



The Columbia Gorge Gazette

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

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IN THIS ISSUE

Eric Bleak, Editor-in-Chief

As this issue goes to press, Show is underway, and we're looking forward to a new year.

According to the latest from the weather pundits, we can look forward to a cold, wet winter. Just what we all need to catch up on the latest modeling challenges.

Steven presents an idea to ponder for Show. As I consider it, I see a chance to operate a yard and interact with our visitors a little more.

We've got an interesting article from John Beall that gives insight into the idea and construction process at the Club. Remember, this is OUR layout; it was never meant to be a static thing, but to always be changed by the membership to meet the needs of the membership. An industrial switching area? One's going in, up above The Dalles. Maybe more than one? Read John's article.

What are your ideas? Bring them up, let's discuss them. Not that long ago, DCC was seen as something that maybe we should avoid. Now look at us.

This is our Club. It reflects our efforts.

As I've said before, it's the experience we all provide as a Club that keeps members or chases them off. We have to keep working together to recognize each other's foibles, and maximize our strengths as a body.

We've got lots of interesting stuff this time around.

Enjoy the issue.

FROM THE PRESIDENT

Steven Watkins

Your Club President



I am ending the second year of my term and I want to thank the members for all their hard work over the past two years. We have a club to be proud of and it takes all our dedication to keep the club going. Time is precious to all of us and it gets more and more difficult to give the time needed to make show staffing as easy as it should be.

This brings me to a point that we all need to consider.

Electronics is working on video cabs and computer control. Since staffing is a problem, we could solve some of the problems by turning the mainline over to the computer and fully staffing the yards. We would be freeing up 8 positions. More locals could be run and we could fully use both spirals. The dispatchers would monitor the mainline, and would have more time to make difficult moves.

The other item we do need to think about is the length of show.

Attendance has continued to be poor. Having a November show of 3 weeks instead of 4 would reduce required member time. Also, if we only get less than 400 visitors per day, consolidating the show would only mean 500 per day over 3 weeks. More people in the aisle and parking around the club would draw more interest with people asking 'what is going on there?' We can handle 1000 a day with no problem. Until we do that, I think we are wasting our time for 300 people.

Let me know what you think!

Steven Watkins

CONTENTS

From The President	1
General Business Meeting	2
CGMRRRC Hosts delegation from Seattle	3
The New Bend Industrial Area - What I Learned	3

GENERAL BUSINESS MEETING

Notes by Doug Auburg
September 26, 2006

CTO

by President Steven Watkins at 7:03pm.

Introduction of Guests:

Prospective member Darryl Harrington was introduced.

Presidential Thank You:

Steven Watkins offered special thanks to the following members for their special efforts:

- John Beall for his work in the Bend Industrial area.
- Bob McRae for his work on the Metro Industrial area.
- Adam Livermore for “peopling” the layout with many, many new figures
- Bruce Shanks for stepping up to make sure that the trolley is working and for upgrading it so that it will automatically handle up to 5 trolleys at the same time.
- Tammy Auburg for her work in updating the flower beds with weeding and new plants
- John Howell for his work in lighting the buildings in the Portland city scene
- Tim Anderson for his video cab work

Announcements:

Election of officers at next GBM:

Steven W. announced that a Nominating Committee has been named with Jeff Pape as its chair and John Beall and Terry Beahan as its other members. See any of them if you would like to run for: President, 2nd VP, 4th VP, Treasurer or either of the Member at Large positions.

Member Service Recognition:

Steven handed out name tag “hangers” for members who have achieved longevity milestones of 10 years, 15 years, 20 years, 25 years, 30 years, 35 years, 45 years, 50 years and 55 years. He also presented hangers for the Life Members and Charter Member.

Cloisonné Pins:

Steven announced that the club pins have arrived and are available to members at \$1.25 each.

