



NEWSLETTER

Public Website: www.rcgrs.com

Rose City Garden Railroad Society

May 2017

President's Column

Bill Derville

With 2019 fast approaching, many club members are considering building a layout for the convention, or just for their own enjoyment. So I thought I would share a few thoughts I have about layout planning.

First of all, you need to decide what kind of a layout you want. Is it going to be patterned after a specific railroad, or are you going to create a fictitious railroad name? It could also just be a garden railroad that runs various road engines you own without can bearing about any consistency. It could also be whimsical, with dragons and fairies, or a railroad featuring Disney characters. I saw one club layout that featured fairytale scenes. There are no correct answers; it is just what you want in your back yard.

Next you should decide on a time period to portray. If you will run exclusively steam trains, the period should be prior to 1940. The transition period of 1945 to 1955 is a time when both steam and diesel were seen on most railroads, so this is a very popular time period with modelers. Modern diesels indicate current time. Or many modelers are not concerned about time, and just run whatever they feel like without regard to time period. That is fine too, but just know what you are choosing.

The next decision is what type of layout you want to build. Do you want to primarily just want to watch trains run without having to control them as they run, or do you want hands on controlling? Layouts with trains running by themselves are what I call "display layouts" where several trains run on a series of independent but connected loops. Some of these layouts are complicated, with the routes changing automatically as trains run over

magnets that change turnouts moving trains onto different loops and back again.

The other type of layout is what I call an "operational layout" with hands on management of train movement. Finally, there is the track plan type to decide on. Display garden railroads are by far the most popular in our hobby. These track plans were described above. Some of these layouts are what I call "Spaghetti Layouts" where the loops are deliberately confusing so the viewer is unsure of the route of the train. The layouts involve tunnels and hills that block the site of the train periodically, and usually loops cross over each other. Paul Busey in Cincinnati was famous for building these types of layouts.

Operational layouts are generally one of three types: large loop, loop to loop, point to point, or a combination of the above. The large loop railroad is like Bill Dippert's, John Stiger's, Warner Swarner's and Allan Warrior's where trains are primarily on one big loop. These railroads have sidings and may have other smaller loops, but the big loop dominates. Big loop railroads do not require trains to turn around.

Loop to loop railroads like my railroad have single track main lines with a loop at each end for continuous running. They require special wiring to handle the reserve loop caused by the loops at each end if track power is used. They also require passing sidings if more than one train is run at the same time. Trains passing in the opposite direction add interest, but sometimes cause operator confusion, but that is part of the fun.

The point to point railroads have no way of turning the train at one end, but require a wye or turntable to reverse a train before it can return on the same track it arrived on. Passing sidings are also re-

quired if more than one train is to be run at the same time. Gary Lee's railroad is a good example of a point to point layout. They also require special wiring for the wyes if track power is used.

Tom Gaps railroad has a wye at the bottom and a loop at the top, so is a combination of the two types.

Finally, you need to decide if you are interested in doing operating sessions on your layout where cars have way bills, and cars are switched onto destination tracks. If you do, several sidings will need to be incorporated into your track plan where industries can be installed to fill or unload freight cars.

If you are not sure what you want, schedule a club track planning event which is like an open house but without a railroad. Instead, people will use their imagination and design possible track plans. Then you as the railroad owner can use the ideas you like and create your own design.

When it is time to build, you don't have to do it all at once. Just build enough to let you start running your trains, and then add on to it as your budget and time allow. I have found whatever you decide on, you will change your mind and add or subtract track as time goes by. That is the fun of building a railroad. It will evolve, and change over time will keep it fresh and alive in your back yard. Whatever you do, have fun and enjoy the ride. Many people find the building of the layout the most fun part of our hobby.

