



The Passing Track

July 2007

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

Railroad Park Receives City of Medford Award

The Friends of Medford Parks & Recreation award was presented to the five clubs operating the Railroad Park on Thursday, July 19th. The award was presented by Mayor Gary Wheeler at the City Council Meeting.

The accommodation letter from Bruce Sjothun, Director of the Medford Parks & Recreation, states: *The Medford Parks & Recreation Department began a new program in 2005 that honors those individuals, groups and businesses that have been so valuable in the success of our department. The Friends of Medford Parks and Recreation award is our way of saying thank you.*

It is my pleasure, Richard [Richard Walch as representative of the Medford Railroad Park] to inform you that we have selected all five groups that operate activities at Railroad Park as one of the award winners for 2007. Your volunteer efforts and park improvements has set your organization apart from others that were nominated...

Again, thank you for your contributions to our department and the community. Your efforts have made our organization stronger

and the community of Medford a better place to call home.

At the conclusion of the presentation the sound of a steam engine whistle permeated the room, which brought chuckles and laughter from the crowd. (Bruce McGarvey was seen with a grin on his face.) The award is on display in the RR Club building on the front wall. Members of the SOLSteamers, Railway Historical Society and RVMRR Club were present.



Signal Committee Report and Recommendation

By Dave Spakousky

(The following report was presented and discussed at the July General Membership meeting—ed.). The committee discussed several detection systems available from Rail Logics. These include *Signal Master*, *Searchlight Master* and *Block Master*. After reviewing the different features the committee decided to present the *Block Master* as the primary option over the other two. While the *Signal Master* offers up to 8 blocks of detection the amount of wire needed to connect the far reaching blocks swayed the group to make the *Block Master* the first choice. The *Block Master* will cover 2 blocks and drive 4 signals and can be daisy chained using a flat ribbon cable allowing the unit to forward signals to units on down the line. This will allow for easier troubleshooting as detection units would be placed every other block.

Cost was a push between the different systems.

- *Signal Master* costs 225.00 and requires a *Searchlight Master* at 65.00 for a total of 290.00 for 8 blocks. (*Searchlight Master* not required for Tri-Light signals).
- *Block Master* costs 75.00 and will total 300.00 for the same coverage as above.

We will begin the installation process in the back on the upper loop and include the main line at Summit as part of the test section. We will have 2 blocks between West Summit and Butte Falls and 3 blocks including the main line at Summit.

The committee also made a number of decisions as criteria for a unified approach to a signal system.

- ABS signal system will be patterned along the lines of the SP's Siskiyou line subdivision.
- Signal gaps and signals will be placed clear of the switch points. Approximately 1½ inches ahead of the switch points. This way a signal, if clear, would remain clear until the lead unit passes the signal head. If we use the fouling points for the gaps trains breaking the detection when passing the fouling point could not be sure if they or an opposing train had tripped the signal.
- Primary signal unit will be the H2 model with a cabinet base. Models include *Sunrise Enterprises* (Walther's # 695-111001) at 23.58 per unit and *NJ International* (Walther's # 525-1343) at 17.24 per unit. (*Sunset* units are currently on backorder according to Eugene Toy and Hobby). Tomar signals were dropped as a choice as the target is not in scale.
- Tri-Lights, Atlas Type G, will be used where H2's have failed, been replaced due to age, where a derailment may have taken out a signal or where new construction required new signals or additional signals. Tri-Lights do not require a signal driver as do the H2's. Tri-Lights are DC powered where H2's require an AC as well as DC power supply.
- All signals will be silver with black targets and will have a cabinet base.
- All main line switches will a resistance of 1K to 2K ohms (or the highest resistance to dependably shunt the circuitry) to set the signal red if the switch is thrown. If switch is closed the signal will indicate track occupancy in green, yellow or red or off if no trains are in the approaching block.
- Signal plates will have even mileage (24.0) on east signals and odd mileage (24.1) on west signals. This would be an example for the signals at the east end of Derby Siding. East switch at Derby is 24. All mileages and markers are subject to change and finalization. Detection will only protect main lines as trains in sidings, after switch is closed, are not required to be shown on an ABS system. (*Sidings, whether there are trains on them or not are not protected with ABS*).
- Detection will be in place to protect the "Main lines" in the hidden areas used during Sunday run days. Not determined if red or yellow will be used to notify an approaching train that a switch may not be in the proper alignment for the "main lines".