Minutes:

It was moved and 2nd to waive the reading of the minutes of the May GBM meeting. **Motion passed.**

Treasurer’s Report:

Tammy provided the Treasurer’s Report. She noted that our investments have grown quite nicely in the past year. Details of

the report are not included in the minutes by club policy but are available to any member upon request. It was moved and 2nd accept the Treasurer’s Report as presented. **Motion passed.**

Membership Committee Report:

Bill Morse reported that the Board has accepted the following new members:

- Erin Heine as a Youth member
- Gary Ekerson as an Associate member
- John Henderson as a Supporting member

One member is eligible for elevation to Senior member, Jim Fetrow. He was approved by the membership and is a Senior member.

A.B. Alexander has been a member for many years and is in an assisted living center and unable to come to the club any more. He is not eligible for Life Membership so the Board recommends that he be named an Honorary member. Jack Taylor moved, Ken Shipman 2nd, to make A.B. as an Honorary member. **Passed.**

OFFICER’S REPORTS:

First VP:

Doug Auburg reported:

Since the last meeting, the light on the south parking area failed and was replaced under warranty. One motion detector light on west wall was replaced.

A contractor for Qwest removed all of the shrubs in the north flower bed as part of an emergency telephone repair. We are working with the contractor to get the plants replaced and a barrier installed to protect the building from run away cars on Vancouver Ave.

Second VP.

Gene Nedrow reported the following:

Gene thanked Steven W for giving his report by thanking all of the members who have been doing great project work.

Dirty work before Show ends this weekend.

A question was asked as to whether the individual power packs automatically turn off. The answer is that they turn on and off with Layout power.

Third VP.

No report.

Fourth VP.

Jim Whaley reported that November Show PR is mostly done. Members should take flyers to all local hobby shops and other businesses that will post or distribute them. This is a large part of our advertising for Show. Jim also mentioned that the national convention of the Lionel modelers will be in Portland next summer and want to visit the Gorge Club as a part of their activities.

COMMITTEE REPORTS:

Electronics:

Tim Anderson reported that the layout control computer recently had a catastrophic failure and it has been temporarily replaced by another computer pending installation of new rack mount computers that the Board has approved.

Show Chairman:

Rehearsal/training sessions started the first Saturday in October (Oct 7) and will repeat on Oct 14 and 21. Cleanup will be Oct 28. Dress Rehearsal will be the Tuesday before Show (Oct 31)

Terry Beahan will be doing the Logging schedules

Sandra Lusk reported that she and Clint Bishop have made progress on the Show Staff Scheduling software. They have agreed upon the structure of the program and will be building the implementing tables during October. They hope to have some parts of the program working for the November Show but it will be fully working for next year's June Show.

OLD BUSINESS:

Analog (DC) control versus DCC control:

Doug Auburg asked and found that about half of the members present at the meeting had either DCC or dual-purpose equipment. The Electronics Committee currently is charged with implementing a control system that allows both Analog and DCC control. But it seems that history is not on the side of Analog control and almost all new locomotives are either "DCC Ready" or, as in the case of QSI equipment, already equipped with a dual-mode decoder. Are we asking the Electronics Committee to spend money and time continuing the Analog option in their plans to implement new video cabs?

There followed a lively discussion of the pros & cons of continuing with both Analog & DCC versus DCC only for the future when the video cabs are implemented. In answer to a question, Tim Anderson answered that it will be two years until the video cabs are implemented and at that time the membership will need to make a decision about the equipment needed to implement either system. Tim and the Electronics Committee were asked to come up with an estimate for the cost of these two alternatives.

NEW BUSINESS:

St. Helen's Kids Day:

Jim Russell announced that the Annual St. Helens City Kids Day will be coming up on the last Saturday of October. He would appreciate help from Club members in presenting the Kid's Module at that event. It's a good venue for handing out Show flyers.

Memorials in the Wishram cemetery:

Clint Bishop moved, Jeff Pape 2nd, to allow members to request that a small portion of their ashes be "buried" in the Wishram cemetery in a suitable container and a suitable HO scale headstone be erected over them. Passed.

