



# The Columbia Gorge Gazette

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

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<http://www.cgmrc.com>

## IN THIS ISSUE

*Eric Bleak, Editor-in-Chief*

Town Hall! What a great idea to hold it on a regular Club night. We've all been anticipating it for months. We've been hearing about it for weeks. Finally it has happened!

We held this issue of the Gazette especially for this meeting, and I think you'll agree – it was worth it.

We had a great turnout. And with it came some lively discussion: you can always count on the Columbia Gorge Club for opinions. There was some great input, lots of ideas, and your Show Chair has taken these thoughts in mind.

Our issue this time around is mostly about upcoming Show and this Town Hall. There's lots to read about; even a related editorial with a couple of thoughts for you to ponder. And if you disagree, agree, or want to offer another opinion, please drop us a line via the box in the Club room, or email us here at the Gazette at the usual address, near the end of this Introduction.

About the editorials: Yes, they're new, and yes, we're trying to get you thinking a bit. If they're a little too much on the fringe of sanity, they are there to maybe help us all pull out of our ruts and get thinking in a new direction – at least for a minute. Or maybe you agree with them. In any case, drop us a line. We look forward to hearing from you.

There are no less than three articles inside about Show and the Town Hall, one from Jeff Pape, our roving editor, one from Steven Watkins, who's on your Show Improvement Committee, along with one from Sandra Lusk, your Show Chair for this year. All offer interesting perspectives, and reveal that there is plenty of interest in 'How Do We Improve Show'.

And we did have a General Business Meeting in the interim. Steven Watkins' report is here for you.

As always, we at the Gazette welcome your story ideas, and your feedback. Drop us a line in the box at the Club, or email us at [cgmrcgazette@aol.com](mailto:cgmrcgazette@aol.com). Enjoy this issue, and we'll see you next time!

## COAL DELIVERED TO THE RIVER

*Photos by Steven Watkins*



Steven Watkins happened to have his camera handy during Show this year and caught this highly prototypical wreck.

We all recognize the sound... That sound of accelerating wheels up on the Trunk. Suddenly the operator realizes that his train is no longer under his control and is a runaway... However, Steven comments: "Coal was delivered to the river as requested. Oh, you meant to the coal dump - silly me!!!"



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## GBM

Steven Watkins

Feb. 24th 2004: CTO by Ken Shipman @ 7:10PM

### Minutes

*Moved by* Russ Lusk

*Seconded by* Steve Eichman: to waive the reading of the minutes and approve them as written

*Passed*

### Treasurer's Report

For the Treasurer's report, please see the posting in the Club Room.

*Moved by* Tom Treanor

*Seconded by* Mike Durr: to accept the report

*Passed*

### 1st VP's Report - Russ Lusk

The sink in the old shop was removed and the drain pipe repaired. The sink was cleaned and now looks brand new.

***DO NOT PUT PLASTER*** (hardshell) and/or ***PLASTER WATER down the sink!*** Dump the water outside, and the plaster in the garbage.

The dumpster is full and will be dumped.

### 2nd VP's Report - Gene Nedrow

If you put in a budget, the budget was passed with all projects approved. Go to work!

The Hood River siding still needs to be figured out. The necessary people need to get together and talk this through.

### 3rd VP's Report - Denny Thompson

If you use club kitchen stuff, clean it and put it away.

Sign up for clean-up and do it. Please.

I have to work on the Saturday of the swap, so we need a cook.  
- *Isaac volunteered.*

### 4th VP Report - Jim Whaley

A new show flyer is being developed. Bill Green is helping with this.

### Committee Reports

#### Show Improvement Committee - Steven Watkins

Sandra Lusk, Ron Schroder, and Bob Carey, formed a committee to look at Show. The Scope was 'To look at all aspects of show'.

Its purpose is to identify areas of improvement for show and to validate and prioritize these improvements. Then to set up a plan and follow through.



Several meetings have been held, and when Doug Auburg returned from New Zealand, he joined the committee.

So far the committee has contacted the Portland Rose Festival Association about being a sanctioned event. We are looking at 2005 and having Show for two weekends (Starlight parade weekend, and the Rose Parade weekend), plus two weeknights, Tuesday and Thursday from 4PM to 9PM or something similar. This would attract a whole new audience, and for \$600 the Rose Festival would do the advertising.

In conjunction with this, The Oregonian newspaper has a design project whereby 4th grade through 12th grade classes develop business ads and the business picks one of these ads and runs it in May; which is perfect timing for the Rose Festival. Last year 225 classrooms participated in the project. This would cost about \$800, but would get our name out to a lot of kids. It is also within our usual advertising budget for Show.

