



# The Columbia Gorge Gazette

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

2505 N. Vancouver Ave. Portland, OR 97227-1986

(503)28-TRAIN

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<http://www.cgmr.com>

## IN THIS ISSUE

*Eric Bleak, Editor-in-Chief*

As this issue of the Gazette goes to press and the Web, it's been a long hot summer. Most of us are working (or playing) outside and maybe the Club gets pushed a little farther down on the list of things we want to do. Fall is on the way and with it finally come some opportunities to do Model Railroad stuff. With two Show periods this year, it seems like we just finish one Show and work on things that needed attention, and whoa-hey, here comes another Show.

Things seem to come in cycles: This issue features some articles in the interest of improving our turnout and our showmanship. These things seem to get discussed in this much depth on a roughly bi-yearly basis, so I think you'll find the materials interesting.

We've also got some whimsy to go with our serious side: There have been some UFOs sighted in the Lyle area. Those folks in Lyle must not have a lot to do - first we lose a local inventor who is seeking to break the Land Speed Record with his wife's Chevy, and now some local logger gets ... well, see for yourself.

Steven Watkins is right back up front here with his thoughts on the June Show. There is some discussion to just do it on a Saturday and Sunday instead of Friday and Saturday; personally, I'm for that since vacation time from work is precious. Steven also reports later about the Black Diamond Club that came to visit.

We've also done some interesting things with this issue: The material available exceeds our ability to mail it. Thing is, we can only mail a 10-page newsletter economically. So we've put together a Web Supplement that will be visible only on the Web. If you're wondering what you're missing, it's the full text of the Town Hall Report, rather than the Recommendations. Meanwhile, we promise not to put anything of great substance in the Web Edition so that you who only receive the Gazette via US Mail don't miss anything.

So, in the meantime: *Enjoy the issue.*

## FROM THE PRESIDENT

*Steven Watkins*

*Your Club President*



I wish to thank everyone that helped at the Rose Festival show. We put some money in the bank and impressed plenty of people with our layout. Attendance was far from what I had hoped for, but people stayed a long time and really seemed to enjoy themselves. The attendance

was not that much less than our first week of show last year.

Member help was tremendous and we had people on the extra board for most of the time. We have several new members that are very limited in what they can do. By November, they should be better trained and this will give us more flexibility. I know it is difficult for you new members but hang in there; we were all there at one time or another.

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An official from the Rose Festival was there on Friday and was impressed. We will make contact with her and see what can be done for us next time. This was our first try and it was suggested we do the Saturday, Sunday as with our normal show. People were still working and kids were still in school on the Friday.

Thanks again and find a project; November is not far away!

*Steven*

## GENERAL BUSINESS MEETING

*Sandra Lusk, Your Secretary*

May 31, 2005: CTO by Steve Watkins at 7:03 PM

Minutes – It was *moved* by Bruce Shanks *second* by Steve Eichman to accept the minutes as posted. *Passed.*

### Treasurer's Report

Tammy presented the treasurer's report. It was *moved* by Doug Auburg *second* by Jack Taylor to accept the Treasurer's Report as presented. *Passed.*

### Committee Reports

#### Show Committee

Doug Auburg reported that more people are needed or we won't be able to run any more than bare minimum. People are also needed for overnight security.

Mike Durr reported that there will be food for the crew. He will have the equipment rosters ready by June 7.

Doug is arranging for the additional insurance required for Show.

#### 1st VP – Russ Lusk

Weeding is completed and the grass has been cut.

#### 2nd VP – Gene Nedrow

The Steel Bridge and the bridge over Morse's Gulch will be installed for show.

Clean up day will be Saturday, June 4th at 10:00 am.

#### 3rd VP – Denny Thompson

Crew food for show will be set up around 3 pm each day. There will be Sandwiches on Friday and Chili on Saturday.

#### 4th VP – Don Riss

Confirmed that the Rose Festival brochure included our show. Currently setting up publicity for the November show.

#### No Reports from the following Committees:

- Member at Large
- Electronics Committee – Tim Anderson
- Gazette Committee – Jeff Pape
- Ops Committee – Don Riss

#### Library Committee – Keith Ansell

Work is progressing on schedule.

