



The Columbia Gorge Gazette

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

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<http://www.cgmrc.com>

YOUR GOOD OLD, NEW GAZETTE

Eric Bleak, your old, new Editor-in-Chief

Welcome: to the Old, New Gazette. It's the same old newspaper you've read and trusted; and now it's 'Under New Management'. Phil Maggs has been doing a tremendous job for years, and he's ready to give the responsibility to someone else. Congratulations, Phil, for the great job for all this time!

Greater flexibility: I've opened an E-mail account specifically for submissions, story ideas, and in Phil's words: "Whatnot". You can attach most any type of file and send it to us at: cgmrcgazette@cs.com. Also beginning with this edition, we're producing a version in color for the web; although the printed version you're used to reading will continue in black-and-white for cost purposes. As time allows, we'll go back and digitize past issues and make them available to the Web. Speaking of cost, the Gazette will stay about the same size; it is limited to 5 pages due to mailing costs.

Some changes: We've made a number of changes to the paper, all with the end design in mind of making it easier both to produce and to read. Your submissions and feedback are sought more eagerly than ever, and Jeff Pape is Editor-at-Large to collect them, plus any ideas you may have for future stories.

This edition: brings an interview with Gary Zenk, the last remaining Charter member of the Club. We wanted to capture some of his thoughts and recollections about the early days of the Club, including some surprising revelations about an O-scale setup using real-world materials, and building the first Club building, which had a caboose as the storefront. Most of the grey-hairs here (except for guys like Doug, who have nearly no hair left) nod their heads and roll their eyes when remembering that leaky edifice. Jeff Pape, also Curator of Collections, will have the original tape in the Library for anyone who wishes to listen to the full interview.

Show's coming: We're all about the Show this issue. As always, we need volunteers any way we can get them. Let's all try to get our equipment across the Standards bench in plenty of time. In the meantime, here's your new issue. Enjoy!

THANKS FOR YOUR CONCERN

Tammy Auburg

I want to thank so many of the club members for their care and concern during my recent hospitalization and surgery. Thanks for the nice card and telephone calls. The nurses wanted to know who that other man was that appeared in the evening after Doug left. Thanks, Steven. I must admit it is a bit scary sitting in a hospital bed with blood thinners infusing and trying to keep calm. It is even more scary when you suddenly lose the sight in one eye temporarily. I was very lucky. The surgery, a carotid endarterectomy (fancy words for a rooter job on the carotid artery), was successful and my eyesight has been saved. Again, you have been great to worry about me. Model Railroaders make very good friends.



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GBM REPORT

Steven Watkins, Secretary



CTO: by Ken Shipman at 7:05 PM, Sept. 30th 2003.

Minutes: It was moved by Bill Morse and second by Ken Young to waive the reading of the last GBM's minutes. *Passed.*

Treasurer's Report: (Tammy) The Treasurer's report is available anytime, as it is posted in the Club's main gathering area. See Tammy for specifics if interested. It was moved by Ken Young and second by Mike Durr to accept the report. *Passed.*

A question was asked about the electrical bill which was so high. They admitted overcharging us and have issued credits.

1st VP Report: (Russ Lusk for Isaac Harpole II) The turtle house (storage shed) on the south side of the building is coming along. The dumpster was filled following some cleanup and was dumped. The ants are back, so don't leave food out.

4th VP Report: (Jim Whaley) The club donated four items to the PNR raffle. Thanks. Feb. 14-15 2004 is the GATS. We will probably do a display.

Layout Guide- Jim Russell and Steven Watkins have been working on a booklet that will be sold at the annual show. A prototype was passed around for critiquing.

Denny Thompson is working on show chow menus. Breakfast will be available on two mornings TBA.

Misc. Items Auction: There was some miscellaneous items no longer needed by the club, auctioned off by Clint Bishop.

Membership: (Bill Morse) Two members were up for vote to Senior status. *Jordan Dobson* and *Don Reed* were voted in as Seniors by the membership.

Show: (Sandra Lusk) Show forms are out. Please fill out and return ASAP.

Electronics: (Ken Young) Two cleaning brushes were attached to the wall near the retrieval can for the coal dump. Both are missing. Please return them if you borrowed them!!! They are necessary to keep the coal dump in working order.