NMRA Achievement Program

Warner Swarner

"Some bragging and lots of thanks. I was able to complete my Master Certificate in Car Building working on my NMRA achievement program. I showed eight of my railroad models, five were entirely Scratch built. So many thanks to my lovely wife, Brooke Swarner, who has put up with my insane obsessing over scratch building these cars through the past four months and to my pal, Gary Lee, who has patiently worked with me. He won

his certificate this week also with me. Very happy with this accomplishment."

Warner Swarner



Gary Lee

I am working toward the "Master Model Railroader" credentials one can achieve in the NMRA Achievement Program. It is a goal I desire to achieve one day. However, one must achieve 7 of 11 disciplines to earn Master Model Railroader. This last Saturday, at a NMRA meet in Gresham, Warner and I presented our entries for the Achievement Program in the rolling stock model-

ing category, one of the 11 disciplines mentioned above. Good fortune prevailed and we both earned our certification for rolling stock.

For me, it is the first of the seven required. I am a little reluctant to go public and proclaim victory about only the first of 7 achievements. I have a long way to go. However, I heartily recommend membership in the National Model Railroad Asso-

ciation. The Achievement Program has had a motivational impact on me and has given me specific goals to pursue. Warner and I have been spending two days a week for the last few months working on our projects together. The comradery is priceless and we push each other to excel. The photo below shows some of the scratch built cars I presented for judging.



Gary Lee

Hovertrains

Editor's Note: An acquaintance sent me a picture of the Harley Earl WT12 GM Aerotrain. Some research revealed that several nations have experimented with hovertrains and other wheelless schemes.

This diesel locomotive was built by GM in 1958 to test an innovative air cushion suspension. This train appears to have a quite streamlined appearance. The air cushion suspension system failed at high speeds and proved quite difficult to maintain. The two trains were retired 1966 and are on display in rail museums in Green Bay and St. Louis.



General Motors Aerotrain

A scale replica of the Aerotrain carries sightseers along 30-inch gauge track at the Washington Park Zoo in Portland, Oregon. This 165 horsepower, diesel-powered streamliner transmits power to eight driving wheels through a hydraulic-type torque converter transmission. A governor holds the train to a 12-mile-per-hour maximum. The Washington Park and Zoo Railway's 5/8-scale replica Aerotrain has been in operation since 1958.

HO scale models of this Aerotrain have been available.

The two Aerotrain demonstrator sets logged over 600,000 miles (970,000 km) and saw service on the Atchison, Topeka and Santa Fe Railway the New York Central Railroad the Pennsylvania Railroad and the Union Pacific Railroad.

Starting in February 1956, the Pennsylvania Railroad ran the Pennsy Aerotrain between New York City and Pittsburgh, Pennsylvania, leaving New York at 7:55 am; the schedule was 7 hours 30 minutes each way. From June 1956 to June 1957, it ran between Philadelphia and Pittsburgh.

In 1956 Aerotrain No. 2 was leased as a demonstrator to the New York Central and ran between Cleveland and Chicago.

In March 1956, the Aerotrain made experimental runs for the Atchison, Topeka and Santa Fe Railway in California as a San Diegan between Los Angeles and San Diego. Its use ended because the trainset had to be turned after each trip and it needed helper locomotives on the Sorrento Grade north of San Diego.

Starting December 1956 Union Pacific ran the ex-New York Central Aerotrain as the City of Las Vegas between Los Angeles and Las Vegas. The train was eventually relegated to Chicago commuter service on the Chicago, Rock Island and Pacific Railroad.

GM's "lightweight with a heavyweight future" was introduced at a time when passenger train

revenues were declining due to competition from airlines and private automobiles. Though it featured a streamlined design, the Aerotrain failed to capture the public's imagination. The cars, based on GM's bus designs and using an air cushioning system, were rough riding and uncomfortable. The design of the locomotive section made routine maintenance difficult and it was underpowered. Both trainsets were retired in 1966 after a decade of use. The Museum of Transportation in St. Louis, Missouri, and the National Railroad Museum in Green Bay, Wisconsin, each have one of the locomotives and two of the cars.