#### Membership – Bill Morse

Chris Kyle was presented for move to Senior Member. *Passed.*

#### Scenery – Mark Hynson

Work on Troutdale is proceeding.

#### Old Business

*Moved* by Rick Koehler *second* by Clint Bishop that Bylaw #26 be added as worded here:

**“Any member causing a false security alarm that he/she is unable to nullify shall be assessed fifty dollars (\$50) payable to the Club immediately. Additionally, any member causing a subsequent false alarm that he/she is unable to nullify shall be required to surrender his/her Club building key for a duration of not less than ninety days. Should the offending member feel extenuating circumstances exist, said member may petition the Board for a hearing at the next regularly scheduled Board of Directors meeting.”** *Passed.*

A request was made to look into simplifying the alarm procedures to help avoid false alarms.

*Moved* by Bill Morse *second* by Doug Auburg that Bylaw #25 be added:

**“The Affiliate dues structure shall allow the spouse or recognized partner of a Senior, Charter, or Life member to pay \$30.00 per year. In exchange for this reduction in dues, only one club mailing shall be sent to that household.”**

*Moved* by Steve Eichman *second* by Tammy Auburg that the motion be amended to pass the new bylaw dependent on the associated Constitutional amendment passing. Amendment *Passed.* Amended Motion *Passed.*

Paul Nasiatka requested an update on the status of installing air conditioning on the second floor. Gene responded that no money is available this year to complete the installation.

Doug Auburg asked when the dust precipitators would be installed. Gene responded that there is no date set at this time.

Steve Eichman announced that the Cascade Z Model Railroad club wished to thank CGMRC for the use of our facilities and has made a donation to the club.

#### New Business

##### Announcements:

There will be an all-brass swap meet in Portland on Oct 29 at the Airport Shilo Inn. See Keith Ansell for details.

Jack Taylor: There will be a Railroad Days Show and Swap Meet at the Heritage Museum in Ilwaco, WA.

The Corvallis Club has indicated interest in setting up a Club exchange.

It was *moved* by Mike Durr *second* by Paul Nasiatka that the meeting be adjourned. *Passed; meeting adjourned 8:10 PM*

## ITEMS FOR DISCUSSION AT THE NEXT GBM

Tammy Auburg

It has been the realization of most of the club membership over the years that each year we are not completely satisfied with the smoothness in which we run the layout. This is attributed to many factors. Many suggestions have been discussed and attempts at implementing some have been tried. All met with some success, but still not to what we expected.



Some of the problems I see are:

- Lack of well-trained members to staff a variety of positions at any one given time
- Some members who lack the ability to handle but a very few skilled positions, yet are still eager to help out. Some know their limits and some are not aware of it.
- Club members who live out of the area, but make the annual trek to help with Show. They are very willing to help, but again are not familiar with recent changes.
- Other modelers who belong to a variety of clubs who are willing to help us, but then again can man only the mainline cabs or logging.

Many positions that are not connected with actual operations, but still must be filled in order for the rest to fall into place.

- Backroom help
- Crowd control
- Ticket office
- Person to oversee the food service for the crew and the unavoidable cleanup afterward. That is almost an all-day job.
- Parking
- Backdoor monitoring
- The ever-important carman.

Available training time for those from other clubs who would like to help: It is not fair to ask someone from another club to come "Play" with us and then give them non-operating positions if they would like to run them. These people are valuable assets and could be put to better use if we can get them trained in positions of actual running, (i.e. some of the yards, Troutdale, the OT.)

I would like to propose a method by which we may be able to solve some of these problems and have more fun during show. These would require By-Laws changes at the next GBM in order to get them partially implemented in time for November Show. This is by no means an all out solution. I would like to see it as a springboard.

Apprentice members will be required to have at least 2 hours of training in each critical operating position as part of their fulfillment for Senior status. This would be a part of their 50 hours of service. This should be do-able.

A member of the Training/Qualifications Committees would sit down with the applicant within the first month of membership to identify the needs of the person and make a rough schedule or plan for skill training to be completed.