Qualifications and Training: (Bill Morse) There have been several training sessions and they have not been well attended. Show is upon us and practice makes perfect.

Dispatch info.: (Ken Young) Bob McRae has made a half a dozen tags for special features relating to dispatch. This will help the dispatchers remember special trains, etc.

Gazette: (Eric Bleak) Next Tuesday, 10/7 will be the deadline for articles; you can E-mail them in any form to: cgmregazette@cs.com. Remember, you can also drop off any Gazette-related material in the usual spot next to the TV in the Club room.

2nd VP: (Gene Nedrow) Start picking up around the club. September 30 was the last dirty day. The more we clean now the

less we have to do in the future; Bright boy the track if you have time. Don't tighten the turnout screws too tight — tighten and back off a little. Check with Ken Young before you do so.

Old Business: (All) There was a contest involving five developmental areas on the layout. Three of these were worked on. A vote needed to be taken - it was moved by Doug and second by Terry to give blank ballots to all present members and go out into the layout and vote. The vote was:

- **Wishram area - 1st**



- **Crates area - 2nd**



- **Engine facility - 3rd**



New Business: (All) Neal Imperatis' wife works at a mental health clinic and would like some passes to give away. It was moved by Rolland and second by Russ to do so; *passed.*

Rolland moved and Clint Bishop second that youth groups be invited on the 1st Monday of January - May of 2004 for operation night; *passed.*

Jim Russell announced the annual St. Helens kids fair will be Oct. 25th. He will be unable to attend this year. Bill Morse will try to coordinate. Help will be needed. It runs from 10AM-4PM.

There are some new Model Power engines that are too heavy for the layout - be aware.

Oct. 11th the Swamp Creek club will be down from Seattle - Ron Bartells and company. They are coming to train to help out at show. Come on down.

An SW-series switcher belonging to Gene Wallis is missing. Please look for it.

It was moved by Gene second by Sandra to buy a Lego model for the club to display on Clint's lego layout at show. *Motion failed.*

It was moved by Rob and second by Jeff Pape to adjourn; *passed.*

FROM THE PRESIDENT

Ken Shipman

Greetings fellow members!

Ah, autumn, the changing of the Seasons and the coming of Fall. The children are back in school. Summer vacations are over. The changing leaves start falling from the trees, and of no

small importance to Columbia Gorge members the coming of cooler weather (whew!). It is time to wrap up the final outdoor summer projects and turn our attention to our indoor interests. Now that the clubhouse has cooled down, model railroading anyone? I would like to salute all those members who persevered through out the hot summer months in the layout room. Your work is incredible. My hat and shirt are off to you (Is the fan on?). Very soon the Show Chairman and their assistant will be calling all of us to give our all in support of the club at this year's annual show. Once again each of us must reach deep within ourselves and put forth a maximum effort as in years past. When we do this, we are guaranteed a successful and enjoyable annual club show. It is my wish that everyone have a great time at the show, I know it is a very exciting time for me.

I would like to wish Eric Bleak and Jeff Pape the best of luck as our new Gazette editors, this being their first issue. The importance of this publication is often overlooked. It is the main line (pardon the pun) of communication to our out of town members.

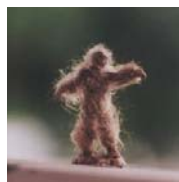
Thanks for listening.

Your President,
Ken Shipman



BIGFOOT SPOTTED!

Steven Watkins



Be on the lookout: Bigfoot was spotted the other day. I did not want to stick around too long because he was huge! It looked like he (or maybe she) was ten foot tall and a good 300 pounds. Luckily I had a camera with a telephoto lens. Don't want to get too close, you know. I shot a couple shots and I think

it heard the lens click because it looked right at me. At that time I turned tail and ran.

BASIC ELECTRICITY CLASSES

Ken Young

During the spring months of 2003, the CGMRC Electronics Group conducted a monthly series of one hour classes, entitled "Basic Electricity For Model Railroaders". The classes were planned by the various members of the CGMRC electronics group, and conducted by myself, with a few electronics group members sitting in to keep me pointed in the right direction. Bob McRae provided high quality visual handouts for the classes, illustrating the various principles being covered.

The first class started at the basic level, with a power source (battery) and a lamp bulb, connected by two wires. From that point, we went on to discuss concepts of electrical measurements (volts, amps, ohms, watts), AC versus DC power, diodes, LEDs, and simple switches.