We are also looking into changing all the handouts at show. Adding colored paper, changing the maps, plus other things. A new ad will be run in the Oregonian which will be a quarter-page ad in the Living section of the paper.

### Membership - Bill Morse

John Schmeider was up for election to Senior.  
*Congrats to John and Welcome Aboard!*

### Swap - Doug Auburg

There have been 55 tables sold so far, for the March 12th swap. A sign up sheet will go around to help at the swap meet.

### Electronics - Tim Anderson

The primary computer has been rebuilt. It will be reinstalled soon.

We are looking at webcams. They can be routed to any terminal.

Ken Young got a call from Radar Electric, they were discontinuing some stuff, so Ken got a lot of free stuff.

### Electronics - Ken Young

This year, The Dalles yard will be wired, hopefully it will get installed.

More track side signals will be installed.

An operations box will be installed at the Roosevelt siding.

Modifications will continue at logging.

### DCC - Gene Wallis

We are almost ready to allow DCC running in the Wishram-Oregon Trunk area. Indicator lights need to be installed in the panels that will be on when DCC is in use.

If you're interested in DCC, and would like to get more of an operator's perspective of it, get on the internet at the NCE-DCC chat room, on Yahoo.com. All your questions have probably already been asked. You can look up answers there.

**P & E - Gene Nedrow**

Only one plan was sent on to the board and passed on to the GBM:

Cut the deck for Albina/Union yard at the far end nearest the spiral. Add a hinged section and shorten the Cascade loop that runs around the deck. This way, you can enter the Seattle yard area without ducking under the spiral. The Cascade loop would balloon out toward the East wall, but 5' clearance would still be maintained.

*Moved by* Tim Anderson

*Seconded by* Doug Auburg to do this

*Passed*

**Library - Jim Russell**

A committee is working on redoing the library and providing better access for the members. Books need to be categorized and magazines made more available.

**Show - Ken Shipman**

It was announced that Mike Durr will be the assistant show chair for 2004.

**Old Business - Plaques**

Most Active Officer - Tammy Auburg with 544 hours

Most Active Member - Bob McRae with 926 hours

**Old Business - General**

If you need a name tag, see Bill Morse.

**New Business - Budget**

The budget process was an easy one, since there were few projects asking for money. The budget is balanced!

*Moved by* Ken Young

*Seconded by* Doug Auburg: to accept the budget as presented

*Passed*

*Moved by* Mike Durr

*Seconded by* Jim Whaley: to adjourn

*Passed*

**2ND VICE PRESIDENT'S REPORT**

*Gene Nedrow*



Some changes are in the works for our control panels. I had the electrical department install blue colored LEDs in the Union station panel. These will be used for letting you know as to which bus you are connected to. This will be reducing the number of yellow

LED on the panels. Ken is looking for a source where we can get a volume discount on the amount of lights we need.

Tuesday the 13 of April we tipped The *new* Dalles up on edge. (See story elsewhere in this issue - Ed.) This is so the electrical department can start wiring in the switch motors and power to

the track. I have given the electrical department a cutoff time of July 1. If the Dallas is not ready to change, it will not go in until after this year's Open House. We have already developed a temporary panel change for the main line cabs to show the new track design.

In the next week or so, the walkway at Albina will undergo a change. The north Albina end is going to become a lift-up so our members will not have to duck under the spiral to get to the Seattle control station. The Cascade tunnel trackage will be relocated so this can be done.

**TOWN HALL, APRIL 13, 2004**

*Jeff Pape, Editor-at-Large*

The Town Hall meeting was held by the Board Members at Large, Sandra Lusk and Rick Koehler. It was the first time that a Town Hall was held on a regular club night. About 27 members participated. Sandra Lusk moderated the meeting.

The agenda was decided upon by the members present who added to Sandra's suggested topics:

*Training and Operating Sessions*

*2005 Show Changes*

*Show Advertising changes*

*Recruitment of new, younger members*

*Alternate Club meeting times*



**Show change for 2005:**

First discussed were possible changes to the show schedule for 2005. Sandra and Steve Watkins led the discussion.

Briefly, the idea is to participate in Rose Festival events by registering with the Rose Festival Association and then holding open houses during the period of festivities in June. The potential advantage to the club is to piggyback upon better advertising done by professionals at the Rose Festival Association and to take advantage of large crowds already downtown for festival events. Potentially we can shorten up the four weekends in November plan. There was much discussion and it appears that the major down side would be getting the club's Show ready twice a year.