Meeting adjourned

at 8:43pm

CGMRR HOSTS MODEL RAILROADING DELEGATION FROM SEATTLE

Jeff Pape

On Saturday, Sept. 16, 2006 a group of model railroaders came to Portland on the morning train, visited and operated at our club and then returned home on the evening train.

The group is a branch of the PNR region of the NMRA, specifically the HO modular group.

Visiting were: Dan Peters, Dave Alexander, Joel Lichtenstein, Dave Ellis, Mary Kay Branchleau, Peits Gulich, Robert Beise, Mike Jones, Ellen Jones and Frank Dekker.

Ramrodding our host effort was Sandra Lusk with help from about fifteen members.



Photo 1. The visitors.

**THE NEW BEND INDUSTRIAL AREA
WHAT I LEARNED IN WORKING THE CGMRC
PROJECT PROCESS**

John Beall

MARCH 2006 – PROJECT DESIGN AND APPROVAL

As a relatively new member of the CGMRC with no prior membership in any model railroad club, I am amazed at both how quickly I have been welcomed into the CGMRC and as a result, how easy it was to develop a railroad improvement proposal that puts my mark on the layout. That's not to say it wasn't a challenge given my starting point, but I learned a lot along the

way and the process clearly furthered my working relationship with other club members.

The specific project proposal I developed evolved from my work in 2005 assisting Bruce Shanks to build the new Paxton reversing loop below Bend on the Oregon Trunk. As part of the scenery aspect of that project, we were asked to remove some of the mountain scenery above the reversing loop and create an area that could eventually be developed as a new industrial switching site in Bend. Consequently, Bruce and I built a flat area approximately five feet by two and a half feet adjacent to the main line reversing track in Bend, accessible from the existing spur which up until now, only provided access only to a small engine house. After completing the benchwork, further development of the area was put aside until after the November show and to await a design proposal from a club member.

In early December 2005, at the urging of Steve Watkins, Gene Nedrow, Mike Durr and others, I began to look seriously at developing a design proposal for the Bend industrial area. After talking with Gene and Mike to understand the club standards regarding track work and determining that the project would be of sufficient scope to require approval by the Planning and Engineering Committee, the Board of Directors and the club membership as a whole, I started formulating several track configurations with a goal of getting full approval for my design by the February 2006 General Business Meeting.

In developing my Bend plans, I had several initial goals. First, I wanted to create local switching environment that would be both fun as well as a challenge to operate. Second I wanted to include industries that provided a variety of car types for switching. Third, I wanted the area to be representative of Bend in the mid-1950s. Finally, aware that the club's financial resources were limited and given that there were many supplies available in the club's General Store, I wanted to spend as little money out of pocket as possible. While I started with these goals, conversations with other club members eventually expanded the scope to include a plan for new Bend passenger train operations including a new Bend depot.

In early January 2006, I began development of my proposal in earnest. I decided that the first step should be to determine appropriate trackside industries to model. At Steve Watkins' urging I went to the Portland Public Library and looked through the 1954 to 1956 Bend telephone directories. I identified approximately ten businesses in Bend that potentially could have been served by the Oregon Trunk Railroad. These included businesses focused on lumber products, aggregates, roofing products, dairy products, meat packing, fuel oil, feed and grain and general freight. Based on this list, I then went through the building kits in the General Store to see how things matched up. I was delighted to find quality kits on hand that enabled me to propose installing five new businesses as switching destinations in Bend. These included a creamery and associated ice house (Medo-Land Dairy), a meat packing house and associated stock pen (Myers Meat Packing), a fuel oil transfer depot (Central Oregon Petroleum), a feed mill (Miller Feed and Grain) and a freight forwarder (Bend Freight Forwarding).

Selecting the kits for each business up front enabled me to get the measurements of the footprint for each building for incorporation into the final plan and to assure that the buildings would indeed fit.