- Current layout may have up to 20 blocks for detection. Further assessments will have to be made to make sure the detection is in the proper locations.
- All cars will need to have at least one wheel set with resistance to trip detector. Amount of resistance will be determined after the detection units are in place and detection adjustments are set.

Cost to complete entire current (*does not include expansion to the second half of the permanent layout—ed.*) layout with detection and signals would be approximately \$2000.00. (*This does not include the cost of resistance wheel sets*) It should be pointed out that the cost will be spread out over the next year or so as sections of the new layout continue to come on line. At this time, we are only committed to purchasing enough equipment to test the segment outlined above. After installation and an evaluation period, a decision (*by the Board with membership input*) will be made on whether to continue with the signal system on the rest of the railroad.

July Board Meeting

The meeting on July 11 was called to order at 7:35 p.m. with four board members and two club members present. Minutes were read and accepted from the June board meeting. Treasurers Report presented by Bruce McGarvey and accepted. The Club's finances are in good standing order. Bruce added, "We are averaging about \$50.00 in donations and sales on the weekends we are open to the public". Bruce will not be present at August Board Meeting and will leave the report for the board at the clubhouse.

Committee Reports:

Building- Jim Dougall has purchased 1 gallon of SP yellow paint for the storage shed. Bruce doesn't think that 1 gallon will be sufficient to complete the job.

Library- No report.

Membership- Bruce reported that we have 52 members on the rolls. 23 full and 23 associates with 7 currently past due. Bruce supplied updated membership rosters and phone numbers.

Program- Dave S found out that he is responsible for the monthly programs. It was news to him so Jay said he will offer continued training on the DCC for those still having troubles building and taken apart consists.

Superintendent- Wiring problems are being resolved. Jay reported that we may not have to rewire the layout. Jay will continue to work to replace the wire connections to the drawer with stranded wire with added flexibility.

Electrical- Jay has the Grade Crossing Master in hand and ready to be installed on the North Pacific Hwy. crossing in front of Medco. Jay will get together with Larry to set the crossing and approach detection locations.

Standards- E. Don reports that all cars on the layouts have been checked for coupler heights, weight and wheel gauge. All non-compliant cars have been set aside. E. Don recommended that all cars on the permanent layout have metal wheel sets installed to help eliminate friction and dirt.

Parks Development- All groups in the park have been invited to the annual Labor Day Potluck. The dinner is set for Saturday Sept. 1st. A list of whom brings what, you know that old A to Z, will be published shortly. List may be in reverse order. E Don also mentioned that radios and safety vests have been purchased for use by those on parking patrol. To be stored in the back room.

Old Business:

Bruce mentioned that Gordon Nunley has taken it upon himself to design, plant and maintain the beautiful garden we enjoy in front of the building. Gordon went so far as to work with the city to have the watering system realigned. Gordon has provided all his time for this endeavor. Dave Carr suggested that we present him with a plaque. Will Cleveland mentioned having a permanent plaque installed on the front of the building so all that entered will know who has put the effort in the garden. Bruce added that we should also include a gift certificate for dinner at Vinny's Kitchen in Eagle Point. E Don made a motion that a \$50.00 gift certificate be purchased and present to Gordon. Will seconded. Motion passed unanimously.

Bruce mentioned that the old source for plaques has dried up and he was not sure where the club will be able to purchase the plaque. Dave Carr said he would check to see where Combined Trucking has theirs made. Dave will contact Bruce with the information.