There is a point of view that this is not necessarily bad. Rob Marssdorf made an informal suggestion that eventually became the basis of a straw vote. The straw vote is non-binding but suggests that we participate in Rose Festival by holding open houses

the Friday evening before and the Saturday day of the Grand Floral Parade. Any decision to shorten the four weekend format for the November show can be made after the Rose Festival event is done.

#### **Training and Op Sessions:**

Ron Schroeder asked about improving participation in pre-show training by guest operators such as the members of the SW Washington Club. Eric Bleak and Keith Ansell both spoke strongly in favor of an initiative to re-emphasize the use of the old qualifications system board to promote better operations. Bill Morse spoke about ongoing work by the Qualifications committee. Bruce Fagg suggested keeping the qualifications records in a database instead of on a large status board. The consensus was that Qualifications are important to the success of the club's shows and should receive continued emphasis. The members wanted to see the qualifications posted somewhere. It was felt that this would generate some pride and incentive to become qualified as well as provide anyone who wanted to be mentored with the names of those who were qualified for that position. No straw vote was taken.

#### **Swap Meet:**

Not on the initial list but raised from the floor by Doug Auburg, the chair of our recent swap meets. He felt that the continued decline in attendance has made it difficult to charge enough money to vendors for tables to make the show a profit center. Costs, including table rentals have gone up a lot. He said that it is his estimate that this swap meet only netted a few hundred dollars. It is his recommendation that the club drop its swap meet. There was a straw vote recommending dropping the swap meet. Later Tammy Auburg, Treasurer, provided a revised set of numbers showing a net income of around \$2000 that included income from the coffee and food concession as well as the club's sales of redundant materials at the swap meet.

#### **Advertising:**

Steven Watkins led the discussion. It is a work in progress. Steven is preparing a paid "infomercial" article to place in the Oregonian as show publicity. The show fliers will have a new look. There will be new emphasis on show posters. Steve challenges every member to place five posters in public places such as community centers or shopping centers.

From the floor was a suggestion to work the retirement home market for group outings. It was brought up that a little coordi-

nation would be in order to keep two or three busses from arriving at the same time.

The idea of FCC licensed low-power broadcasting could be done to publicize the club and the show. Many questions were posed but few answers were to be had.

Jeff Pape suggested that the recruitment of additional help for the publicity committee could establish a group to write articles about the club and the show for the neighborhood newspapers in our region. Each article could be "loaded" with content of interest to the particular newspaper, including mention of members who live or work in the circulation areas of the papers. The core content of the article would remain generally the same but the articles appearing in each newspaper would not appear to be identical.

#### **Alternate Meeting Time:**

Jeff Pape said that currently we have several new members who are retired and who are seeking opportunities to work at the club or to learn to run the layout. Some of these folks have asked about coming in at other times but they do not have club keys yet. It was noted that during the week there are several folks who do come to the club to work on their projects and that the newer members could come in when they are there. They could either work on their own projects, help the folks already there or learn to run the layout. It was suggested that this topic be brought up at each 7 PM meeting to establish any possible common schedules during the next few days for getting together at the club. Possibly creating a short, informal phone list of involved members could be done.

*The meeting adjourned around 9:15 PM.*

#### **THE TOWN HALL: FROM MY PERSPECTIVE**

*Sandra Lusk, Your 2004 Show Chair*

I was pleased with the way the meeting went. First, there was more participation than I have seen with the Saturday times. Second, I think that the discussions were constructive and each person was allowed to express their opinion without interruption or criticism. Everyone respected the suggested "5 minute limit" and I think that helped everyone feel they would get a chance to speak.

I got the overall sense that people felt good about the ideas presented and enjoyed the discussion. This is different from last year's Town Hall which had limited attendance and, although many ideas were put forward, there was a strong sense of "we've heard this all before and nothing's going to change".

I believe having the Show Improvement Committee this year is acting as a catalyst to bring renewed enthusiasm about the show and the Club in general. We've also included many of the members in our plans for increased training opportunities and getting the documentation updated and disseminated. In addition to having the documentation available at the locations and one or more master copies in the Library, every member will be getting

a copy. I think the Tuesday night venue is definitely something to be considered by the Members-at-Large next year.

Ken Shipman had remarked that when he was Member at Large they had their town hall on a regular Club night so this wasn't the first time this had been done. There was a brief discussion on New/Younger members but we ran out of time.

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## 2004 SHOW NOTES



*Sandra Lusk,  
Your 2004 Show Chair*

Plans are already underway for our November 2004 show. A Show Improvement Committee chaired by Steve Watkins is hard at work looking at everything from advertising to qualifications and training. Last year the addition of a What's New sheet

was a big hit with our visitors so we will be including it again this year. It will consist of a Previous Year and Current Year What's New so visitors who don't come every year will know what's been added or changed over the past two years.

