

## The Passing Track

January 2004

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

Home page is <http://rvmrc.railfan.net/>

### Chairman's Message

At Saturday's (January 10) construction session, we sat down with a group of DCC experts over a lunch of chili, corn bread and apple pie, and mapped out a strategy for the DCC installation. During the previous week, substantial progress was made with the wiring. Just before lunch, we were able to run the first P&E train with DCC on the upper level—another milestone (see below). It is critical that we install the DCC and test it thoroughly before we do much else—including backdrop painting, track ballasting, scenery, and so on. I expect DCC will be completed over the next 2-4 weeks. --Stan



### February Calendar of Events

*All events in the Clubhouse at the Railroad Park unless otherwise noted.*

#### **New Layout Construction**

**Saturdays— February 7, 14, 21, 28**

9:00 AM to 4:00 PM

#### **Construction/Cleanup Sessions:**

**Thursdays—February 5, 12, 19, 26**

7:30 PM to 9:00 PM

#### **Board Meeting:**

**Wednesday, February 11**

7:30 PM to 9:00 PM

#### **General Membership Meeting**

**Wednesday, February 28**

7:30 PM to 9:00 PM

*A P&E SD9, controlled by DCC, pulls the company business car, "Medford" over the Cascade Summit toward Butte Falls. P&E engineers flawlessly made the switch from DC to DCC.*

## DCC Arrives on the P&E

Four of the "Sypac Five" (from the New Years session on Larry Tuttle's Siskiyou Pacific RR) descended on the Club's layout to jumpstart the DCC wiring. Dave, Jay and Larry, armed with assorted drills, assaulted the upper level loop and drilled pairs of holes in risers supporting the track. Next, 12-gauge black and red-sheathed bus wire was laced through these holes and around the loop. After lunch, the gang stripped insulation from spots in the bus wires and the stripped ends of the feeder wires wound around. Finally, Jerry (who was escaping from the weather) soldered the wires together, while Dave cut gaps at each end of the sidings and mains between turnouts so as to prevent shorts. On Saturday, after cutting gaps to insulate frogs on certain switches, the first P&E train rolls along the upper level via DCC. We can still run regular DC or DCC because the upper loop is wired only to one feeder. Wire screen metal shelves, which were stored outside, will be used to support the power supplies and boosters under the layout while allowing free airflow around this equipment.



*Jay Mudge has fashioned metal shelf housing units to hold DCC power booster and other control units.*

Discussions regarding the best way to centralize power boosters and general wiring schemes continued during the January 10 work session. Duncan Campbell led a group of DCC "experts" in mapping out some rudimentary wiring schemes. Within a few days, Duncan had produced a wiring schematic for the entire new portion of the layout to be reviewed and edited as we collectively learn and decide on DCC wiring specifications for the Club. At present, there are two Divisions (Cascade and Valley) which each have four subdistricts, which is a fancy word for a section of track controlled by a "circuit breaker". The advantage to having numerous subdistricts is to be able to rapidly isolate and identify shorts, when they occur, and fix them without too much disruption to the rest of the layout. The next 2-4 weeks will be spent finalizing the wiring schematic and installing the DCC wiring for the new layout. Then, we can move toward track detailing, backdrops and scenery.