Later classes discussed Ohm's Law, and its application to calculating correct resistor values for LEDs and other electronic devices. This was punctuated by a visual example of what happens to a LED when it receives too much current. (Have you ever seen a green LED glowing orange?) Just after that, the LED exploded and let the smoke out! Also discussed were mechanical switches of all types, electronic switch devices such as transistors and optoisolators, fuses, and circuit breakers.

Another subject covered was the theory of track wiring, beginning with a basic loop of track and progressing thru sidings, yard ladders, reversing loops, and wyes. Various types of switch frogs were discussed, and their implications for wiring. Several types of switch machines (rotary solenoid, twin coil, Fulgerex motor drive, and Tortoise stall motor) were also discussed, along with circuits for controlling them. Also covered were good wiring practices, appropriate wire sizes, use of wire colors, terminal strips and wire lugs, wire ties and cable loops.

The classes were well attended, with 15 or so attendees each week. The lively discussion were tailored to the students questions, with examples drawn on the white boards. After the basic subjects had been covered, some of the later topics were those suggested by the class members.

If there is interest by club members, another class series in 2004, either a repeat of the Basics class or an Advanced Topics class, could be arranged.

INTERVIEW WITH GARY ZENK

Jeff Pape

April 9, 2003: The interview was taped and later transcribed:

JP: *This is Jeff Pape and I am with Gary Zenk who is the available charter member of the Col. G. Model RR Club. Our purpose is to ask you some questions.*

Gary, how was the club founded?

Gary: Well, I was reading the Oregonian, (I don't like it any more now than I did then), and there was a little "three line" in the want ads, "Interested in forming a model railroad club?" And a phone number. This was in 1947.

I think it was either at Lindquist's or at Schaeffer Bearings where we met. Who was the Host? I cannot quite remember his name, but he left after woman trouble, he may have gone to jail for a while. In any case, for a while we met either at Schaeffer Bearing or at Lindquist's office, he had something to do with major drug sales for the pharmacy industry.

Early on we met somewhere on the East side of town and visited some guy who had an O gauge model railroad, a large one. It was at least 20' by 30' in there. It was just full of tracks and trains. Then we had a guy from Salem, (I can't remember his name now), who had a little money and he was with a bank and he loaned the club \$1,200. (That was quite a bit of money back then.)

At this time there was about 10, maybe 15, attending our club. My club number is 12, so maybe there was 12; I dunno but Zenk came at the end of the list. That's why I think 12. Anyway, this guy loaned us \$1,200 and we bought that lot where the old club was. We bought it for back taxes. We started building the old club on it.

One other guy was a foot printer, (Flatfoot, old time police fraternity) you know, the police auxiliary club that helps the police. He had a connection and introduced us to a landowner on N. Williams, just a few hundred feet from the present club. At that time, there was a trap door, so you entered through the trap door in the sidewalk to the basement. It was a three- or four-story building and it was deep; gosh, it must have gone back 100 feet.

We built a model railroad down there. Keeler (Lyle Keeler) was with us at that time, and we had a guy who was a tinsmith. Keeler was building houses then. We had tables and sand, kind of like a military model that you see from the old times. And, so help me, we had running water in the Columbia River! It was too good to last of course; we didn't have any lease.

The guy who owned the building sold the property, I guess, and the rug was pulled out from under us. I guess we were there no more than a year. It was a terrible disappointment. We got to looking around and found this tax lot on North Montana Street. It was what was called a tax lot, where the City is selling it to pay for back taxes owed on it. We paid either \$1,200 or \$900 for it, come to think of it, I think it was \$1,200.

So here we are, now that we bought this blasted lot: no model railroad, and no building. And we worked like dogs; mostly on Tuesdays, Tuesday nights and some Saturdays. and with Keeler's skill and expertise we got started on the building. We got stuff wholesale and castoffs, and by hauling it away from anybody you might know. Keeler was the guy; I would give him more credit than anyone else for getting things rolling. He was a slave driver, and boy, he knew how to get things done.

And by gosh, look at what we did: We built this was it 40 x 90 foot building. All ourselves. All out of concrete blocks, you know. Then we built the first caboos on the front of the building; I don't know who did it, really. I keep thinking Doug Auburg had something to do with it, but Doug did not come into the club until later. Anyway, that caboos really leaked rain.