We have also started work on adding some new trees to the layout to help freshen up the scenery. The first phase of our Tree-making Clinic was held on January 27. This involved carving and rasping the tree trunks. Thanks to Clint Bishop and Russ Lusk for leading this. Glenda Boeckel will be coming to the Club on March 9 to teach us how to finish the trees. Many of you know Glenda and her many contributions to the layout. Crown Point is just one of her many projects. Thanks also to Gary Husbands who has offered to co-ordinate our on-going tree building efforts.

I am looking for ideas for show themes. One idea already given to me was that we have a Campaign Train to fit in with the November election. I thought we might incorporate this into a Patriotic theme on the first weekend. Please let me know if you have any equipment or dioramas that you can make available. OR, if you want to create something (imagine Model Railroaders modeling!), please let me know. Other ideas are welcome.

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## THOSE TWO NEW GUYS

*Sandra Lusk, Your Member-At-Large*

You may have noticed two young gentlemen frequenting the Club lately. Please welcome Noah Smith and Steven Holden. Both provided valuable help at last year's show as well as quoting some interesting rail facts during lunch. I hope you'll take the opportunity to help teach and maybe even learn something from them. They have enthusiasm and energy which is a great contribution to any Club.

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## DONATION TO LIBRARY

*Jan. 13, 2004: Jeff Pape*

On Tuesday, Dec. 30, I met Mr. Kevin Syron of Portland who donated some books and materials to our library. Everything in the donation had been the property of his late grandfather, Mr. William Taylor. Mr. Taylor was a locomotive engineer for the Southern Pacific on the Oregon Division.



Included in the donation are several locomotive operator's manuals, including the Kraus Maffei ML 4000 C diesel-hydraulic. Also included are old Southern Pacific Bulletins, the employee's magazine. One bulletin in particular is of great interest as it is the history of the company during the first century, 1855 to 1955. There are also some National Railway Bulletins from the national Railway Historical Society.

The materials have been conveyed to the library committee.

Mr. Syron put a label inside each publication to commemorate his grandfather's life.

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## 2004 SHOW

*Sandra Lusk, Your 2004 Show Chair*

Plans are well underway for our 2004 Show. Mike Durr has agreed to take on the role of Assistant Show Chair and will be working with the members to ensure that each position is staffed with an enthusiastic and knowledgeable person.

The schedule is Mike's responsibility - the enthusiasm and knowledgeable part is yours. Steve Watkins and I, as co-chairs of the Training and Qualifications Committee, will be working with Don Riss, Chair of the Operations Committee, to develop a training/operations schedule which we plan to have available in the next couple of weeks. This is where the knowledgeable comes in. We hope that each member will take the time to participate in as many of these sessions as they can. Regardless of how qualified or confident an individual feels, the team can only work well together by practice, practice and more practice. We need to understand that running a show is a team effort. Remember the old saying that a chain is only as strong as it's weakest link. Don't let apathy make you the weak link.

The second part is enthusiasm. Nothing inspires enthusiasm more than having fun and the feeling of accomplishment. Over the past year, I've heard several members reminisce about the fellowship and camaraderie that they feel the club use to have. What better way to recover that feeling than to get together and work towards a common goal and have fun doing it. In addition to the first Tuesday of the month, I've talked with Gene and Russ about having other Tuesday nights available for extra training/ops sessions. We will be coordinating these with the planned layout work to avoid any conflicts. There will also be some Friday night and Saturday sessions. Last year we had help

from people outside of the Club and while their help was greatly appreciated, many of them were limited in what they were qualified to do. Therefore, I plan to make some of our training sessions open to any of these people who might want to help us again this year.

Other show-related items being worked on are:

- Updating and expanding our advertising
- Updating and improving our show handouts
- Looking at ways to highlight certain activities during the show, possibly a spot light on special activities and an announcer who can periodically mention things like where Thomas is or if we have an event on the layout which will delay trains, Our spectacular coal train wreck would certainly have been a "highlight".
- Sprucing up the layout (one reason for our tree-making clinic last month).

As always, if you have any suggestions, please let me or any one on the Show Improvement Committee know. The Committee is made up of Steve Watkins (Chair), Ron Schroeder, Doug Auburg and Sandra Lusk. Many thanks to Robert Carey who had to drop off of the committee due to a new job which is taking him out of the area frequently.