The French Aerotrain

This Aérotrain was a hovertrain developed in France from 1965 to 1977. The lead engineer was Jean Bertin. The goal of the Aérotrain was similar to that of the magnetic levitation train: to suspend the train above the tracks so the only resistance is that of air resistance. Consequently, the Aérotrain could travel at very high speeds without the technical complexity and expensive tracks of magnetic levitation.

This project was abandoned in 1977 due to lack of funding, the death of Jean Bertin, and the adoption of TGV by the French government as its high-speed ground transport solution.

Prototypes

- Aérotrain 01 was a 1/2 scale (10.11 m, 2.6 t) prototype. It was originally propelled by a three-blade reversible-pitch propeller powered by a 260 horsepower (190 kW) aircraft engine, which was later replaced by a Turboméca Marboré jet engine. The air cushion is maintained by two 50 horsepower (37 kW) compressors. It had places for four passengers and two crew.
- Aérotrain 02 (shown in picture) was another sub-scale prototype, seating two crew. It was powered by a Pratt & Whitney JT12 turbojet.



Aérotrain 02 (Looks like a refugee from “Star Wars”)

- Aérotrain S44 was a full-size passenger-carrying car intended for suburban commuter service at speeds of 200 km/h (in particular links between city centres and airports). It was equipped with a Linear Induction Motor (linear motor) propulsion system supplied by Merlin-Gérin.

- Aérotrain I80 was a full-size passenger-carrying car for intercity service. It was 25.6 m long, 3.2 m wide, 3.3 m high, had a mass of 11.25 t empty, and had 80 passenger seats. In its original configuration (as I80-250 for 250 km/h), it was propelled by twin Turboméca Turmo III E3 turboshaft (1,610 horsepower (1,200 kW) each) powering a ducted propeller, 2.3 m in diameter, with seven blades of variable pitch. A Turboméca Turmastazou 14 turboshaft engine powered the air compressors (six horizontal for the support and six vertical for guidance). Braking was typically provided by reverse thrust of the propeller, and in emergencies by a friction brake on the central rail. External noise was 90–95 dBA at 65 yards (59 m). I80-250 was later rebuilt for 350 km/h and re-designated as the I-80 HV (Haute Vitesse = high speed). The main change was the new propulsion system, a JT8D turbofan from Pratt & Whitney mounted on top. I-80 HV established the world speed record for overland air cushion vehicles on 5 March 1974

with a mean speed of 417.6 km/h (259.5 mph) and a peak speed of 430.4 km/h (267.4 mph).

- UTACV was a prototype built by Rohr Industries for the US DOT’s TACV program, built under the Bertin Aérotrain licence in the USA.

Test tracks

The track for most Aérotrains are ferroconcrete monorail in an inverted ‘T’ shape. All tracks were built and used for experimental purposes. The first test track was built in February 1966 in Gometz-le-Châtel, Essonne, France, for Aérotrains 01 and 02, re-using an abandoned railway formation. The track was 6.7km long. The track is visible today, partially demolished for urban expansion, with most of the remaining track in ruins. A section was kept and restored as a memorial at a roundabout in Gometz.

New In The World (Italy)

Alstom, NTV Unveil Pendolino Italo December 21st, 2016

Alstom and Nuovo Trasporto Viaggiatori (NTV), an Italian company that provides high-speed rail passenger service, have unveiled the first front car of Pendolino Italo.

Alstom was awarded a contract a year ago to deliver an additional 12 Pendolino to add to NTV's existing fleet of Alstom Avelia trains. This will allow the private Italian operator to expand its current network and respond to a demand for new routes and increased service.

"Today is a great day for us. We are very proud to present these new trains that will enable us to grow," said NTV President Andrea Faragalli Zenobi. "With this investment we will increase our fleet by 50 percent, we are ready to face this new challenge with enthusiasm. Special thanks today to

those Italian entrepreneurs who in 2006 had this intuition called Italo, on which few would have bet initially and which is now a well-established Company."