The training format could be a generic list of the positions and the skills needed in training. As the applicant shows ability to handle the position, it would be checked off.

A copy of this sheet would be valuable in assisting the scheduler in determining level of preparedness that person can fill a position. (This is filled with ways to fail and I would like some ideas to work with it.)

Encourage members in the other categories who wish to run other positions obtain at least two hours training in a new position each year.

It would be helpful if each year the member would gain experience running in a position new to him/her.

A flow sheet similar to the one above would be used to keep track of the progress. (Up for Discussion as above)

Senior members would be encouraged to train in one new position as part of their 50 hour requirement.

The training should be in positions that senior has not qualified for in the past but would like to or has worked them, but does not feel really on top of the position.

A similar flow sheet would be used for records and the use of the show scheduler. (As above)

All seniors should be qualified for at least three operating positions for each show (to include cab, yard, and spiral positions.)

The training and qualifications sessions would be held on first Tuesdays primarily. There can be Saturday (or any other planned days) for qualifying also.

Saturday prototype or other operations sessions can also be used for training provided there is a qualified senior willing to train a new person to a position.

Training for non-members or those who have joined within three months of Show would need to be arranged by the T/Q Committee.

Postcards would be sent to non-members who express interest in any show as to the times for training.

Addresses, telephone numbers or other means of communication would be kept by the secretary or the secretary's assistant for the purpose of making out labels.

These are just a few of the ideas that have been kicked around as I have spoken with other club members. Hopefully we can come up with something similar that will help us fulfill the needs for future shows.

## OPERATING AND TRAINING SCHEDULE

Saturday, October 1 Proto Ops Session Time TBD

Saturday, October 8 Show Training 9:00 AM

Saturday, October 15 Show Training 9:00 AM

Saturday, October 22 Show Training 9:00 AM

Saturday, October 29 Clean Up 10:00 AM

Tuesday, November 1 Dress Rehearsal 7:00 PM

## HIGH SCHOOL REUNION AND TRAIN WATCHING

*John Schmeider*

Last month I had the opportunity to step back in time. I attended my 45th High School class reunion in Austin, MN, and a party at my Air Guard unit in Sioux Falls, SD. Since the functions were a week apart and



I didn't feel like traveling to and from the Midwest twice, I decided to fill in the time with some train watching. This article is about my experiences.

The first part takes place in Trempealeau, Wisconsin. The second installment is a road trip to North Platte, NE. For those of you who missed the account of my last trip here, Trempealeau is on the Mississippi River about 20 minutes north of La Crosse, WI.

I stayed at the Inn on the River ([www.trempealeau.net/innontheriver](http://www.trempealeau.net/innontheriver)) which is a two story, 12 unit motel located by the River and the BNSF Chicago-Minneapolis double track mainline. The CP (former Milwaukee Road) single track mainline is across the river on the Minnesota side. The Inn is located about a quarter mile upstream of Lock and Dam #9, so there is river traffic as well as rail traffic to enjoy. Another plus is the fact that the owner of the Inn is a railfan so he can tell you anything you might like to know about local rail happenings. There is an info sheet in the lobby and each room providing scanner frequencies, Amtrak passing times, and directions to the La Crosse yard. There are also ear plugs in the night stand drawers to help you sleep through the passage of numerous night trains. The Inn does not have dining facilities but there is a decent hotel/lounge/restaurant across the street which also provides a view of the tracks.

There is another restaurant up the street about two blocks (The Wildflower) that serves a good breakfast and about three miles north is an excellent Supper Club (Ed Sullivan's) which offers dinner at tables with a view of the tracks. There are copies of restaurant menus in each room. The ONLY negative aspect about the Inn I found is that each deck serves two rooms so you won't have a private deck if you have one room.

Also, if you are there on a weekend, there is a lot of motorcycle traffic and many times it sounds like a train is approaching when it's actually a motorcycle. Sound is about the only warning you have of approaching BNSF trains. This is particularly true of Eastbound (South) traffic. Westbound (North) trains will usually receive clearance to leave La Crosse yard and about 20 minutes later will pass by the Inn. Sometimes they whistle down the crossing south of the Inn and then you have about a 30 second warning. CP trains provide more notice. Southbound trains pass through a detector at MP 299.2 which gives the axle count, train length and outside air temperature. The crew then acknowledges the report with either the train number or the lead unit number, or sometimes both. That is about the time you get a visual on the train. Northbounds usually report leaving a control point and whistle down a crossing south of the area where you can see them. They also trip the detector at MP 299.2, but after they have passed by the cleared area along the river.