#### **Advance Call for Equipment for Show**

As usual, Equipment Sheets will be made available in September for you to list the equipment that you want to make available for show. However, I'd like to get an idea of what might be available to help me plan. if you are planning/thinking to bring equipment for show, please let me know what type and road. You can either send the list to me by email at [lusksg@msn.com](mailto:lusksg@msn.com) or let me know when you see me at the club. Please put 'Show Equipment' on the subject line of your email so I can recognize it if it happens to get dumped into my junk email folder. I'm also still looking for ideas for themes. Don Gibson has graciously volunteered to do an "election" train including the candidate campaigning from the back. If anyone would like to set up a temporary crowd scene where the train can stop for a quick campaign speech, please come and see me. This might be one of those "activities" we spotlight.

#### **FUTURE SHOW**

*Steven Watkins*

I was very pleased to see the overwhelming positive response to having show during Rose Festival in 2005. There were a large number of members at the town hall meeting and a vast majority indicated their willingness to participate. It was suggested by a straw poll that we start with baby steps, and be open two days the first year, and if all goes well we expand to a few more days the following year.

I do want to make two points though for all to consider. Point one - Being open for a day for a show, or being open for several days takes the same amount of preparation. Point two - People thought we should be open on the Friday and Saturday of the Rose Parade, which is great. It was brought up that people

would be leaving on the Sunday. This is not necessarily true. The floats are on display at the Rose Quarter after the parade and the following day (Sunday). And the Rose Quarter is very close to our club! In any case I think we are on to something here.

#### **TIMETABLE**

*Compiled by Jeff Pape, Editor-at-Large*

*May, 2004*

*PNWC-NRHS (Pacific Northwest Chapter, National Railway Historic Society)*

**Excursion on the Port of Tillamook Bay Railroad in May. Watch for future announcements.**

*June 11 - 13*

*10th Annual Northwest Logging Modelers*

**ANNUAL CONVENTION**

**LaQuinta Inn, Tacoma WA.**

**Jclark57@aol.com contact is J. Clark McAbee**

**[www.nwlm.org/regform.asp](http://www.nwlm.org/regform.asp)**

*June 24 - 27*

*Santa Fe Railway Historical & Modeling Society*

**ANNUAL CONVENTION**

**Wichita, KS**

**[www.atsfrr.net/convention/info-Wichita.htm](http://www.atsfrr.net/convention/info-Wichita.htm)**

*July 5 - 9*

*PNWC-NRHS 2005 Convention*

**Doubletree Hotel, Lloyd Center, [www.nrhs2005.com](http://www.nrhs2005.com)**

*July 4 - 11*

**2004 NMRA**

**ANNUAL CONVENTION**

**Seattle, WA**

**[registrar@nmra2004.org](mailto:registrar@nmra2004.org)**

*July 11 - 14*

*Great Northern Ry. Hist. Society*

**ANNUAL CONVENTION**

**Spokane**

**[www.gnrhs.org](http://www.gnrhs.org)**

*July 14 - 18*

*Northern Pacific Ry. Hist. Society*

*AND SP&S Hist. Society*

**ANNUAL CONVENTIONS (held jointly this year)**

**Pasco, WA**

**[www.nprha.org](http://www.nprha.org)**

*Sept. 1 - 4*

*24th National Narrow Gauge*

**ANNUAL CONVENTION**

**Santa Clara, CA**

**[www.narrowgauge2004.com](http://www.narrowgauge2004.com)**

## PROPOSED BUDGET IS HERE

*Tammy Auburg, Your Treasurer*

It was with some delay due to the sudden multiple January snowstorms, that our annual preliminary budget meeting was held on January 17, 2004. About 12 club members attended the meeting to help the Treasurer and BOD begin the budget process. And again this year, it was one of the quickest meetings we have held.



Thanks to some judicious planning by several club members and slightly generous predictions for projected income, the Treasurer was able to present a budget that had some “wiggle” room for unplanned contingencies. Club members were very good at being realistic in their requests for projects on the lay-out. Besides the money involved, they also planned how much time and work such projects would require. It is real nice to have several hundred dollars to do a major layout project. But with that also goes the responsibility of providing enough of your time and fellow club members time to complete the project be for the end of September and the last “dirty day.”

With the little bit of money we predict that will be left over after building expenses and layout projects are completed, we hope to rebuild a bit of the money we have had in our Money Market account. Money was taken out of that account this last fall to pay the real and personal property taxes on the building in November. It was better for us to pay the whole amount at that time than to keep the money in the Money Market and a lower interest rate than the County charges us on the unpaid balance. We saved ourselves about \$230. in interest fees by paying the whole balance in November.