JP: *You were meeting typically on Tuesdays then.*

Gary: Oh yeah!

JP: *What was the atmosphere like?*

Gary: Well I think it was darned good. After we got through, we'd go to the nearest tavern and have a few beers. The first parties in the new club were absolutely out of this world. Were you there when Adskim (Pryor Adskim) rode a chair and did a skit where he rowed like a Norwegian fisherman?

JP: *No.*

Gary: He would imitate this Norwegian talk; he was Ole and he had this chair like this and it collapsed under him... We damned near died from laughter, it was the humorous high spot in the club before or since, never been equaled.

JP: *What was the division in your time between working on the railroad and social?*

Gary: We had pretty strict rules for that. We were real strict about having people bring chow and you could have beer. -And Keeler, of course, he was dead set against any kids, because it was a men's club then. There's one picture around somewhere that has all of the old-timers on it.

JP: *When did they start writing a constitution for the club?*

Gary: I don't know exactly. Well, about that time we had some pretty smart guys in the club. When did Auburg come on board, do you know?

JP: *The early 1970s or late 1960s.*

Gary: Keeler was number one for getting the club going. Without him, it would not have happened. And without Auburg it never would have gotten through the... (a reference to an episode with a dysfunctional treasurer)

JP: *But there was over twenty years there before Doug came along.*

Gary: What I kind of remember, we had a Bonneville engineer. Do you remember when McCulloch Lee was mayor? Do you remember the fifty pinball machines? (Mayor Lee was a famous mayor for vice reform: he cleaned up Portland a great deal.)

JP: I wasn't there but I have heard a little of the story.

Gary: It's one of these things you tend to remember. We got the fifty pinball machines in the old club.

JP: *It was out of a vice raid, right?*

Gary: Yeah. They were all over the place. Dorothy was a do-gooder and she cleaned out all of the vice; prostitution houses and stuff. Anyway, we got those fifty pinball machines.

-And I remember, we just worked like dogs, taking them all apart. We had one fine engineer, he was either electrical or mechanical, and his name was Thurman. And he conceived the idea of using the relays and all of these ratchet things to make an automatic block advancing system.

He worked hard and a bunch of people worked with him to relay trains through the divisions on the railroad and by gosh, he got the thing to work. It would control a train through a block and it never had an accident. In those days then even I could operate a train. We had the Gordon Haack pillbox labels on everything on the panels. The automatic blocks were a fantastic achievement.

JP: *Using these stepping relays you did not have to flip block toggles then?*

Gary: All the block flipping was all automatic. It really worked. But there was only one thing that happened, this lasted about a year, everybody was real happy then he (Thurman) saw greener pastures and he got into the TV cable business and eventually became wealthy. He left, and nobody knew enough about it to keep it serviced. It started giving out and we had to scrap the whole thing.

JP: *We still use a lot of those relays for switch machines.*

Gary: Yeah, sure. But to lose that train control, that was the high spot, I thought.

Then I remember a fight over what to name the railroad, Rose City was the number one choice, but somebody came up with the idea of Columbia Gorge Lines and that was it. I don't remember when it was; but it was when we were first getting started.

Then we had this big fight about going point to point or around and around. A couple of those got so bad, well, people like Gordie, (Gordon Haack) people just as smart, like Doc Nicholson and Stan, (Stan Truman) we had some awful bloody fights about what it was going to be. It held together but when Doug (Doug Auburg) came on board that is when the club really began to change for the better.

JP: *When did you start signing in and signing out and writing down your hours?*

Gary: I remember we used to sign something. We had to put in so many hours or work, pretty much from the beginning. We had some way of keeping track of it. Another old timer you might want to talk to is Doc Alexander (A. B. Alexander).

He was way back there, as I remember we used to lay blocks together (when we built the building).

-And Doc and I worked on laying home built switches in some little area right in the middle of the railroad there. Doc and I took care of that area for many years. Then he and his wife were running a dance school and he had to drop out for a while. He goes back a long ways to the old days. Chuck Storz came in a long time ago, too.

JP: *When did the club start giving keys to the members? Did the idea of general access go back to the beginning?*

Gary: Well, I think so, as long as Keeler was there, there was no idea of junior members. I remember we had keys but I don't remember details.

