

Volume Fifteen

Issue Five



Willamette Cascade Model Railroad Club *Inc.*

"Pride of the Tunnel Country"

www.wcmrrc.com



Since 1970

(541) 525 9404

"Pride of the Tunnel Country"

May 2024

Milton Campbell, Editor



P O Box 23601
Eugene, OR 97402

Conductors Comments

By Walt Mulford, President

So, with a lull in the train show schedule, we can put our trains on the back burner. Well, as I've mentioned before, not so much. Take some time to get wheel gauge and coupler heights done. And don't forget car weight. Personally, I use NMRA car weight standards as a minimum weight. Remember, also, if you're new at any of this get in touch with your favorite experienced modeler to get some ideas on how you can proceed. Maintenance is something we are all guilty of putting off until the last moment. Or, guilty as charged, assume that since my equipment ran well last time that it will do the same this time. Pesky humans, they're so imperfect.

Our clinics are very helpful. All kinds of ideas come out of these sessions and hopefully we can come away with some trinkets of wisdom. Let's continue to have some fun with our trains even though they are stationary. Afterall we still get to touch 'em. 'nuff said.

RECOMMENDED CAR WEIGHT— HO and Sn3

Weight of car = initial weight + additional weight per inch of car body length

Weight of car = 1 ounce + 1/2 ounce per inch of car body length

CLEAN YOUR TRACK!

Common Brass is 63% Copper +37% zinc. It oxidizes easily, but is a decent conductor.

Nickel Silver is 62% Copper + 20% Zinc + 18% nickel. It resists oxidization, but is 4 times as resistive as brass. In the presence of sulfur, Nickel-silver will turn black with oxidization!



DBK HOBBY

Collector, Buy, Sell
Model Trains,
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Dale Knox
dbkhobby@gmail.com

P.O. Box 456 Elmira Or. 97437
DBK Hobby on Face Book and Instagram

541-603-8084

BUILDING MY FINAL MODEL RAILROAD

BY GIL HULIN

My 70-year participation in the hobby of model railroading began on the morning of December 25, 1953, when I found a Lionel 027 scale "scout" train under the Christmas tree. I was already very familiar with Lionel as yearly I had visited floor-level layout in the Eugene Hotel lobby. And I was equally familiar with real trains, having witnessed my only train versus truck collision at age 3 ½. There were no injuries, just a 2-6-0 steam locomotive striking a loaded log truck trailer and scattering logs along Highway 99W north of McMinnville.

My first experiences aboard a train came a month later when I toured the Shasta Daylight cars at Eugene Station the day before the first streamline and diesel-powered passenger train between Portland and California began daily service.

From the beginnings I have model railroader for a full 70 years, variously working in HO, O, N, SM and On30 scales. Now, because of space restrictions, and disregarding aging eyesight concerns, I am back into N scale for probably my final scale flipflop.

This month, May, I will present a program outlining my plans for setting location and equipment goals for my ultimate model railroad. Do I want it set in a specific year or decade? On a real or imaginary railroad? Having ridden trains in 49 U.S. states, every Canadian province except P.E.I., much of Mexico, Guatemala, Costa Rico, and much of northern Europe, I have plenty of ideas for settings.

Much of May's program will deal with rolling stock needs. Should all freight cars be lettered for one railroad? Should each freight car be lettered for a different railroad? I will be suggesting decreasing the number of off-line cars based on the railroad's distance away from the modelled company.

In what year do you want your railroad set? Do you prefer to have several connecting companies, or all lines merged into one company? Do you prefer steam, diesel, electric, or a mixture of locomotives?

Having only a card table size space on which to build, I will avoid full length passenger cars and freight cars longer than 50 feet.

T-SHIRTS & HATS

We have a good selection of screen printed T-Shirts and Hats. Contact Greg Kent 541-554-6812, gregkent@comcast.net before the club meeting and he will bring them. **"Have cash? Will sell!"**

Life as the Son of a Gandy Dancer

Part 2 of 2

Unfortunately schooling was different between Floriston and Dunsmuir and Bill was held back to the 1st grade. In less than a year Bill's family found themselves bumped to Kennett in Shasta County in 1938. Here Bill entered 2nd grade, but was advanced immediately to 3rd grade due to different standards between Kennett and Dunsmuir. While in Kennett Bill and his brother, Lyle, stopped the Shasta Daylight. It seemed like fun at the time to these two to "borrow" a torpedo from their father's tool chest. Wikipedia states, "A torpedo is a coin-sized device that is used as a loud warning signal to train crews. It is placed on the top of the rail, usually secured with two lead straps, one on each side. When the wheel of the train passes over, it explodes, emitting a loud bang." They laid it on the tracks and when the Daylight struck it that loud bang was felt throughout the train causing the conductor to stop the train. Needless to say the two gandy dancer sons were grounded for some time.

In late May of 1939 Bill found himself moving to the rice fields of Maxwell to live with his family in the SP section house. He would spend the next two years in Maxwell attending 4th and 5th grades. One of his fondest memories was during the summers the town would get together and watch an outdoor movie projected onto the town water tower tank.