The train is manufactured at Alstom's site in Savigliano, Italy. Other Alstom sites involved in the production are Sesto San Giovanni, Bologna and Nola depot, which will handle maintenance of the trains for 30 years. The trains are scheduled to be delivered by December 2017 and to enter service in March 2018.



Alstom's Pendolino Italo train. Photo: courtesy of Alstom/Giovanni Ricciardi.

The Pendolino Italo, which is ruby red with the characteristic golden hare, features a front end designed to provide crash protection, high recyclability and reduced CO2 emissions, and can reach a maximum speed of 250 km/h. The trains are 187 meters long, composed of 7 cars and can accommodate approximately 480 passengers. The train features full compatibility with the latest 2014 TSI European Union regulations and its traction system regenerates energy while braking.

"The Pendolino is a versatile, high performance train. We sold more than 500 Pendolino trains worldwide, which exceeded one billion kilometer in operation," said Michele Viale, managing direc-

tor of Alstom Italy. "The realization of this new generation of trains for NTV has given us the opportunity to adapt the Pendolino to the latest safety standards and interoperability in Europe, opening up new opportunities worldwide for this product made in Italy."

Schedules & Timetables

It is our Society's policy to attempt to have an event or open house on every second Saturday or Sunday of the month. Other and additional dates during a month are also available and encouraged. Anyone interested in having an Open House or sponsoring an event, please contact **Randi Fisher**, 503-799-9161, mqrmfisher@msn.com

Pre-Registration for Events

How to register for “Open Houses”, BnB, Movie Nights and Other Club Events: To help the person hosting an event and to know how much food etc. to prepare, it is important for each of us to use the club Website member section to register for the event we are planning to attend. It is challenging to keep track of individual Emails from 20 to 30 people. **Please register for events you are planning to attend.**

To Register:

Go to the society Website: www.rcgrs.com.

On the home page, click on “member pages” which is located under the logo.

This takes you to the “member pages.” The first bullet under the Membership Application Form is “Members Only Content.” Click on the blue phrase, “Page Access.”

Clicking on “Page Access” takes you to the log-in to access these pages. You will need to log-in with your email and password to continue.

You will now be on the member page that allows you to see the upcoming scheduled events and to register for an event. Each event has a button, “Register” which will take you to the page to register. By registering here, the host can see how many are coming as well as who is coming. In addition, you will receive a reminder of the event.

BnB Breakfast - East

When: May 2, 2017, 9:30 am

Location: Elmer’s, 10001 NE Sandy Blvd., Portland, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

National Train in Portland

When: May 06, 2017, 9:00 am – 5:00 pm

Location: Oregon Rail Heritage Center 2250 SE Water Ave. Portland.

RCGRS will present a modular G scale layout for this event. Specific details to follow.

RESCHEDULED

Work Day on the Burlington & Missouri River RR
Allan & Kathryn Warrior

A new work day has been scheduled for **Wednesday, May 3, any hours from 10 am to 5 pm.** Any club members that wish to come over to work on the spring opening of the B&MRR are welcome to come when ever they can. The host will provide coffee, soft drinks, and water. Bring a sack lunch if desired.

BnB Breakfast - West

When: May 18, 2017, 9:30 am

Location: Elmer’s, 1250 NW Waterhouse Ave, Beaverton, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

Work Party at the D&RGW

When: May 25, 2017, 10:00 am – 4:00 pm

Location: Bill & Jean Dippert 2650 NW Robinia Lane, Portland, OR 97229

Preparation for “Summer Tour” needs some work:

- Clean rails and town sites of duff and debris.
- Prune offending shrubbery and low growth.
- Re-ballast voids on track
- Test operate Train (Battery Powered)

Please sign up on membership page or call Ed Foley @ 503-233-0000 and leave a message. Please bring your own food and drink. Water will be supplied.