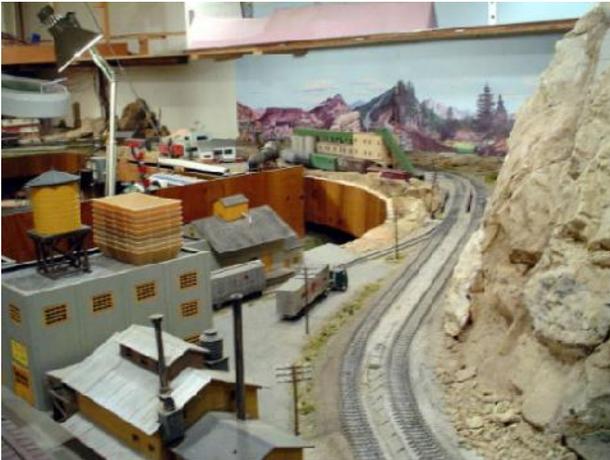
## Recap of the January Board Meeting

Bruce will send members the annual financial statement for the Club. It will come with this month's Passing Track. One member is in arrears and 3 members have their memberships due this month. The insurance inspector visited the Club's facility this past month and gave us a perfect report card. His company gladly insured us for another year (at a fee of course). Bruce McGarvey is interested in any photos you might have taken at the Rogue Valley RR show. E. Don, Larry Tuttle, and Dave Spakousky put their heads together and redesigned the White City area of the layout. It is an industrial complex with industries on both sides of the mainline. This will allow us to "hide" some of the curve along the mainline and give us a user-friendly switching puzzle. When fully operational, Dave figures as many as 41 car locations are available, resulting in then needing two operators just for White City. Bruce has been offered a pickup load of Styrofoam, the type we would use for scenery. Styrofoam is a good scenery base where there is potential for someone leaning on the layout. Any of the Styrofoam that is not used can be distributed to Club members. Some like to use it for scenery, while others do not. Jay has located and purchased a two-tower viaduct, one which was sought by the Club for one of the ravines west of Butte Falls. New versions of the kit are now available, too. If anyone is interested in 30 years of Model Railroader and Railroad Model Craftsman, please contact Larry Tuttle (582-3191). This is the final call for the T-shirts and jackets for this round. Please call Stan (245-4455) if he has not confirmed your order this past month. The shirts will be green with yellow lettering. The Board encourages the formation of a viable Park Committee to look into the way the donations are collected and distributed during the Sunday run sessions. RVMRC believes the system is not equitable to us. The Club will buy a swap table at the Eugene Train show the last week in March. Stock certificates, below, are available for \$25.00 each, make great gifts, and help the Club with expenses on the new layout. See Jay Mudge, if interested.



## Larry Tuttle's Siskiyou Pacific Reopens the Main

A small, but congenial bunch convened between snow storms on New Years Eve to operate the Siskiyou Pacific out in the wilds of Wimer.



The one and only Spacky ably handled the yard including a load of bull I/Ced off the P&E and consigned to a certain address on Alta St. There was also a lot of through (overhead) traffic, which increased train volume to levels not seen since Mt. Pitt moved out of the dining room. E. Don went through about 6 sets of power (possibly setting a record even Dave Carr will have trouble breaking) but did a fine job keeping the logs and ballast rolling out of Siskiyou and deftly handling the incoming empties. But, what a slave driver -- he had the Siskiyou logging crews loading log cars right up to the stroke of midnight.



Meanwhile, over at Glen Creek, Jerry Hellinga had incoming and outgoing cars rolling in spite of the best efforts of the Chief Disrupter to clog the place up. He also had a crew working unloading log cars, but the mill appeared to be otherwise idle. And Jay had the Rogue Point Turn (among others) moving at a most credible 20 mph (gee, little trains sure look better when they're not batting about like a mouse being chased by a cat). Yours truly was busy forgetting to throw switches (both block and track); trying to fix various problems



(surprisingly few considering how long the layout had sat); cooking (there was barely a smudge of chili left, so it must have been half decent); and generally enjoying watching the action. Meanwhile, in the living room, Sally, Nancy and Stephanie watched videos and chatted with my Uncle Earle. At the stroke of midnight, we all toasted the New Year.



I think I speak for the rest when I say, that was a lot of fun -- let's do it again.