In the summer of 1941 his dad was able to bump back to Dunsmuir. While there the family lived in a house on Shasta Avenue. Bill would start school in Dunsmuir, held back to the 5th grade due to different standards between Dunsmuir and Maxwell.

By late 1941 the family found themselves bumped to Snowdon, north of Montague, to live in the SP section house. Bill would continue on in 5th grade at Snowdon Elementary. Bill and his brother, Lyle, use to walk to school with a .22 rifle over one of their shoulders. Along the way they would shoot "digger" squirrels as the ranchers would pay them a penny a piece for each dead squirrel shot on the rancher's properties. The rifle would go in the school broom closet for the day. When the school bell rang for the day they would retrieve the rifle and look for squirrels on the way home.

In less than a year the family was bumped up the road to Hornbrook to live in the SP section house. They would live there from 1942 to June 1947 allowing Bill to attend 6th, 7th and 8th grades in Hornbrook Elementary and by riding the bus attending Yreka High School for 9th, 10th and 11th grades. The family was beginning to feel like Hornbrook was home so much they bought plots at the Henely-Hornbrook Ceme-

tery. As of 2024 there are four generations of “Duncan’s” buried in Hornbrook, including Bill’s grandmother Sophronia Bates who has offspring all over the Eugene/Springfield area. While living in Hornbrook Bill would have various jobs. June of 1943 he worked on a harvester on the Masson Ranch. In July he worked at the Buckner Ranch as a hay hand and bailer. And in August he worked for the Hornbrook Water District as a ditch tender. The summer of '44 saw Bill as a fire truck crewman for State Forestry at the age of 14. At age 15, during the summer of 1945, Bill worked for the US Forest Service as a hot shot on a fire crew. Barely 16, in December of '45, Bill was hired on non school days by the Shasta Division of the Southern Pacific Railroad as a section hand, a gandy dancer. Now while in high school Bill participated in football, track boxing and band.

In June of 1947 Bill’s dad was offered the job of Section Foreman for the McCloud River Railroad. So, once again the family

Photo - The Dunsmuir Upper Yard Stores Department Employees (Bill far right) - Jun 1948



packed up and moved to Car A east of McCloud. That summer Bill would be a section hand for the McCloud River. He remembered fondly flagging and throwing turnouts for #18 and #19, the Railroad’s two 2-8-2 locomotives. Beyond work there was little to do at Car A so Bill and his younger brother eventually moved in with their older sister and her husband in Dunsmuir so they could attend Dunsmuir High

School. McCloud High School had no football program. Bill finished his childhood as the son of a gandy dancer in Dunsmuir graduating from high school in 1948. That is where he met my mother. He would live in Dunsmuir until March 3, 1953. During those post high school years he worked for the Southern Pacific in the Yard Stores Department in the upper yard, as a cab driver for Yellow Cab, as an Assistant Manager at the Standard Oil Service Station in the center of town and finally as Assistant Chief badge #5 for the Dunsmuir Police Department where he started his 30+ year law enforcement career. It was quite a ride for this son of a gandy dancer.



Photo - The Dunsmuir Standard Oil Station - 1952

OUR CLUB NEEDS:

Younger members to learn how to run a show. We need a chairman for the show at Valley River in January, and one for the Logging Conference next February. Volunteers will get plenty of assistance from former chairmen.

A chairman for the module committee. (Help is available here, too. And the module standards are on our website under [Club Resources \(wcmrrc.com\)](http://wcmrrc.com))

Help with refreshments at our meetings.

A place to store the club tables and tablecloths.

Contact Greg Kent

Membership Matters

We have one new member who many of you met at our last meeting. His name is Kirk Ainslie from Lebanon, Oregon. He is a member of the Oregon Electric "O" gauge model train club. His particular interests are "O" and "S" gauges. He is a dealer in those gauges and he has a you-tube channel, Willamette Valley AF Trains. Look it up and you may find that missing link to your layout.

Please welcome Kirk to the WCMRRC, we are glad to have him aboard.

Gary Schwieger
Membership Chairman



What's New

We are waiting for the application from the Lane County Fair so that we can complete the requirements to participate.

We have signed the agreement with the Benton County Fair and sent them a copy of our certificate of liability insurance. Still have a few questions to get resolved because the Oregon Electric "O" Gaugers club will join us.

We will have set up, run time, tear down signup sheets at the next three meetings for both Fairs.

Mark your schedules to keep July 22nd through July 28th open for the Lane County Fair and July 29 through August 4th for the Benton County Fair.

They are back-to-back this year. We will tear down the layout as much as possible on July 28 and we will load the trailer on July 29 and transport the layout to Benton County for setup, full day. We will do as much as we can at the Benton County Fair July 29th and complete on July 30, 2024.

Exciting time for the WCMRRC with many run times. Your help will be greatly appreciated.

See you all on May 11 at the club meeting.