Now any money over and above what we need for our needs will go back into the Money Market account. For those not familiar with our financial status, we keep a few thousand dollars in a Money Market account for emergencies. The checking account does not accrue interest, so only enough to keep that account funded is left in there. All other money is moved to the MM to gain interest (pitiful that it is currently.) We also have money invested. The invested money is what we have put aside as an ‘emergency fund’ in case something catastrophic should happen and we could not generate enough money from dues, swap meet and show to pay our bills for a two year period. The founding members of the club wanted to be sure that we were always solvent and could remain independent. We have a lot invested in this building. We want to keep it.

Enough history. The bottom line is that we have a budget to present to the members at the general Business Meeting on the last Tuesday of this month. All members will have a chance to ask questions and give input. I am looking forward to seeing you there.

## THE DALLES YARD INSTALLATION SCHEDULE

*Ken Young*

After discussion with Gene Nedrow and other concerned persons, we have arrived at the following tentative schedule for the removal of the old Dalles Yard, and installation of the new Dalles Yard.



- Tuesday, May 4: Last visitors’ night with operations of the full railroad.
- Wednesday, May 5: Railroad is closed for operations between Hood River and Skamania.
- Wednesday – Friday, May 5 – 7: Electronics will remove all switch motors, terminal strips, and other salvageable hardware from underneath the old Dalles Yard. A track salvage crew may begin salvage of track and turnouts.
- Saturday, May 8: The track and turnout salvage is completed. A crew will remove and salvage the roadbed, in sections. (It is not constructed in a manner to allow removal in one piece.) Then all of the supporting infrastructure will be removed. Electronics will remove the Terminal board under the roadbed, and save all of the terminal strips and re-usable cables. Scrap wire will be salvaged. Re-usable wire cables will be carefully pulled aside for reinstallation on the new yard terminal boards. At this point the floor should be bare, except for the re-usable cables.
- Sunday, May 9 – Monday, May 17: Build the infrastructure for support of the new yard. Drill several 2-1/2" conduit holes down thru the floor and thru the electronics room ceiling, and install the conduit pieces. Install the two new terminal boards in locations underneath the roadbed. Install plastic gutter pieces as wireways across the floor.
- Tuesday, May 18: Assemble a large crew, and lower the new yard into place on the new infrastructure. Align it carefully, and secure it in place. Begin installation of the three yard entry turnouts at the (RR) west end of the yard, and connecting trackage at both ends of the yard.
- Wednesday, May 19 – Monday, May 31: Track and turnout crew will complete the installation of the three turnouts, and of the connecting trackwork at ends of the yard. Electronics will continue work on wiring and cabling.
- Tuesday, June 1 (or alternatively June 8): First operation over the main line trackage past the yard. There will be no access to the yard leads or the yard tracks at this time. Only blocks 7, 8, and 22 will be available. Dispatching/turnout control will probably be done at the tower, since the revised dispatcher panel downstairs will not yet be completed.
- June, July, and August: Electronics will continue hookup of yard circuits. Changes will be made to the cab panels to

allow control power to the yard tracks. New dispatcher panel sections will be completed. Auxiliary yard turnout control panel will be built, or the tower panel modified, to allow upstairs control of the yard turnouts.

As a late bulletin: on Wednesday May 5, all of the hardware and also the wiring was removed from under the old yard, as well as the terminal board. There is nothing left under the roadbed but a bare floor, so we are slightly ahead of schedule. Mike Durr has a crew coming in on Saturday May 8 to salvage track and turnouts, then remove the roadbed and benchwork.

### PLANNED 2004 TRAINING/OPERATING SESSIONS

*Don Riss, Bill Morse: Operations Committee*

*Steve Watkins, Sandra Lusk: Training and Qualifications Committee*

The Operations Committee and the Training/Qualifications Committee have put together the following schedule of training and operations sessions for the remainder of 2004. These dates take into account the Dalles and Seattle construction schedules. Our objective is two-fold: provide opportunities to upgrade your skills and become qualified in the various locations AND HAVE FUN. We plan to provide a variety of training and operations formats. Some will be a "follow your train" format which will have you alternating as a mainline cab operator, yardmaster and Oregon Trunk Operator. Or you may start in Portland and head to Hood River where you will need to perform a cross-over and reverse run back to Portland; or possibly a run-around and return to Portland. Other sessions, including our Show Rehearsals, will be show format. Our goal is to make it interesting and to have lots of fun while getting ready for show. Trainers will be available during these sessions to assist and, when you're ready, take you through the qualifications checklist for each position.