I saw 11 trains in 2.5 hours the Sunday night I was there. The breakdown was 9 BNSF, 1 CP and 1 Amtrak (WB Empire Builder). The BNSF fleet was a nice mix of Intermodal, manifest, and an ore train with DPU power.

## BLACK DIAMOND CLUB

*Steven Watkins*

In a recent trip to the Bay area of California, I visited a small model club in Antioch. The city is East of San Francisco in the North Bay area. They meet on Tuesdays and Fridays. The club is in an abandoned city water plant. Chlorine was added to the water at this facility. The city allows them to pretty do what they want.

As you enter the building there is a small room and they cut large openings on the right side to view a harbor and small town. As you walk down the hall to the main room the area opens up into a fairly large room. The nice thing about the club is that there is little hidden track. The single mainline raises uphill toward the back corner where the track enters a six-foot diameter helix that allows the trains to drop down to the beginning height.

The scene is a desert type scene that is stark but well done. The entire track is hand laid and is code 83. They admitted that flex track would have been a lot easier! They build their own turnouts and have three large yards.

The members are very friendly and were cordial. If you ever get down to that area look them up. [www.blackdiamondlines.org](http://www.blackdiamondlines.org)

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## AN ODE TO KEN YOUNG

*With Apologies to Dr. Seuss*

His name was Ken, but he said,  
"Now then... Volts I be..."  
"But that doesn't sound good,  
(although it fits with this neighborhood)"  
"So Amps I am".  
"Amps I am", said he...

"Oh, Amps I am", came the plea:  
"I have a switch with a glitch," said  
the man in Cab 3.  
"Oh, no, a switch with a glitch", said  
Amps I am.  
So Amps I am took a meter  
And a hammer to use as a beater,  
And went to look at the switch with a glitch.



At Plymouth he arrived,  
But the trains hadn't survived.  
"Oh, no. This switch with a glitch is really a witch," said Amps  
I am.

Trains all over were derailed, so then he rerailed,  
and began to earn his name: Amps I am.  
Amps I am applied an appropriate hand,  
And wouldn't you know, the trains started to go,  
but into the open switch they would slam.

"AARGH," said Amps I am. "This glitchy switch is giving me  
an itch."  
And out came the meter, and for good measure, the hammer for  
a beater.  
And after all the tests,  
And all the tweaks,  
(each seeming to take a week)  
finally came a big...  
BAM!

"There, now!" said Amps I am.  
It took the meter, and the appropriate application of a beater, and  
after that, the trains ran and ran.

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## GIFT TO CLUB

*Jeff Pape*

On June 14 the club had a surprise guest, Reverend Richard J. Welsh of southeast Portland. Reverend Welsh was at the club to present a framed watercolor print of the former Southern Pacific depot at Springfield, Oregon. The print was formerly owned by Dr. Jim Karle, a professor at Lewis and Clark College. Dr. Karle has passed away but in life he was many things, among them a model railroader. Reverend Welsh is presenting the print to the club as a remembrance of his late friend.

It should be noted that our member, Ken Young, worked a substantial number of shifts either at or out of that depot as a South-

ern Pacific clerk when he was younger. Jeff Pape remembers going into the depot to collect orders as a trainman doing student trips out of Eugene during the summer of 1966.

The depot has since been moved from railroad property to a location a few blocks away and has been preserved. It is an excellent example of the practice of using common standards or designs for railroad structures. This is known as a C. S. 22 depot.

The print is hanging next to the dry-write bulletin board in the club room at this time. It has been conveyed to John Schneider to care for in his role as Conservator of Collections within the club.