JP: *When did they start the idea of the stock system?*

Gary: It started to operate like a business, a real business, after Doug came, which is about all I can say.

JP: *We own real property, we'd better!*

Gary: Yeah, and don't I know it! It is real valuable too, with the staggering deal we got. You don't publish very much of that do you; we don't want people to know that we got \$280,000 or whatever it is. For a \$900 tax lot!

JP: *Well, it was a bit of a run-up. I was trying to pin down when we started translating our hours into shares of stock. I think that the stock system is a marvelous system; it works for us.*

Gary: I am a great admirer of the club and I am real proud that I've had a part in it.

JP: *What offices in the club have you held?*

Gary: Only one. I was asked to be president once. I was working at the dog races, and I was in the Naval Reserve and I was having big trouble with my boss at Bonneville. I started having an ulcer and was being treated by a doctor. So getting to the club on Tuesday night was difficult and I did not think I should take anything on. But I was on the board as a Member-at-Large.

JP: *Do you remember any particular trains that were run? I remember hearing about the Golden Beaver?*

Gary: All I remember is when Isaac got there and they started having these 200-car trains.

JP: *When did they start having an open house or show, and how did that start?*

Gary: I remember one of the very first ones. Man, was the weather bad! It was raining, and the line was about two blocks long! It was going up Montana Street. And, son of a gun, think of the poor people standing out in the rain to get in. It was in the old building and I think the caboose was leaking even then.

Gary: One of my hobbies then- and I had a partner in it by the name of Bill Hayes. He had an inverter for 110 Volts. We would carry an automobile car battery and ride these steam trains; the last steam trains. They called them Casey Jones trains and they ran them out of Seattle. They had about eight or 10 of them and it lasted for several years.

Gary: We made some wonderful recordings. I remember one of them, it was at night, and the engine was pulling the load; and it was in the hills, and you could hear the echo of the steam engine bark. I've still got that tape. When we would have the shows sometimes, I would play the tapes. I've got the tapes cataloged. Bill and I had it down to a science. When they had the farewell to steam at Wishram, we canned that whole trip.

JP: *Gary, if you were talking to a new member today, what would you tell them?*

Gary: I'd tell them, By God if you can do it, get in. Well, you have to like railroading.

When I was six or seven years old my dad took me to Aberdeen, South Dakota and put me on the Milwaukee train to Chicago. I was just a kid, and the conductors were handing me off as they came and went, on duty. My relatives picked me up in Chicago. You can't do that any more.

Later we lived in N. Dakota, and my dad had an ulcer and a rupture and he had to go to Minneapolis so he could see his doctor. I'd go along with him in Pullman cars. This was 1923 or -4. All the Milwaukee Pullmans had windows that would open and had screens so that the cinders would stay out. Each window had one of these shields at an angle so that the cinders would not get sucked in. And so I've been rail crazy, since I can first remember.

JP: *As an organization how do you think the club is doing?*

Gary: Oh hell, I think it is the finest of its type that I have ever seen.

JP: *Do you see any weak areas?*

Gary: Not that I'm aware of. I think you are doing a hell of a good job. The presidents really take hold, and now Ken Shipman is doing pretty good, too. He knows my boy – my boy is a Tri-Met driver.

JP: *Did they ever talk about replacing or doing a major change of format on the layout on Montana Street?*

Gary: Outside of that one big fight about whether it was going to be point to point or continuous running. That was THE big fight. And they survived that.

JP: *Are there any things that we may have been doing in the past that we are not doing now that we might consider starting again?*

Gary: It would be wishful thinking, but it used to be more fun when we could have a few drinks. But in those days drinking wasn't considered to be as bad as it is now. I see the necessity (for self-control), and now you have younger people; and it is important to get young people to carry on.

JP: *It is my view that the current way that the Youth Program is being handled is very successful.*

Gary: Yeah, absolutely. And you've got people that are real good at training them and stuff.

STOLEN CAR RECOVERED

Mike Durr

My car has been recovered. There is no damage other than the CD player being stolen. Thanks to everybody who was watching out for it.

SCOUTS VISIT OUR CLUB

Jeff Pape

August 11, 2003: Today a group of scouts from Orange County, CA visited our club. They were on the way to a week of camping in the mountains east of Eugene and stopped in, by prior arrangement, after landing at the airport here.