Jay asked if we had developed a budget schedule for signals and if one could be put together. Bruce suggested we wait until we hear from the Signal Committee at July's General Meeting.

New Business:

Will proposed that we do "something" with the diorama that currently resides on top of the wall along the north wall of the layout. Will suggested we look into modifying the meeting area to allow the module to be setup for permanent display. Measurements will need to be done. (Larry Tuttle reported later that he has abundant stock available to build quality grade cabinets that would include shelf space for books when we determine how we would like to set it up). (Possible location would be along west wall between door to back room and the air intake).

Jay mentioned that in lieu of not having a working signal system for the hidden trackage that monitors be set up to allow operators to follow their trains when out of view. Jay was asked if there was a location to place the monitors as so as not to detract from the layout while trains are running. Jay will look at where monitors could be placed and report back.

Dave Carr asked if it would be possible to drive a signal from an onboard camera to the large screen to give the public a "different" view of the layout. Jay will set up some tests to see what will work. Concern would be the loss of signal from behind all the walls. Also no sound will be available. (Jay worked on this project on Sat. July 14 with moderate success. Camera has limited input and was over loaded by the lights and windows).

E Don asked that we consider locations on the new layout where we can change the scene every week or so. A large lot where we could stage a car show, a flea market or even a truck or logging equipment display. Dave S. mentioned that it is not too late to include some areas on the new layout. Areas will be reviewed. (One of the areas could be the Big Y parking lot across from Medco and possibly a location in White City or Eagle Point).

The G scale group has invited the Model Railroaders to join them at their July and August open houses to share the layouts and some camaraderie. I believe their July meeting is set for July 21st at Mike Benke's. More information will be made available later.

Bruce reprinted the Equipment Standards Checklist that will be entered in the club notebook.

Meeting was adjourned at 8:45 pm.

August Calendar of Events

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

Sunday Public Run Sessions

Sunday, August 12 and 26
10:30 AM to 3:00 PM

General Construction/New Layout Saturdays

Generally From 10:00 AM to 3 PM

Construction/Cleanup Sessions: Thursdays

7:30 PM to 9:00 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



Something fishy going on here at the top of the logging spur... Club President Dave Carr is surveying the scene and was heard to say: *I sure hope the logging spur won't have to be relocated with the discovery of this super-sized ichthyosaur! A Sunday BBQ during the public open house ought to take care of this mess. Anyone have a good fish recipe?*

RAILROAD TIME CARDS 2007

Aug 8-12 - Treasure Valley Express, 60th Annual PNR/NMRA Convention, Boise, Idaho. Info: Bruce McCosh 208-386-9629 or <http://pnr.nmra.org/3div/tve2007a.htm>

Sep 14-15 – So. Ore. Chapter, NRHS, “field trip” on Fri. Samo Cookhouse: dinner, tour roundhouse & shops; Sat. THA collection and steam up. RVMRC members invited. Details and RSVP for dinner, contact Ric Walch 541-772-6255 or engmgr@medfab.com

Sep 22 – West Side Train Show & Swap Meet, National Guard Armory, Forest Grove, Ore. 10am – 3pm. Info: Ken Jackson 503-357-8753, westsidetrainshow@comcast.net

Oct – Fall 1st Div PNR Mini-Meet to be held in the Newport/Toledo area. Stay tuned for details when available.

Oct 13-14 – Central Oregon Live Steamers & Eastern Cascades Model Railroad Club Open House, 21520 Modoc Lane, Bend, Ore. Info: 541-317-1545.

Nov 24-25 – 30th Annual Rogue Valley Railroad Show, Medford Armory, 1701 S. Pacific Hwy, Medford, Ore. Info: Bill at 541-821-5547 or Brad 541-535-7952.

If you know of shows not listed here please let me know so we can share that information with our readers.
Contact Bruce at ivcrr@charter.net or 541-890-8145. 08/01/07

*“The more you share your happiness with others, the more you have yourself.”
How much happiness can you give away today?*

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