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## THE KID'S MODULE GOES TO CLAMSHELL RAILROAD DAYS

*Jeff Pape*

On July 16 and 17 the Ilwaco Museum hosted the local model railroad club's annual festival. Our Life Member, Jack Taylor is a member there. The club filled the meeting room of the museum with several portable layouts from nearby clubs. One was from a club in Astoria. The other was the Longview, Kelso and Rainier which is the club former member Cliff West belongs to. There was a vendor from Utah who brought a trailer full of stuff to sell. There were also two or three other vendors. A local family brought their wooden Thomas train sets for the kids to play with. In addition our kid's module got a vigorous workout. Around fifty kids under the age of six ran the module around 500 times.



The Clamshell Railroad was a nickname for the OWR&N narrow gauge line that ran generally north up the Long Beach Peninsula from Megler to the fishing communities on the peninsula, ending at Nahcotta. The line was there from around 1880 until abandonment in 1930. It was also known as the "railroad that ran by the tide" due to the shallow water at the pier where it connected with river steamers from Portland. A passenger car has been restored and is carefully preserved at the museum.

An added feature was an extra-fare excursion in a small bus to trace out the route of the former railroad and to see the remaining buildings and a couple of passenger cars that have been built into other structures.

The total number of visitors to the open house was around 500 for the two days. It appeared that most were from the area, not visitors from Portland. The weather was great, the seafood was fresh and Jack and Marilyn's hospitality was world class.

**CGMRC TOWN HALL 2005  
BOARD MEMBER AT LARGE RECOMMENDATIONS  
FOR IMPLEMENTATION — 2006 SHOW**

*Rick Koehler*



1. Include more special trains (unusual / educational / historic) especially if departures could be scheduled every hour on the hour per the Diablo Club in Walnut Creek, Calif. and support these trains with handout literature. Examples of such trains could include:
  - Bullet / TGV / ICE or the like (ICE Eleven Coach Set – Ansell)
  - John Bull (Available in Walther’s Catalog)
  - Tom Thumb (Available in Walther’s Catalog)
  - John Deere with Evolution of Tractor Models (Koehler)
  - Military Trains: Tanks, Bradleys Humvees
  - Steam Deutschebahn Passenger (Ansell)
  - British Steam Train (Ansell)
  - British Diesel Freight Train – OO Scale (Koehler)
  - Fan-Trip Train (Beahan)
  - Double Headed 4-8-4 Australian Garrett (D. Auburg)
2. Create more interactive features around the layout such as the one we have for the coal mine.
3. Have Railroad Theme Music Playing in The Ticket Area and/or The Parking Lot; probably from CD or iPod assuming copyright issues can be satisfactorily dealt with.
4. Reinstitute free admission for veterans the weekend closest to November 11th.
5. Look into the feasibility of again having the Operation Life-saver trailer display.
6. Designate a second, non-food, community beneficiary such as: Toys-for-Tots, Make-a-Wish, Ronald McDonald House and Portland P.D. Teddy Bears.
7. Exposure Through Boy Scout Roundtables.
8. Broaden the Distribution of Flyers to include schools and community bulletin boards such as those found a Fred Meyer or Starbucks.
9. In order to build larger crowds on the first weekend and generate more timely word-of-mouth advertising, give every member a set number of free passes, good for the first weekend only, to distribute at their discretion.
10. Hand out flyers and one free Show pass to every kid who comes to your door trick-or-treating on Allhallows Eve. This

pass should only be good for one child and that child must be accompanied by at least one adult paying for admission.

11. Look into advertising in the Scanner and/or the Portland Tribune.

**IT’S NONE OF (Y)OUR BUSINESS**

*Bruce Shanks*

I have been working on installing a reverse loop on the Oregon Trunk this past spring and summer. In the process of getting approval and doing the work there have been several comments that it is a waste of time and effort, as that is not the way a real railroad would be built or operated. And you know what? I agree. Not that it is a waste, but that it isn’t the way of a prototype railroad. So, you say, why build it?

Let’s look at what business we are in. We’ve built a very good model of a prototypical railroad. And we have had prototypical operating sessions the first Saturday of each month for while now. The level of interest is amazing. The last session I attended brought out 6 participants.