Tuesday, May 4  
Youth Night - Modified Show Ops

Tuesday, May 25  
General Business Meeting

Tuesday, June 1  
Ops Session Modified Show Ops (Spiral to Spiral using Underground Railroad)

Saturday, June 5  
Oregon Trunk - DCC Ops/Training Session 10:00 - 4PM

Tuesday, June 22  
Modified Ops Session for Training (MOST)

Tuesday, July 6  
Training Ops Session on Spirals, Yards, and Trunk, Carman; Underground Railroad

Tuesday, July 27  
Training Ops Session on Spirals, Yards, and Trunk, Carman; Underground Railroad

Saturday, July 30  
Op Session, fast clock, work rules applied 5:30 - 10PM  
NOTE: Evening Running

Tuesday, August 3  
Training Ops Session - full railroad

Saturday, August 14  
Op Session, fast clock, work rules applied 9AM - 2PM

Tuesday, August 24  
Training Ops Session

Tuesday, Sept. 7  
Training Ops Session

Saturday, Sept. 14  
Op Session, fast clock, work rules applied 9AM - 2PM

Saturday, Sept. 25  
Show Rehearsal, 9AM - 2PM

Tuesday, Sept. 28  
General Business Meeting

Saturday, Oct. 2  
Show Rehearsal 9AM - 2PM

Tuesday, Oct. 5  
Modified Show Ops with darktime running

Saturday, Oct. 9  
Show Rehearsal 9AM - 2PM

Saturday, Oct. 16  
Show Rehearsal 9AM - 2PM

Saturday, Oct. 23  
Show Rehearsal/Layout Readiness Test 9AM - 2PM

Saturday, Oct. 30  
Final Layout Clean Up for Show 9 AM to?

Tuesday, Nov. 2  
Show Dress Rehearsal/Operator Readiness Test

Saturday, Nov. 6  
First Day of Show

### NITROCISION

*Jeff Pape*

Here's a wonderful tool for the well-equipped model railroad shop: A cryogenic high pressure jet of liquid nitrogen for stripping paint or cutting almost anything in two. The key to the efficiency is the action of the jet of liquid nitrogen. The high pressure sends small amounts of the liquid gas into the pores or intercrystalline voids of a material where the gas then evaporates and expands very rapidly prying the crystals apart. Developed for the folks who take apart used machinery contaminated with plutonium on behalf of a major government near you. This system has terrific penetration into the material being cut as well as having no residue left behind. Working pressures range from 6000 PSI to 60,000 PSI. The temperature is very, very cold. Rick Webster could tell you exactly how cold. The unit comes pallet mounted and prices start at \$350,000 and range upward for more features. See [www.NitroCision.com](http://www.NitroCision.com)

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## EDITORIAL: WHILE WE'RE AT IT

*Eric Bleak, Editor-in-Chief*

It was very heartening to see the great attendance at the Town Hall. I was able to be there because it was on a regular Tuesday evening, and I could plan for it, unlike my Saturdays, which I can never plan... But that's another story.

The Qualifications and Training folks are doing a great job this year - better than ever before. Personally, I think I need some "tuning up" on some aspects of our layout, and I actually am looking forward to the learning experience. With all the Ops sessions scheduled, I know I can get here for at least one of them.

Meanwhile, I am calling for reinforcement of what must become a core value for all of us: Basic Train Handling. All of us should be respectful of the equipment on the layout, whether it's somebody else's or whether it belongs to the Club. When you think about it, you want to be able to trust your 'precious' to the general Show operators and know that they will respect and handle it as gently as you do.

Basic Train Handling should be reinforced at each turn. There should be no excuse for switching a block on and off with power to it, underneath any train. And if a member 'doesn't get it', maybe we ought to think of demoting that person to Carman until they do; at least as far as Show running is concerned.

So what should we do? Have a 'Brass Qualified' merit badge? Limit operation of the more expensive models to those operators who are capable? None of this would be necessary if we just taught and enforced Basic Train Handling. The Old Days in Logging gives us an interesting comparison: We used to have some insanely strict folks working in the Logging Division, and there was no way that you could run for Show if you were not fully qualified for that particular equipment.

The opposite end of the spectrum (but perhaps in a similar frame of mind) yields the 'Roundhouse Queens' that are there just for pretty and never to be run. Let's try to find a different way: Part of Show is seeing these magnificent models RUN! It would be okay if they were restricted just to the Roundhouse area. Guys, let's see them run! To see static art, go to The Portland Art Museum. Or go to Sacramento. Not to put too fine a point on it, Model Railroading is *Art In Motion*. And that's why everybody comes: to see running trains. The layout is pretty, yes; but if nothing moves, then it's only worth maybe a fifteen-minute walk-through.