Bob McRae, Ken Young, Jeff Pape and Roland Rodway had all come in to show off the layout and Gene Wallace and a selection of his kids dropped in as well.

The leaders are Jeff Doss and Gene Loy. The eagle scout is Jonathan Loy. The scouts are Patrick Doss, Paul Farber and Victor Cedeno. Gene Loy is an active model railroader.

Initial contact was made when the Oregon host of the group called Whistle Stop Trains and asked about seeing our club. Fortunately I was in the shop at the time and was able to make the arrangements.

The visitors seemed most interested in the helixes and the dispatch center.

PR AND SUCH

4th V. P. Report by Jim Whaley

Fall is here and another club show is upon us. It's time to start tooting our horn and talking about the show to our friends and relatives.



Personal discussion about the show is the best form of advertising. I'm talking about getting the message out one-on-one. If we all do our part, and I get the media covered, we should have a very good turnout.

Bill Green and I have been reworking the show flyer and our advertising spot for a new look. Hope you all like it.

You will by now have had the chance to see this year's club flyer. Please get creative this year in your distribution of the flyers. I will be getting them to the west side shops. We need good coverage of the East side and the greater Portland Area.

Let's all work together and make this the best attended show ever.

HOW ARE WE DOING?

Tammy Auburg, Treasurer

As this issue of the Gazette goes to press, the club members are scurrying around the building. There are people finishing up the last of the projects for the year. Others are looking to clean up the layout area. And a few of us are working on cleaning the other parts of the building in preparation of our annual Show in November. So if you are in the vicinity and have a few minutes or an hour to spare, think about dropping by the club and picking up some tools and putting them away or sweeping the sidewalk or repairing a loose knob. It will be much appreciated as the days to show get closer and the list of things to do grows.



We are doing well on our budget this year. A number of projects on the layout have been or are very near completion. Building expenses are very close to what we have estimated for the year. The electric bills are going to be higher than we anticipated due to a change in the way we are being charged. A new meter has been installed to "better capture" the actual amount of electricity we use.

At the GBM September 30, the members voted on the most improved area of the layout. The winners were the team who took on the Wishram area. The winery and vineyard and land development are new assets that are much appreciated.

Team members Russ and Sandra Lusk and Clint and Bryant Bishop will win a cash award for their efforts. When you are at the club, be sure to take a look at the work and thank the team for the many hours of work they did to improve this area.

Much praise needs to be given to club members who "adopted" two other areas of the layout for improvement. Morse Gulch in the Crates area is still a work in progress.

There were several club members who put in many hours to work the major changes in the track and scenery. Give them a pat on the back also for the work they have done. The other area that was "adopted" and improved with new buildings and work around the track was Portland Heights. That is an area that has been a long time in development and still has more to be done. Give this team a pat on the back also and maybe offer to help them in the future, and follow through with your offer.

Remember, new budget year is coming soon. Start thinking of what needs to be done.

SOME THOUGHTS WHEN PREPARING FOR SHOW RUNNING

Submitted by various members

- Length of Trains:** Passenger trains running on the mainline should normally be a maximum of 12 feet.
10 × 85' cars = 10 feet plus engine
F units add 7" per unit, E units add 9", and PA units add 8".
 - Steam engines are limited by club grades. Suggest a mainline rule-of-thumb limit for passenger trains be # of drivers equal number of cars. Example, 4-4-2 = 4 cars max; 4-6-2 = 6 cars max; 4-8-4 = 8 cars max. This helps ensure consistent operation.
 - All consists run as unit trains need to be approved by the Trainmaster. Longer consists taking up more blocks reduce the number of trains running. Suggest that longer trains run in the last hour each day.
- Cars should be matched** to the engine and era. Current-era container trains could, and should have FREDs. TOFC should also have matching era power.
- With our night time sequences**, consists with lighting are recommended. Engines with Mars lights, cabooses with marker lamps, etc. are encouraged.
- Standards:** Most delays are caused by cars uncoupling when running. They have to be located, a carman sent to the site and reconnects can often be awkward and time-consuming. Kadee couplers are the Club's standard and are the most reliable when installed properly. Remember to check each of your cars using our Standards Bench and clean the wheels of cars with detection to ensure they're in working order.
- Exhibition only equipment:** Those with "Crown Jewels" can exhibit them without running if they desire. A goal is to fill up the roundhouse with 'steam' and have someone there running them around the 'house' track for our visitors. This is the first thing people see when they enter and is one of the 'showcase' opportunities of our layout. 'Historic' engines are always a big hit.
- Special trains:** We have the ever-popular Thomas train and the Hogwarts express may also be somewhere in sight. Other special trains are encouraged. Check with the Show Chair if you have a special train you'd like to run. Steam trains such as SP4449, SP&S 700 and Santa Fe's 3751 would be ideal as they are currently operating prototypes. UP's 4-6-6-4 Challenger, 4-8-4 Northern and passenger yellow E-8/9AB are some other examples.