We open our doors to the general public in November and June. We invite them to come (and pay) to see our railroad in operation. What would their reaction be to a prototypical operating session?? I’d suggest that they, apparently like our members, would find it BORING!!!. So what do they want?

During our shows I think the public wants to SEE TRAINS MOVING. We’re not in the railroad business, we’re in the entertainment business.

And it is to that end that I’ve installed a reverse section in the Oregon Trunk, so that trains can be kept moving out where folks in the aisle can see them. For those who maintain they could keep two trains operating on the trunk without the new section, I say good, now you can keep two going in the open rather than having one hidden.

I intend to propose a few other changes to the mainline to allow dispatchers to divert trains, or to turn them around when an area of the layout encounters a problem with flow. As the design is now, if there is a stoppage in North Portland for instance, it only takes a minute or two before the whole mainline comes to a halt, and then we all wait for the carman to sort out the glitch. Meanwhile, the public is not getting what it paid for.

The intent is not to spoil the “prototypicalness” of the layout. We’ll keep the changes as hidden as possible. Rather the intent is to allow us to give the public what it expects when they pay their money to come through the door. To be entertained when they can SEE TRAINS MOVING.

Yes folks, it’s not our business. But like it or not, in November and June, when the public is in the aisle, we’re in the Entertainment Business.

## Excerpt from the Lyle Gazette, July 21<sup>st</sup> 1953:

### KLAATU BARADA NIKTO

*Top Secret:*

*For Your Eyes Only.*

The Top Secret military base on the outskirts of Lyle, Washington is the home of the Northwest version of Area 51. The facility dubbed Area 51-1/2 is on some farmland in the hills. The Scientific Analysis for Understanding Celestial Engineering and Research or SAUCER is in charge of the facility. The research facility has vast underground labs and is well hidden in the community as a farm.

SAUCER is located on Interociter Road just a short distance from the bustling town of Lyle. Military personal are on 24-hour duty around the facility. Also a contingent of MIB's (Men In Black) are on call to keep the facility a secret. One incident was quickly taken care of the other day when a local logger reported to the Lyle Gazette that he saw a strange object in the sky.

The MIB had a visit with Udall the next evening and used their bright flashy thing on him. Now he thinks he saw a weather balloon. The following news item was printed in the Sunday edition of the Lyle Gazette:

A local logger, Udall F. Oliver, came running into the Lyle Tavern late the evening of July 20th, stating he had seen a weird object in the sky. "The object moved real fast", he exclaimed. "It changed direction faster than a fly trying to get out of a window. It was real bright and I think it was Alien or something", Udall kept repeating. Unfortunately no one else saw it and Udall allegedly has a reputation for 'hitting the sauce'.

The U. S. Air Force has released data to the Gazette that the military is testing a new aluminum-coated weather balloon in the Columbia Gorge area. The sighting the other night was one of the balloons. It got caught in the jet stream of the upper atmosphere and was buffeted around making it appear to change directions quickly.

The situation is in hand and any future problems will be handled quickly by the MIB's.

Air Force Chief of Staff  
Steven Watkins

Just in case you are wondering, the title is from "The Day the Earth Stood Still" and is what needs to be said to the robot Gort to stop him from destroying Earth.

*Trivia:* Does anyone know where the road name came from?



*(Photo from local resident who refused to be identified)*

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## COMMITTEES

### Club Officers

**President:** Steven Watkins  
**1st VP:** Russ Lusk  
**2nd VP:** Gene Nedrow  
**3rd VP:** Dennis Thompson  
**4th VP:** Don Riss  
**Secretary:** Sandra Lusk  
**Treasurer:** Tammy Auburg  
**Ass't Treas.:** Mark Hynson

### Board of Directors

**Chairman:** Ken Shipman  
**Members At Large:**  
Rick Koehler, David Holden

**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

### 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

\* = Committee Chair

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## RULES OF THE DAY

*Eric Bleak, Editor*  
Rules 251 – 254:

(251) On portions of the railroad, and on designated tracks so specified on the timetable, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

(253) The superintendent must be advised in advance, of any known condition that will delay the train or prevent it from making usual speed.

(254) Except as affected by Rule 251, all Block Signal Rules and Operating Rules remain in force.