The next step in the design process was to develop a workable track plan. I came up with two ideas which, using Microsoft PowerPoint on my home computer, I was able to make rough, not to scale, sketches of my ideas. I took these draft proposals to weekly club meetings in January and showed them to as many members as I could to get their feedback. Particularly valuable were suggestions from Ken Young on electrical issues that would need to be overcome given that the track plan would be attached to a reversing block on the layout. Ken and many others also provided key input into the optimal operational design. During these discussions, it was suggested that making the current spur track into a siding would allow for new passenger station activities in Bend. Up until that point I had considered using the spur as the only access point to the new industrial area to minimize electrical complications involving the reversing block.

In early February, based on all the input from club members, I decided on a final track plan to submit for approval. That plan incorporated not only the five industries discussed above but also the Bend Passenger siding and a new Bend depot and water tower. However, before submitting the plan to the Planning and Engineering Committee, the first step in the approval process, I had a next hurdle to overcome. That is, I had to make working drawings of my plan drawn to scale.

Because of my prior experience with Cadrail, a computer assisted design software program tailored specifically to model railroad design, I decided that use of Cadrail would be the easiest approach. So, after upgrading my 1994 version of the software, I was ready to begin. The advantage of using Cadrail as opposed to drawing the plan by hand is that I was able to assure that everything in the design really fits. That is, I was able to draw out the precise dimensions of the benchwork, accurately place the track and turnouts in the correct locations using the specific dimensions for number 6 turnouts, properly locate track centers for track spacing, design proper lengths for runaround tracks and sidings, incorporate curves of the proper radii and finally, to assure that the building kits would all fit using the actual finished building measurements. Finally, once the plan was complete, Cadrail allowed me to print the plan on any size paper. Thus, I printed the final plan at 27.5 inches by 14 inches which made it much easier to review. I also prepared several 8.5 inch by 11 inch copies for sharing with Committee members.

Because I had shared my ideas with many club members and members of the Planning and Engineering Committee prior to seeking formal approval for the plan and as a result had overcome many potential objections or obstacles in advance, the approval process went smoothly and my design was approved quickly by the Planning and Engineering Committee, a week later by the Board of Directors and on February 28th, by the CGMRC general membership.

My greatest learning from working through the CGMRC project design process was the advantage to be gained from working out my ideas with all the key club members involved in the design approval process well in advance of submitting the plan for final approval. This gave everyone time to think about my ideas, to raise any concerns, and to think about how we could overcome obstacles where possible. While the final plan as approved clearly reflects my own ideas and remains consistent with my initial goals for the project, the final product truly reflects the input of a great many club members. Now, with approval in hand, the next step is to actually build the project.

SEPTEMBER 2006 – CONSTRUCTION UPDATE

During the period from March through September 2006, much progress has been made constructing the new Bend Industrial Area. However, progress toward completion has been much slower than I originally anticipated and upon reflection, is something that should not have been a big surprise. One would think that with such a relatively small construction area involving a small amount of track including under track magnets, nine new turnouts, construction of ten new buildings, wiring and scenery work, that progress would be quick. Not true!

The first step in construction was to find people to build the building kits and several people stepped right up. Jim Fetrow quickly built the meat packing plant, the stock pen and the feed and grain buildings. Dave Holden and his son Steven agreed to tackle the dairy and associated ice house. Jim Whaley took on the fuel depot kit and agreed to modify two existing buildings, the freight office and the locomotive watering tower. Jim was also going to modify an existing generic passenger depot when Russ Lusk offered to build a model of the actual Bend Passenger Depot.

Russ began the project designing the depot based on an old photo I had found in Oregon Historical Society photos, which unfortunately showed only one side of the building, and on three photos Jim Whaley had of the Redmond, Oregon depot which was built using the same plan and showed views of the other three sides. Russ formulated a design from the photos and ordered the scratch building parts. In May, upon hearing what we were doing, Larry Pursell, much to our surprise, supplied us with actual blueprint drawings of the Bend depot he had obtained some years back. With that detailed information in hand, Russ amended his plan accordingly and Russ's actual scale model is now nearing completion.

