. Why did the railroads merge? What was the advantage to this move? Was it financial? Was it to acquire trackage rights? Was it simply to acquire an extended base of operations?

Did any of its Corporate image survive? Did lots of its track get abandoned as a result? There is the possibility that a spun-off branch can become an independent short line that still evokes the character and practices of the original system.

What were the consequences of decisions made long ago that affected the operation and economic success or lack of success over the years?

Why did your company’s locomotives have a certain appearance when the competitor’s equipment, running in essentially the same service and environment, look so different?

The more that you learn, the more you will want to know.

**COLUMBIA GORGE MODEL RR CLUB DINNER
VALENTINE/ ST. PATRICK'S DAY/ APRIL FOOL'S
DAY/ EASTER**

Denny Thompson

Saturday the 25 -March

6PM-10PM

Cost: \$21.00 including tip

Lots of good food and company at
the Multnomah Channel Yacht Club
in Scappoose.



Please make all reservations on the posted sign up sheet or E-mail me at:

vcrdenny@msn.com

We need to have numbers by March 11!!

Directions are: US 30 from Portland toward St. Helens and Astoria. When across the Columbia County line about 1/3 mile turn right at the Shell station. Follow that road down to the dike and then left along the base of the dike past several moorages. When civilization thins out and there are fields on the left MCYC is on the right. Mobility-challenged guests can park on the dike but the rest of us should park in the parking lot. Once on foot go up the driveway to the entrance, down the foot ramp, left and then right to the floating clubhouse. Be aware that the water is not only very cold but has a wicked current so do not fall in.

It is about 45 minutes from the club. Car pooling from the 'burbs or from the club is recommended. More directions and a map will be made available closer to the date.

PHOTOS FROM THIS YEAR'S SHOW

Photos by Jeff Pape



Photo 2. Kids of all ages, enjoying the action.



Photo 3. "Fire in the hole... Fire in the hole... Fire in the hole..."



Photo 4. "Do you know there's not a SINGLE Santa Fe train in this yard?"



Photo 5. Real fun on the VIP tour.

COMMITTEES

Club Officers

President: Steven Watkins
1st VP: Doug Auburg
2nd VP: Gene Nedrow
3rd VP: Dennis Thompson
4th VP: Don Riss
Secretary: David Holden
Treasurer: Tammy Auburg
Ass't Treas.: Casey Wheeler

Board of Directors

Chairman: Ken Shipman
Members At Large:
Rick Koehler, John Beall

Members: Ken Shipman, Russ Lusk,
Gene Nedrow, Steven Watkins, Tammy
Auburg

Admin. Committee Chairs

Gazette: *Eric Bleak, Editor-In-Chief;
Jeff Pape, Editor-At-Large
Security: Doug Auburg
Swap Meet: Doug Auburg
Membership: Bill Morse
Member Handbook Project: Open
Curator of Collections: Jeff Pape
Public Relations: Don Riss
Show: Gene Nedrow
Building Management: Russ Lusk
Equipment Roster: Mike Durr
Kitchen Commissary: Dennis Thompson
Library: Keith and Ursula Ansell

* = Committee Chair

Layout Committee Chairs

General Chairman: Gene Nedrow
PDX Yard-Upper: Keith Loose
PDX Yard-Lower: *Rolland Rodway,
Sig Lamplighter
City Streetcar Line: *Cory Piazzese
ML W. to M. Falls: Bill Morse
Logging & Hood River: *Tom Treanor, Don
Paulson, Sam Slivers
ML East/Home Valley to Avery:
Bill Morse
Ore. Trunk-Lower: Mike Durr
Ore. Trunk-Upper: Mike Durr
Underground-East Spiral: Mike Durr,
Lionel Loop
Underground-Seattle: Mike Durr
Wishram/Block 15: Mike Durr
Control: Tim Anderson
Communications: Ed Foley

M of W Dept.:

Steel Gang: *Open
Switch Gang: *Open
Motor Gang: Open
Bridges: Steven Watkins, Bob Bascule
Buildings: *Jim Whaley, Shorty Tubafore
Signal Dept.: *Don Gibson, Hi Green
Scenery: *Mark Hynson, John Bush
Theatrical and Scenic Lighting, Animation:
Tim Anderson
Car Department: *Mike Durr
Engineering Dept.: Gene Nedrow
Operations: Rolland Rodway
Training: Bill Morse
Stores Department: *Steven Watkins
Electronics: *Tim Anderson, Ken Young,
Reddy Kilowatt

RULES OF THE DAY - FOR SIGNALMEN

Eric Bleak, Editor

Rules 311 – 315:

(311) Signals must be kept in the position showing the most restrictive indication, except when displayed for an immediate movement.

(312) Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is detected, the signals must be displayed to give their most restrictive indication until repairs are made.

(313) Signalmen must observe as far as practicable, when the indications of the signals correspond with the positions of the levers.

(314) Signalmen must not make nor permit unauthorized repairs, alterations or additions to the apparatus.

Any defects in the appliances must be promptly reported to the Superintendent.

(315) A block record must be kept at each block station on the prescribed form, beginning at 12:01 a.m. daily showing the time all trains enter and clear the block, communicating code signals, and the time they are given and received.