So let's all be part of the solution here, me included: Everybody: brush up on your training, and Trainers, please, please, please: make sure that people know Basic Train Handling.

...while we're at it.

See you next issue.

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## SO YOU WANT TO BE A YARDMASTER

*Don Riss*

There's nothing like a real life problem to hone your skills for model railroading. Here's a solution to a real life problem faced by a club member when he worked for the railroad.

MD116 was a symbol freight running from Camden/Pavonia NJ to Potomac Yard near Washington, DC. It left Pavonia with cars for North Philadelphia, South Philadelphia, Wilmington Del., Havre d'Grace Md and Pot Yard. With this many stops, its crew got paid local freight rates (higher than through freight).

To complicate matters, MD116 picked up cars in North Philadelphia for South Philly, Wilmington, Havre d'Grace and Pot Yard. When MD116 left N Philly, the blocking looked like this:

South Philadelphia

Wilmington

Havre d'Grace

Potomac Yard

South Philadelphia

Wilmington

Havre d'Grace

Potomac Yard

The problem is two-fold: They need to make 2 cuts to set off cars at each of the stops, and the time required to do that on this long run caused the crew to outlaw (exceed its 16-hour limit to be on duty.) Not only that, the union work rules said that if a road crew made more than one pick-up OR drop at any one stop, they got paid an 8-hour yard day (a rate yet higher than local freight). So since they set off AND picked up at N. Phila, they got a yard day's pay and also a yard day's pay at S. Phila, Wilmington, and Havre d'Grace because they made two setouts. (By the time they left Havre d'Grace there was nothing but Pot Yard cars in the train.)

The railroad wanted to get rid of the excessive overtime and outlawing and the extra yard day's penalties. The problem was solved in a rather clever way. If you think you know the answer, e-mail it to [Organogre@prodigy.net](mailto:Organogre@prodigy.net). The prize is at least bragging rights, maybe more.

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*Slice of Life:* Here's The (new) Dalles, being tipped up to be wired.



## COMMITTEES

### Club Officers

**President:** Ken Shipman  
**1st VP:** Russ Lusk  
**2nd VP:** Gene Nedrow  
**3rd VP:** Dennis Thompson  
**4th VP:** Jim Whaley  
**Secretary:** Steven Watkins  
**Treasurer:** Tammy Auburg  
**Ass't Treasurer:** Mark Hynson

### Board of Directors

**Chairman:** Bruce Jones  
**Members At Large:**  
Sandra Lusk, Rick Koehler

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

### Administrative Committee Chairs

**Gazette:** \*Eric Bleak, Editor-In-Chief,  
Jeff Pape, Editor-At-Large  
Doug Auburg, Founding Editor  
Phil Maggs, Editor Emeritus  
**Security:** Doug Auburg  
**Swap Meet:** Doug Auburg  
**Membership:** Doug Auburg  
**Member Handbook Project:** Open  
**Curator of Collections:** Jeff Pape  
**Public Relations:** Jim Whaley  
**Show:** \*Sandra Lusk, Mike Durr  
**Building Management:** Russ Lusk  
**Equipment Roster:** Mike Durr  
**Kitchen Commissary:** Dennis Thompson  
**Library:** Jim Russell

\* = Committee Chair

### Layout Committee Chairs

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

### Maintenance of Way Department:

**Steel Gang:** \*Paul Swartzbacker  
**Switch Gang:** \*Paul Swartzbacker  
**Motor Gang:** Paul Swartzbacker  
**Bridges:** Steven Watkins, Don Drawspan  
**Buildings:** \*Jim Whaley  
**Signal Dept.:** \*Don Gibson  
**Scenery:** \*Mark Hynson  
**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

## RULE OF THE DAY

### Jeff Pape

From the Northern Pacific Terminal Company of Oregon Operating Rules and General Instructions of Jan. 1, 1956:

*Rule 19. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be couple to or moved. Each class of workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.*

*When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineer and firemen will be notified and protection must be given those engaged in making the repairs.*

*19(A). Car inspectors, or other employes, performing work under or between cars, must protect themselves as prescribed by Rule 19.*

The blue flag or lantern was hung next to the window of the locomotive. There was usually one blue signal for each craft. At times several blue signals could be on one locomotive. This could include carmen, roundhouse forces, electricians and pipefitters. The signal, flag or lantern, was signed out to particular individuals and only that individual could remove it. Moving equipment protected by a blue signal was a major rule violation. A track can be protected: the UP Albina Yard engine facility lead on the South end has a motorized arm with a blue light on it that swings up and illuminates when in use. The signal protects the receiving track in the engine house from unexpected moves into the track.