COMMITTEES

Officers

President: Ken Shipman
1st VP: Isaac Harpole, Jr.
2nd VP: Gene Nedrow
3rd VP: Dennis Thompson
4th VP: Jim Whaley
Secretary: Steven Watkins
Treasurer: Tammy Auburg
Ass't Treas.: Mark Hynson

Board of Directors

Chairman: Bruce Jones
Members At Large:
Larry Pursell, Sandra Lusk

Members: Bruce Jones, Ken Shipman, Isaac Harpole, Jr., Gene Nedrow, Steven Watkins, Tammy Auburg

Admin. Committee Chairs

Gazette: Eric Bleak
Security: *Doug Auburg
Swap Meet: *Doug Auburg
Membership: *Doug Auburg
Member Handbook Project: Open
Curator of Collections: *Jeff Pape
Public Relations: *Jim Whaley
Show: *Gene Nedrow
Building Management: *Isaac Harpole, Jr.
Equipment Roster: *Mike Durr
Kitchen Commissary: *Dennis Thompson
Library: *Mike Kniss

* = Committee Chair

L.O. 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

M of W Dept.:

Steel Gang: *Paul Swartzbacker Ty Plate, Spike Hammer
Switch Gang: *Paul Swartzbacker G. Andy Dancer
Motor Gang: *Paul Swartzbacker
Bridges: *Steven Watkins
Buildings: *Jim Whaley Shorty Tubafore
Signal Dept.: *Don Gibson, Hi Green
Scenery: *Mark Hynson
Theatrical and Scenic Lighting, Animation: *Tim Anderson
Car Department: *Mike Durr, Stan Dard
Engineering Dept.: *Gene Nedrow
Operations: *Rolland Rodway
Training: *Larry Pursell
Stores Department: *Steven Watkins
Electronics: *Tim Anderson, Ken Young, Reddy Kilowatt

UPCOMING EVENTS

Boeing Empl. Model Railroad club Swap
Nov. 8, 2003 Kent, Washington
0930-1600 Kent Commons, James and 4th Ave. North; \$5.00, Under 16 Free

Mt. Hood Model Engineers Open House
5500 SE Belmont Street Portland, OR
Oct. 25 & 26 Member's Pride
Nov. 1 & 2 Steam Era Equipment
Nov. 8 & 9 Mt. Hood RR Prototypes
Noon until 5:00 PM; Donation Requested

Southwest Wash. Model Railroaders Open House
Saturday, Oct. 25, 10 AM until 4 PM
8100 E. Mill Plain Blvd., Vancouver, WA
In the bldg behind Central Nazarene Church
Free

TH&B/MOB Show and Flea Market
Hamilton, Ontario, Nov. 9
Marritt Hall, Ancaster Fairgrounds,
10 AM to 3:30 PM
\$3.00, \$2.50 Sr. Citizens

Spokane Portland & Seattle Ry Hist Socy Railroad Swap Meet
Jan. 31, 2004 10 AM until 3 PM
Holiday Inn - Airport
8439 NE Columbia Blvd. Portland, OR
\$2.00, under 12 Free

CGMRC Annual Show
Saturdays & Sundays, November 8-9, 15-16, 22-23, 29-30. 10 AM to 5 PM.
Contact show chair Gene Nedrow or his assistant, Sandra Lusk, for more information or if you can help.

Great American Train Show
Nov. 15-16, Portland OR, Oregon Convention Center, 777 NE Martin Luther King.
Info: - www.gats.com.

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COLUMBIA GORGE MODEL RAILROAD CLUB
2505 N. VANCOUVER AVE.
PORTLAND, OR 97227-1986