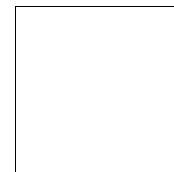
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## DEFINITION OF THE DAY:

### **BLOCK.**

A length of track, of defined limits, the use of which by trains or engines is governed by block signals, cab signals or both.

*The Consolidated Code of Operating Rules and General Instructions, 1948 Edition, Northern Pacific Railway Company*





# The Columbia Gorge Gazette

## Special Web Supplement

### CGMRC TOWN HALL 2005 SUMMARY OF MARCH 29 MEETING

Submitted by Rick Koehler

#### A) How To Make Our Show More Interesting

Special Train (unusual/educational/historic) Departures Every Hour On The Hour Per The Diablo Club in Walnut Creek, Calif.



Bullet / TGV / ICE or The Like (ICE eleven coach set – Ansell)

John Bull (Available in Walther's Catalog)

Tom Thumb (Available in Walther's Catalog)

John Deere With Evolution of Tractor Models (Koehler)

Military Trains, including: Tanks, Bradleys, Humvees

Steam Deutschebahn Passenger (Ansell)

British Steam Train (Ansell)

British Diesel Freight Train – OO Scale (Koehler)

Fan Trip Train (Beahan)

Double Headed 4-8-4 Australian Garrett (D. Auburg)

Special trains were deemed worthwhile especially if highlighted in a handout or by way of special announcement over the public address system. Ideas for and offerings of special trains are encouraged.

*Live or prerecorded narration was discussed, as was the possibility of creating a dedicated position for a narrator. (Morse) Perhaps spotlights could be used to highlight specific areas during narration. (Morse)*

*Announce all departing trains. (Ansell)*

*Live announcements and/or narration should not be undertaken unless we have a professional sounding voice such as we had when Jim Liniger provided the voice-over on a previous version of our Show tape. (Koehler)*

*Perhaps we could create more interactive features around the layout such as the one we have for the coal mine. (Morse)*

*Our day/night lighting sequence was a hot topic. Sentiment exists for having fewer and shorter night segments. (D. Auburg - Ansell)*

*A return to the practice of having a 5-10 minute break every hour as a means of rotating our operators to new positions was discussed. Counterpoint to this is that we already have too much dead time. (Beahan)*

#### Music Playing in The Ticket Area and/or The Parking Lot

The concept of having music again be a feature of our Show was well received although copyright infringement concerns were expressed (*—and rightly so! -Ed.*) about expanding the broadcast to include the out-of-doors. (*Actually the issue of paying for commercial use of music is the same even when the broadcast is limited to inside the building. -Ed.*)

Would music in the layout room conflict now that we are running sound-equipped locomotives?

Now that technical means exists to create and play eight hours of uninterrupted music, or more, complaints about hearing the same tunes every hour have been mitigated. Rick Koehler is working on compiling a minimum of eight hours of non-repeating music. Any member with music to lend to the project is encouraged to contact Rick.

Eric Bleak suggested contacting ASCAP and BMI for licensing to play or broadcast music.

The idea of showing videos instead of playing music in the ticket office was presented. Little discussion followed.

#### Low Power FM Radio Broadcast

Bruce Shanks, an avid RVer, has experience with low power FM from rallies he has attended. He indicated the broadcast range is too limiting to be of much use to us. Additionally, the startup investment in equipment would be a factor.

#### B) How To Attract More Attendees

Advertising

Consensus has it that paid advertising does not produce for us.

Promotion

Sandra Lusk is working with a professional PR person.

Ronald McDonald appears in person at the St. Helen's Kids Fair. Perhaps we could have him make an appearance here as well, especially if we tie-in some way with the Ronald McDonald House. (See below.)

Reinstitute free admission for veterans the weekend closest to November 11th.

Offer half price admission, any weekend, for scouts in uniform.

The Operation Lifesaver trailer display was popular a few years ago when we had it set up in the parking lot. Would we be able to have it again? (Koehler)

Free publicity

How To Attract The Attention of a Station Manager

Food Drive

NW Nurse Practitioners

Sisters of the Road

Toys-for-Tots, Make-a-Wish, Ronald McDonald House and Portland PD Teddy Bears were also suggested as possible beneficiaries.

