



## The Passing Track

August 2004

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

### September Calendar of Events

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

#### **Layout Planning/Organization Meeting**

**Saturday, September 11**  
10:00-12:00 (Pizza Lunch)

#### **New Layout Construction**

**Each Saturday** 9:00 AM to 4:00 PM

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

**Each Thursday** 7:30 PM to 9:00 PM

#### **Public Run Session**

**Sundays—September 12 and 26** 10:30 AM to 3:00 PM  
*(Sign up in Clubhouse to reserve operator slots)*

#### **Board Meeting:**

**Wednesday, September 8** 7:30 PM to 9:00 PM

#### **General Membership Meeting**

**Wednesday, September 22**  
7:30 PM to 9:00 PM

### Layout Organization Meeting

Organization. In one word, that is the greatest need in moving forward with the Club's new layout construction. On Saturday, September 11, there will be a work planning and organization meeting beginning at 10:00 a.m. Our objective is to develop a schedule of tasks, complete with timelines and work leaders, or anything else helpful to move our construction forward in a timely and methodical manner. We want to rekindle the spirit that moved us so fast toward the beginning of our track laying. We also want to efficiently capture all the various talents our Club members offer. Come and share your ideas on how we can best accomplish this important need.

### Coast Layout Tour

Mark your calendars for Saturday, October 2. The Club is planning a tour of the coast members layouts in Crescent City. For those who went last year, this tour was quite a highlight. Additionally, there will be new things to see this year. As always, we will carpool. Stay tuned for more information.

## August Board Meeting Minutes

The RVMRC Board met on August 10. Four board officers and 4 members were present. *(It should be noted that items of interest voted on by the board always includes votes by both the board officers and members present. Therefore, your attendance is always encouraged should you want a voice in the administrative and policy issues of the Club).* The fund raiser to allow members to “buy” their way out of painting work on the Club building has netted almost \$1,000, or almost half the anticipated cost of the contract. Painting was anticipated to begin the week of August 16. Almost all of the ventilation screens have been replaced. Excess paint will be used on some of the other small buildings in the park. Bruce was able to negotiate a deal with Sherwin Williams to get the glossy SP yellow for only \$1 more per gallon. The glossy best reflects the look of the lead-based paint that was used in the early to mid 1900’s. A little more cleanup needs to happen in order to give the painter adequate clearance around the base of the building. The Club is unsure how it will deal with the decorative steam engine drivers mounted at each end of the building. If they can be removed without too much trouble and destruction, we will do so; otherwise, we’ll have the painter mask them off. Even though we have thinned out the library over the last 6 months, and surplussed older and unwanted magazines, there is very little room left for new issues and for periodic donations of magazines we do not currently house in the library. Jim Dugall would like to know if the membership prefers to eliminate more of the non-modeling magazines, or trim off more of the older issues, but keep all the current lines of magazines that the library holds. Sunday run sessions have been well attended by both the public and the membership. As always, sign up for operator slots. There appears to be a number of openings for the September public runs. The Club encourages you to experiment with the DCC side of our layout. These public run sessions are a perfect opportunity to play with DCC. The Club would like to organize another trip to the coast to visit with and see our coast members’ layouts. Jim Dugall will contact coast members for possible dates. The Lane Society of model railroaders would once again like to visit us in Medford. Perhaps we can combine a DCC session with their visit. Dates are being worked on. Electrical problems with switches continue. Jay is scouring internet chats to see if someone has an answer for us. We may have to bite the bullet and replace at least our mainline switches with modern DCC friendly ones. Brad Fawcett is drafting another grant application from Pacific Northwest Region of NMRA. The last time around we were successful in getting substantial funds to help us with the new layout. Duncan Campbell will be displaying in the Club’s display case some of the mill structures he built. The current

display has not changed for some time. If anyone has materials, structures, models, or anything of interest for display in the glass case, please contact Bruce McGarvey. Another of the immediate Club needs is to have fascia placed on the new layout edge across from the modular layout. During Sunday operating sessions, our visitors are often catching arms, thighs and midribs on 1x4’s protruding from the new layout.

## No Work – No Paint Donations

As of this writing, the membership has responded very well to the call for donations to offset our building painting project. The goal was \$1,000 and \$985 has been collected and/or pledged to this goal. That’s Great!!! There is still time for others who may not have gotten around to making their contribution in lieu of their labor on this painting project. Of course if you would rather, I’m sure we can find a painting job for you to do. The storage shed is not part of the painting contract and will need to be painted, as well.

## Methodist Church Group Run Session

Thanks to Bruce McGarvey, E. Don, Art McKee, Will Cleveland, Stan McCullough, and Jim Dugall for operating the layout during the annual First United Methodist Church group picnic Sunday, August 15. Besides having fun and entertaining the picnickers by operating the Club’s layout, the group generated a few bucks for the Club’s coffers.



Besides T-shirts, jackets, and ball caps, you can support the Club and show your Club pride by

*purchasing P&E stock certificates. These make wonderful and unique gifts (see Jay Mudge).*

## **To Colorado Via Amtrak**

I've traveled Amtrak many times over the last 30 years—the *Coast Starlight*, the *Southwest Chief*, the *San Diegan*, the *San Joaquin*--always in a coach, but never a substantial distance on the *California Zephyr*. So when I planned my vacation this summer to visit family in Colorado, I not only chose the most spectacular route in the country, I also booked a compartment. It was no easy choice. I literally spent my hobby money for the year for the experience, an economy bedroom being just over \$750 more than the \$300 round trip fare my wife and I could have paid for two coach seats. A more luxurious (and roomier) cabin was \$1200 more for the trip. I wasn't about to give up ALL of my hobby dough, so the economy room is what I booked. One saving grace with booking a room...all train meals are included. We drove from Medford to Sacramento, the train departing at a civilized time of 11:30 am. It had been about 3 years since I had last traveled on Amtrak, so I was a bit excited. No matter how much I model, there's nothing that replaces the real thing.