I'm tentatively setting January 31 as the date for the next op session of the Siskiyou Pacific. Due to the size of my layout room, I think it best to limit the number of operators to 5 (not counting myself) with two additional "trainees" on hand to learn the ropes. 4 operators and 3 newbies is fine, too. It's just that 7 or 8 make for a very full layout room. January 24 will be a work/setup night on the SyPac. Not having to clean all the track this time should give us more time to fix a few problems, set up the op session and play. By setup, I mean make the draw AND, then switch trains to set up the draw and run them into staging. It's actually a fun way to run the layout and learn how it works. RSVP for both dates (582-3191 or ltuttle@cdsnet.net). As usual, I'll have the bean pot going and other contributions are welcome. Side note: The food and beverages on New Years Eve were fantastic! --Larry Tuttle

## RAILROAD TIME CARDS 2004

**Jan 31** – SP&S Railway Historical Soc. Swap Meet, Holiday Inn, PDX Airport Convention Center, Portland, Ore. Info: Bruce Barney, 503-257-8855 or [bcbarney@msn.com](mailto:bcbarney@msn.com), [www.trainweb.org/railsnw/sps/shs/](http://www.trainweb.org/railsnw/sps/shs/)

**Feb 7-8** – Roseville Roundhouse Model RR Club Show, Sat 10-5, Sun 10-4, Roseville, Calif. Info: 916-784-2303

**Feb 14-15** – Great American Train Show, Metro Expo Center, Portland, Ore., 11-5. Info [www.gats.com](http://www.gats.com)

**Feb 21** – 19<sup>th</sup> Willamette Model Railroad Club Swap Meet, Camp Whithycombe off Clackamas Road, 10-3. Info: Chris Kliner, 306-6871639 or [chris.kliner@idc-ch2m.com](mailto:chris.kliner@idc-ch2m.com)

**Mar 6** – Meet-'N'-Match, a gathering of N-scale modelers from the Northwest. Fir Grove School, Beaverton, Ore. 10-4 Saturday only. Info. and details at [www.hobbysmith.com](http://www.hobbysmith.com).

**Mar 12-14** – RVMRR Club layout display for Train Month at Klamath County Museum, Klamath Falls, Ore. Info: Bruce McGarvey, 541-779-8145, [bhmcgarvey@charter.net](mailto:bhmcgarvey@charter.net)

**Mar 13** – WINTERAIL 2004, Railroadiana Show & Sale, Stockton, Calif. Info: Ken Meeker, 209-943-0913.

**Mar 13-14** – Woodland Modular Railroad Club 18<sup>th</sup> Show & Sale, County Fair Mall, Sat 10-5, Sun 10-4. Info: Fred Delevati, 530-666-4022

**Mar 27-28** – WCMRR Club 16th Model Railroad Show & Swap Meet, Lane County Fairgrounds, Eugene, Ore. Sat 10-5, Sun 10-4. Info: Lee or Diane Temple, 541-688-9112, [ttandt@bauercom.net](mailto:ttandt@bauercom.net)

**Apr 3-4** – Great Western Train Show, Oregon State Fair Grounds, Salem, Ore. Info: [info@gats.com](mailto:info@gats.com) or [www.greatwesterntrainshow.com](http://www.greatwesterntrainshow.com)

**Apr 4** – Train Show & Sale, El Dorado County Fairgrounds, Placerville, Calif. 10-4. Info: 530-626-3640.

**Jul 4-11** – PSX 2004, Puget Sound eXpress, NMRA National Convention, Seattle, Wash. [www.nmra2004.org](http://www.nmra2004.org)

**Sept 1-4** – 24<sup>th</sup> Natl. Narrow Gauge Convention, Westin Santa Clara Hotel, Santa Clara, Calif. Info: [www.narrowgauge2004.com](http://www.narrowgauge2004.com)

**Nov 27-28** – Rogue Valley Railroad Show & Swap Meet, Medford Armory, Medford, Ore. Sat 10-5, Sun 11-4. Info: Brad Fawcett 541-535-1952, [bfawcett@mind.net](mailto:bfawcett@mind.net) or <http://rvmrc.railfan.net/>

Listings include events within a day's drive from the Rogue Valley. If you know of shows not listed here, or sometime in the future, please let me know so we can share that with our readers. Contact Bruce at [bhmcgarvey@charter.net](mailto:bhmcgarvey@charter.net) or 541-779-8145. 01/04/2004bhm.

25 years ago this month - **The Passing Track January 1979**: "*Milo Lacy reported \$520.05 in the treasury with 33 paid members. Attendance was 25, several of whom were first-timers. Copies of the new constitution and bylaws are available...*"