BnB Breakfast - East

When: June 6, 2017, 9:30 am

Location: Elmer’s, 10001 NE Sandy Blvd., Portland, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

BnB Breakfast - West

When: June 15, 2017, 9:30 am

Location: Elmer’s, 1250 NW Waterhouse Ave, Beaverton, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

June 17, 2017, Saturday, 10:00 am to 5 pm: “Railroads In The Garden Summer Tour,” Bill Derville, Chairman. Most members are needed to help at the railroads open for the tour.

Post Summer Tour Dinner:

When: June 19, 2017, Monday, 6:30 to 8:30 pm:
Location: Elmer's, 10001 NE Sandy Blvd, Portland, OR. A No Host Dinner Party celebration following the Summer Tour to relax, visit and reflect on the days experiences.

Open House/Potluck at Joe Chesny's

When: June 24, 2017, Saturday, Noon to 4:00 pm:
Location: 13995 SW Mistletoe Tigard OR 97224
A - E-Breads and Salads
F - M - Dessert
N - Z-Side Dishes

BnB Breakfast - East

When: July 4, 2017, 9:30 am
Location: Elmer's, 10001 NE Sandy Blvd., Portland, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

Alan & Nola Olson, Open House

When: July 8, 2017, Saturday Noon to 4:00 pm:
Location: 17401 SE 39th St, Vancouver WA-
Meal will be at 1:00 pm. Entree will be Baked Chicken Legs
Club members please bring the following
A - E Side Dishes
F - M Breads and Salads
N-Z Desserts

BnB Breakfast - West

When: July 20, 2017, 9:30 am
Location: Elmer's, 1250 NW Waterhouse Ave, Beaverton, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

BnB Breakfast - East

When: August 1, 2017, 9:30 am
Location: Elmer's, 10001 NE Sandy Blvd., Portland, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

BnB Breakfast - West

When: August 17, 2017, 9:30 am
Location: Elmer's, 1250 NW Waterhouse Ave, Beaverton, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

BnB Breakfast - East

When: September 5, 2017, 9:30 am

Location: Elmer's, 10001 NE Sandy Blvd., Portland, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

BnB Breakfast - West

When: September 21, 2017, 9:30 am
Location: Elmer's, 1250 NW Waterhouse Ave, Beaverton, OR. Breakfast and Bull Session. Come and talk trains, family, anything except politics.

RCGRS Officers and Staff

President, Bill Derville

503-645-1771, bill@derville4.com

Vice President, Darrel Dunham

360-225-5158 (H), 253-222-8367 (C)
dwdunham@msn.com

Secretary, Kathryn Warrior

503-648-8112, kathryn.warrior56@gmail.com

Treasurer, Steve Cogswell

503-501-8630, steven.r.cogswell@gmail.com

Yardmaster; Jay Burke

503-694-237 (B), 503-667-2725 (C)
jburke114@comcast.net

Annual Garden RR Tour Chair, Bill Derville

503-645-1771, bill@derville4.com

Event Coordinator, Randi Fisher

503-799-9161, mqrmfisher@msn.com

Education Chair; Rusty Baumberger

503-512-7857, rbaumberge@aol.com

Module SIG Co-Chair, Dave Stratton

503-654-2469, destrat@hevanet.com

**Module SIG Co-Chair, Open,
volunteer needed**

Live Steam SIG Chair: Ron Bacon

503-628-2300, mbacon@onlinenw.com

Op-SIG Chair: Tom Gaps,

503-659-8893, tgaps@comcast.net

Newsletter Editor, Allan R. Warrior

503-648-8112, allanr.warrior@gmail.com

Webmaster, Don Erikstrup,

720-244-7522, donalderikstrup@icloud.com

**Russell Shilling volunteered to be the chair of
Convention Clinics. 541-291-8294,**

russellshilling@msn.com