Years ago, when I lived in Northern California, I sent my mother and sister by train to visit a nephew who was then living in the Denver area. Both of them expressed awe over and over whenever they spoke of that train ride. So, as the train finally arrived nearly 45 minutes late, I was most anxious with anticipation, wanting to know what had so impressed my mother and sister nearly 20 years earlier. Cathy and I made our way to the appropriate sleeper, stepped aboard, dropped off the larger suitcases in the entry way storage, and proceeded up the narrow and winding staircase to the second level. Our cabin was number 8. As I opened our cabin door, my jaw dropped to the floor, and disappointment was written in huge block letters across my forehead. The "room" was no more than 6 feet long, probably 3 and ½ feet across and just over 7 feet high. Two seats sat opposite one another. There was a narrow (6 inch wide) "closet" next to one of the seats for things like jackets, hanging clothes, fishing poles, etc. The two seats obviously folded together to make a lower bed, and a fold-down bed was tilted toward the ceiling overhead, to be made by simply pulling down one edge. That would be an adventure for later. Cathy and I sat down, promptly had a good laugh about our situation, and felt the train beginning its eastward trek. We promptly left our sliding door open, as well as the curtain. At least for the moment, our compartment seemed larger. Not even an hour later, we had grown accustomed to what would become our surroundings for the next day and a half. We laughed over our situation, settled in, and began to enjoy the very thing we had wanted...a train trip

through the Sierra Nevada and the Rocky Mountains on the *California Zephyr*.

I've travelled through both the Sierras and the Rocky Mountains, many times, but by auto. Taking the train seemed like I had never been. The same mountainous vistas I had seen from the car were now stretched before me as if in a wide movie screen. (We had quickly learned that both the dining car and the observation car render terrific views larger than our views from the cabin). The Donner Summit offered the most spectacular views of both Sierra peaks, emerald lakes, and both dense and scrappy stretches of conifer forests. We twisted and turned up a steady grade, passing old mining towns that in their heydays had 5-20,000 people, now just a forest, save an occasional foundation or pile of boards. I could only imagine how much more spectacular this trip would be in the snows of a deep winter. Descending out of Truckee, the Zephyr follows the Truckee River into Reno, where the train literally passes by the front doors of numerous older downtown casinos. The railroad and city are doing a massive construction project to drop the train into a tunnel. At the few miles per hour that we traveled for seemingly 30 minutes, I would imagine the completion of this project will greatly improve the train's speed. Once completed, the adjoining Sparks station (not even 5 miles away will be eliminated). By now, the train was an hour and half late. We've been on the Union Pacific tracks, and as we leave Reno, we finally pick up speed and begin our trek toward Salt Lake City. Cathy and I drift off to the dining car, order a superb chicken dish, wine, and desert, and watch the sun set over the Nevada desert. No glare of oncoming traffic, no road noise, endless staring...it's breathless! *(To be Continued)*

*Submitted by John Gerritsma*

## **Also in Colorado...**

Bruce McGarvey reached Colorado the conventional way...by vehicle. Bruce made up for it by riding the Georgetown Loop, a mining tourist railroad about an hour west of Denver. That's Bruce in the gondola.



## RAILROAD TIME CARDS 2004

**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)

**Sept 3-6** – SOLS Labor Day Meet, Medford Railroad Park. Saturday evening, Sept 4<sup>th</sup>, potluck dinner, starting around 5:30pm. Bring a favorite dish – main course, salad or dessert. Bring the family and join in for good food and good fellowship. The trains will be running with rides for all.

**Sept 4-6** – Great Eastern Oregon Train Festival, Grant Cty Fair Grounds, John Day, Ore. Info: Patrick Bentz

541-575-4247 or [rainbarn@oregontrail.net](mailto:rainbarn@oregontrail.net), <http://canyonmtn-gineers.tzo.org/>

**Sept 11-12** – Albany Train Show, Linn Cty Fairgrounds, Sat 10-5, Sun 10-4. Info: Don Albright, 541-928-1612,

[dwalbright@proaxis.com](mailto:dwalbright@proaxis.com).

**Sept 18** – West Side Train Show & Swap Meet, Forest Grove, Natl. Guard Armory. Info: Ken Jackson 503-357-

8753 or [jacksonkj@comcast.net](mailto:jacksonkj@comcast.net)

**Sept 25** – 1<sup>st</sup> Division PNR Fall Mini-Meet, Roseburg Public Library. Open to railroad modelers and membership is not required to attend. Stay tuned. More info to follow.

Nov 13-14 – GATS, Oregon Convention Center, Portland, Ore. Info: [www.gats.com](http://www.gats.com)

**Nov 27-28** – **Rogue Valley Railroad Show & Swap Meet**, Medford Armory, Medford, Ore. Sat 10-5,

Sun 11-4. Info: Brad Fawcett 541-535-7952, [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

[iwcr@charter.net](mailto:iwcr@charter.net) or 541-779-8145. 08/12/2004bhm.

### 25 years ago this month - The Passing Track August 1979:

"The Passing Track will now be edited by Bob Lowe.....VP Stan McCollough will be traveling to Sacramento, home of the only existing Cab-forward...Stan will get pictures to update his brass version..(ed note: Stan, have we seen your cab-forward?) August meeting at George Major's Train Gallery in Grants Pass.....report on the railroad park- the new fence is in and now locked.....dues are due - \$5.00 per..."

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