Gary Schwieger

Contest of the Month 2024

May - Trackside Business One (1) Structure

June - Gondola or Open Top Hopper with Load

September– Vehicle Model RR any size

July– Short Train not to Exceed 5 Pieces

October– Single Dome Tank Car

August– Caboose

The winner of the contest of the Month receives a \$5.00 Gift card for Eugene Toy & Hobby

FREE SCOTCHLOK (SUITCASE) CONNECTORS

I will have free connectors for you to try back @ the Raffle Table.
Red fit 22 to 16 ga wire. Brown fit 18 to 14 ga Track Leads & 12 to 10 ga Main wire.—Greg



“COME ON BABY LIGHT MY LAYOUT”

3mm light bulbs found on ebay by googling “ 3mm pre-wired warm white leds prewired resistor for 12V-16V use.”

Willamette Cascade Model Railroad Club Says Thank You To:

Eugene Toy & Hobby – Alan and Andrew Agerter
32 E 11th Ave. Eugene, OR 97401
www.eugenetoyandhobby.com (541) 344-2117
Thank You For All Of Your Support For Our Club!



TEMPLE'S TRAINS & THINGS

BUY-SELL-CONSIGNMENTS

Lee Temple, Owner

eBay user name: temples-trains-and-things

(541) 954-4917

ttandt@ram-mail.com

PO BOX 41267 Eugene, OR 97404



April Model Contest

Winner

Udie Bauer



Blayze Arbsland



Gil Hulin

Gary Schwieger



Submissions are accepted for the Newsletter by email to garyandbeckyd@gmail.com **Dead line is the end of the previous month!**

Club Officials

Elected Officers:

President: [Walt Mulford](#)

Vice President: [Milton Campbell](#)

Senior Members at Large:

[Greg Kent](#), [Gary Decker](#), [Gary Schwieger](#)

Junior Member at Large: [Asa Showalter](#)

Appointed Positions:

Modular Chair: [Open](#)

Modular Committee: [Jim Saville](#), [Gary Schwieger](#), [Greg Kent](#), [Noah Russell](#), [Philip Fitzer](#), [Milton Campbell](#), [Walt Mulford](#).

Secretary: [Joe Rademacher](#)

Treasurer: [Gary Decker](#)

News Letter Editor: [Gary Decker](#), [Milton Campbell](#)

Communication Committee: [Gary Decker](#), [Milton Campbell](#), [Gill Hulin](#), [Thomas Olson](#).

Web Masters: [Milton Campbell](#) , [Gary Decker](#), [Rod Minarik](#), [John Krotulski](#)

Show Chair: [Gary Schwieger](#)

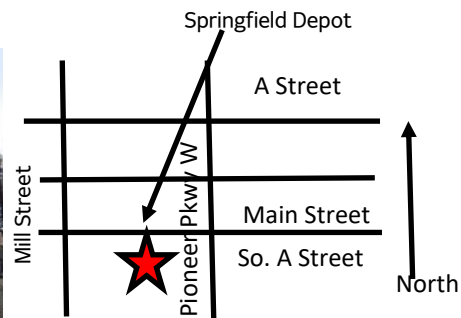
Clinic Chairs: [Lee Temple](#) & [Noah Russell](#)

Membership Chair: [Gary Schwieger](#)

Sergeant-at- Arms: [Martin Tighe](#)

Refreshment Chair: [Charlie Lange](#)

Prize Drawings: [Greg Kent](#)



Run Schedule-May 2024

May 11th Informal breakfast at Brails Cafe-1689 Willamette St, Eugene at the Corner of 17th & Willamette. Arrive by 9:00 a.m. everyone goes Dutch and buys their own breakfast. Afterwards go to Eugene Toy & Hobby, 32 East 11th and pick up a few items you may need for your modeling purposes, pay on lay a way etc.

May 11th WCMRRC Springfield Depot *See Map* Open for Sales set up at 5:00 pm with the Business Meeting Starting at 7:00pm
See you there!

Clinic: Selecting Routes Connecting With Other Rail Lines for Freight Cars-**Presenter** Gil Hulin

June 8th WCMRRC Meeting Springfield Depot *See Map*

July 13th WCMRRC Meeting Springfield Depot *See Map*

July 22nd—29th Lane County Fair

July 29th—August 4th Benton County Fair
Lane County Events Center

August 10th WCMRRC Meeting Springfield Depot *See Map*

September 14th WCMRRC Meeting Springfield Depot *See Map*

October 12th WCMRRC Meeting Springfield Depot *See Map*

November 9th WCMRRC Meeting Springfield Depot *See Map*

Notice:

All sellers are limited to only one table, due to the limited space At the Meetings!

Table price: \$5.00 - 1/2 Table \$3.00 Payable to the prize Drawing committee

Friends Events:

May 18th Monroe BBQ & Logging Festival 10 AM– 6 PM

Atlantic& Pacific N'gineers Club layout

Monroe Library Conference Room (Former SP Freight House)



WCMRRC, Inc.

c/o Milton E Campbell

PO Box 23601

Eugene, OR 97402

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