Contact Local Radio Station's Public Relations Departments

Adjust Dates

Move Dates Back One or Two Weeks

Three Weekends Instead of Four

Corporate Sponsor

Product placement is becoming popular in movies and on television. Perhaps we could also generate some income in this vein, i.e., a George Morlan Plumbing building prominently displayed in Portland.

Boy Scout Roundtables

Greater Distribution of Flyers

Schools

Community Bulletin Boards

Fred Meyer

Starbucks

How To Attract More Operators

The meeting ran long and was adjourned before this subject could be addressed.

Topics Discussed Beyond the Scope of the Proposed Outline

The need for recommended practices for operating QSI locomotives.

The need to resolve issues/conflicts created when operating non-sound, can powered (low amp draw) locomotives along with Athern (high amp draw) locomotives along with QSI equipped (very high amp draw with a power curve well above the normal operating range) locomotives.

In general, as always, better education in all aspects of running on this layout is needed.

A prevailing negative attitude of members about our Show needs to change. (*Why would anyone cheer when Show is over for the year? Isn't this supposed to be one of the highlights of the year for us? -Ed.*)

*Need to revitalize the apprentice program. (Durr)*

Tie-on somehow with the Catlin Gabel Railroad Club.

The front page of our web site is dull and the picture too grainy.

Submissions To The Board Via E-mail

Marketing based on the concept that people talk to others about what they did on the weekend.

In order to build larger crowds on the first weekend:

Advertise in the Scanner and Portland Tribune. Smaller neighborhood papers often do 'Puff' pieces for advertisers and run them as news stories. The ads could feature half-price coupons for the first weekend. If someone showed up at the door without a coupon they would still get in for half-price.

Promotion — Hobby shops could get 50 free tickets each and members could get up to 10 free tickets for the first weekend.

Signs — Willing members could display signs on their cars advertising the show.

Fliers might also be placed in children's stores, i.e., toy, clothing and book.

Press Coverage based on the idea that they want photographs or video footage for human interest or dramatic impact. A return to the food drive would lend itself to press coverage if, for instance, there were 18 grocery carts in the parking lot (the normal amount of food donated by our visitors during one show run. Children should be shown loading food into a cart. Could it be a talking cart? A talking steam engine? Maybe a food train of grocery carts? How about a G scale train set up in part of the parking lot? Maybe a G scale train for the kids to put cans of food on? What about having a special show for handicapped and disadvantaged kids?

Presentation could and should be improved with all the members wearing club shirts.

Sound — A Union Station announcer listing the cities the trains will be stopping, yard sounds, frogs near the millpond and even the fire trucks at the fire in Wishram.

Troutdale and the roundhouse should be staffed at all times as they are high impact animation areas. Additionally the roundhouse is the first thing people see when they enter the layout room. Troutdale could comfortably dump 3 trains per hour if

their were four train sets of coal in Albina at all times a call being put out for another train whenever a loaded train departs Albina. *(Also, distribute the static engines so that movable ones can be parked in between them. It looks bad to visitors to have statically displayed locomotives blocking the view of movable ones -Ed.)*

Mainline cabs, Troutdale, Hood River, the roundhouse, Oregon Trunk and two carmen for each post should be covered before anyone is assigned to the spirals or underground yards. The public comes to see trains run.

Freight trains could all have two sets of power assigned and relayed every time the trains arrive at Albina.

The ticket office could be changed to changeable cash drawers with beginning and ending ticket numbers recorded. This would enable an audit with each shift change, thus reducing the number needed in the ticket office to one only.

With DCC on the Oregon Trunk, our VIP tours could also present the opportunity to run a train, from the aisle. With programmed limits on the locomotives there would be no danger of high-speed accidents.

Late Breaking Addendum — Make the first weekend totally free. Give out one free ticket to each group of Visitors and they will give the free ticket to someone else. Who comes to the train show by themselves?

Trick-or-Treat Handouts — Have all members give a flier and a free ticket to every kid who comes to the door on All Hallows Eve. (Bartels)