While the buildings were being built I turned my focus toward additional modifications to scenery and to enlarge the project area beyond what Bruce Shanks and I put in last year. With Mike Durr doing most of the work with help from Jim Fetrow, we cut back some additional hard shell scenery and enlarged the exiting benchwork so that the platform met the requirements of the plan. Next with extensive help from Mike Durr, Steve Watkins and Bruce Shanks, we repaired all the scenery impacted including finishing the scenery work never completed in 2005 from the Paxton reversing loop project. This included reworking the new pop up so it blended better with the new scenery as

well as installing a permanent tunnel portal on the Paxton reversing loop and new hard shell scenery. Once this was all finally completed in July 2006, we were ready to begin installing track.

Before installing any track I decided to see if all the buildings being constructed for the Bend Industrial area would fit the track plan after they were built. Much to my surprise, the buildings didn't quite fit the way I had anticipated. For example, the meat packing plant looked much better turned 180 degrees, a change that also required that I revise the track plan. After rearranging the track and the building locations several times, I was finally able to create a slightly revised track plan that while different from the original plan, kept all the key operational features. This experience provided me with a key learning from the Bend project – if buildings are involved in your future track plan, never begin laying track until the buildings are built and the fit is assured.

With the completion of the buildings and the required scenery work, I began to lay the track in August. A key to the track work was obtaining nine new turnouts. Rob Marssdorf built all the turnouts and given the tight clearances of the track plan, provided a great deal of later customization on the turnouts so they all would fit. With the turnouts in hand, I completed installing the track, turnouts and under track magnets in early September 2006. I have subsequently tested the track plan using a string of five 40' boxcars as a simulated train and the plan works operationally as designed. Whew!

Now that we are nine months into the project, one might think the project should be complete. Not true! The next complex issue to tackle is the track wiring and installation of the turnout motors. Bruce Shanks has volunteered to work with me on the turnout motor installations which hopefully will proceed smoothly. The wiring, however, is another story. Because the new Bend Industrial Area is connected to a reverse block in Bend the wiring effort will be substantial and will probably last into early 2007. Ken Young is currently finalizing a plan to move the reverse block to a new location in Bend under the tunnel behind the exiting coal mine. That, of course, will require rewiring both the current and new Bend reverse block, rewiring the existing Bend yard to reverse it's polarity since it will be on the other side of the reverse block, and then wiring the new Bend industrial area. The benefit of all this is that the entire existing Bend yard and the new industrial area will all have the same polarity making it much easier for operations. Along with the wiring activities, Bob McRae, will be building a small cab for the Bend Industrial Area, separate from the two main Bend cabs.

While Bend project has taken much longer to complete than I had originally anticipated, it is clear that it takes time to do everything correctly. It also takes the help of many key people. While much remains to be done, the light at the end of the tunnel continues to grow brighter – hopefully it is on a train operating in the Bend Industrial Area by early 2007!

COMMITTEES

Club Officers

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

Board of Directors

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

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

Admin. Committee Chairs

Gazette: *Eric Bleak, Editor-In-Chief;
Jeff Pape, Editor-At-Large
Security: Doug Auburg
Swap Meet: Doug Auburg
Membership: Bill Morse
Member Handbook Project: Open
Curator of Collections: John Schmeider
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, Smokey Board
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, Otto Flagman
Car Department: *Mike Durr, Rip Parker
Engineering Dept.: Gene Nedrow
Operations: Rolland Rodway
Training: Bill Morse
Stores Department: *Steven Watkins,
Shorty Shelf
Electronics: *Tim Anderson, Ken Young,
Reddy Kilowatt, Shorty Cap

* = Committee Chair

RULES OF THE DAY - FOR DISPATCHERS

Eric Bleak, Editor

Rules 995 – 997:

(995) Train dispatchers will issue train orders and will transmit and record them as prescribed by the rules. They will make the various records required.

(996) Train dispatchers must report immediately to the chief train dispatcher any irregularity relating to the movement of trains or the handling and execution of train orders.

(997) Train dispatchers must guard against dangerous conditions in train movements and improper or unsafe combinations in train orders.

When a train order is not understood or if there is any doubt as to there being a common understanding, the train order must be annulled and another order issued.

