



The Passing Track

June 2006

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

July Calendar of Events

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

General Construction/New Layout Saturdays

Generally From 9:30 AM to 4 PM
Ops Session—3rd Saturday

Construction/Cleanup Sessions: Thursdays

7:30 PM to 9:00 PM

Public Run Sessions: 2nd and 4th Sundays

10:30 AM to 3:00 PM

Board Meeting: 2nd Wednesday of each month

7:30 PM to 9:00 PM

General Membership Meeting 4th Wednesday of each month

7:30 PM to 9:00 PM

June 28—"Dream, Plan, Build"

Board Officers Elected

The May General Membership Meeting resulted in the election and installation of a new board for the Rogue Valley Model Railroad Club. The slate of candidates were proposed through a canvass by the nominating committee. E. Don Pettit will remain as club chairman; Jay Mudge as vice-chairman; Bruce McGarvey as treasurer; and James Dougall as Secretary.

Ops Sessions Planned

The Club will hold operating sessions on the third Saturdays of July, August, September and October beginning at approximately 1 pm. Turnout for the ops sessions held thus far seem to indicate that these sessions will be popular. Nothing like running some trains to get re-inspired to move forward with the permanent layout!

May Board Meeting Notes

The Rogue Valley Model Railroad Club Board of Directors met on May 10, 2006 for the monthly board meeting. There were four officers and five members present. Bruce has replaced a faucet on the outside of the building (one of those "seems easy, but got complicated jobs"), and cleaned the furnace filter. He noted that the starlings are tearing up the vent screens, again. Chet Defty of Medford was accepted as an associate member, #256.

The program for May includes elections and video selections from the Dream, Plan, Build video series. For those who have not seen these videos, they are a mixture of real time railroading and modeling, with great footage of layouts and numerous how-to segments ranging from painting clouds to installing DCC. Even veteran model railroaders are finding something useable in these videos. The Club has these available for checkout should you be interested in viewing these at home (see Jay Mudge or John Gerritsma).

It is proposed that we include a spring water facility at Butte Falls, a likely industry that would have been created had the railroad been in place.

The board approved the expenditure of up to \$60.00 for 24 folding chairs to replace many of the myriad of broken and miss-matched chairs we now have. Because the chairs are so different, we have trouble stacking them, consequently having to take up more space when the chairs are stored. Bruce has a source for a special purchase of these chairs for a nominal fee. The workroom is not useable as a shop/workroom, and having chairs that are easily stacked and stored is a step in the direction of regaining our workroom. We will keep 6-8 of the older chairs that are still in pretty good shape. Don Terrell reported a stored in Phoenix is going out of business, and has glass cases for sale. The board advised Don the Club does not need more glass cases at this time.

May General Membership Meeting Notes

In addition to the election of our new board on May 24, we discussed several other items. Brad Fawcett requested and was granted a change to his membership, changing to a Family Membership. The Club would like to welcome Fawcett family member Taylor Royer. Taylor's number will be #257.

Darrell Faust, a visitor to our club that night, reported that the Belagio Hotel in Las Vegas presents display themes for its patrons. The current display theme is "Trains", with a current display of G scale trains. Darrell has some photos now, but will be getting additional (and better!) photos shortly. He will then post them on Yahoo Photos, so the club members can see this interesting display. Darrel will also post photos of other G-scale layouts in the Las Vegas area. Darrel said the National Garden Railway Convention is in June 2007 in Las Vegas.

The meeting concluded with another excellent video presentation from the "Tracks Ahead" video.

June Board Meeting Notes

The board met on June 14 with four officers and five members present. Bruce reported that Club member Richard Stark completed an independent annual audit of the RVMRC financial records of its Rogue Federal Credit Union accounts and found no discrepancies with all records appearing accurate and factual. A copy of Dick's report is in the file should anyone wish to review it. The Board shared a Thank You letter to Mr. Gordon West for his generous donation of numerous model railroad items.

Dave Spakousky has noted that CORP is running just under 30-car trains both north and south out of the Medford yard. Loads included lumber, plywood, cement, grain and fertilizers in an assortment of spine cars, covered hoppers, tankers and boxcars. Dave also

recognized Gordon Nunnally for doing a great job establishing and maintaining the flower garden along the Clubhouse wall, and he encouraged other Club members to give thanks to Gordon when the opportunity presents itself.

Discussion ensued about the sky background on the north building wall. Consensus was that the painting should go up to approximately the lower edge of the window(s) and that a light covering of "mud" will be needed to reduce the texture of the existing dry wall surface. The upper edge of the sky should be a soft line, not a hard, sharp line.

Jay proposed adding power boosters to the modular layout. That might require that the modular layout have electrical blocks, and discussion ensued about the need for blocking and power boosters. Jay's concern is that the existing main power source plus the booster at Mt. Pitt are just about at maximum capacity for the modular layout DCC's needs. He will do some more research on the topic. In light of the above discussion, the Board approved Jay to purchase an appropriate power booster for the modular layout, based on his judgment as to price and availability and need.

Dick Stark reported the need to have an operating Thomas the Tank engine as the current one is not operational. During the Sunday open houses, Thomas the Tank engine is the most popular feature with young children. Dick was authorized to purchase a new Thomas the Tank engine.

Jim Dougall asked if the Club was interested in a return visit to Crescent City, CA to meet with modelers and associate club members there. He will make contacts after returning from vacation in mid-July.

Request for Feedback...

Jim Dougall inquired about member interest to have a summer field trip to look at the P&E right-of-way from Butte Falls over the summit of the Cascades. This trip would be a "continuation" of the one the Club undertook in

February of this year when we went from Medford to Derby. E. Don will do some preliminary investigation and talking with others to see what maps, survey information, or other information may be available. Please let your desires and interest in a field trip be known to any of the Board members or express them at the July Board meeting.

Why 4 Feet 8.5 Inches

The US standard railroad gauge (width between the two rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why?

Because that's the way they built them in England, and English expatriates built the US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? The first long distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since. What about the ruts in the roads? Roman war chariots first formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing--just wide enough to accommodate the back ends of two war horses. The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specification for an Imperial Roman war chariot.

RAILROAD TIME CARDS 2006

Jul 7-9 – Dunsmuir Railroad Days, plans are in the making. Info: <http://www.dunsmuirrailroaddays.com/>

Jul 12-16 – 2006 SPH&TS Annual Meet, Hilton at Oakland Airport Hotel. Info: <http://www.sphts.org/>

Nov 11-12 – 30th Northern California Model Railroad Show, Placer County Fairgrounds, Roseville, Calif.. Sat 10-5, Sun 11-4. Info: <http://www.internationalrailfair.com/>

Nov. 25-26 – 29th Annual Rogue Valley Railroad Show, Medford Armory, Medford, Ore. Sat 10 – 5 and Sun 11 - 4. Info: Brad Fawcett 541-535-7952, bfawcett@mind.net

Dec. 2 – Railroad Show and Swap Meet, Polk Cty Fairgrounds, Rickreall, Ore. 10am-3pm. Info: Judy MacInnes 503-581-6071 or macinnej@open.org, www.open.org/wvmrc

If you know of shows not listed here please let me know so we can share that information with our readers.
Contact Bruce at iwccr@charter.net or 541-779-8145.

*Thought for the month: "Patience in one minute of anger can prevent one hundred days of sorrow."—
Chinese Proverb*

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