



The Passing Track

December 2010

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

Christmas Dinner, Friday December 17

The 2010 Rogue Valley Model Railroad Club **Christmas dinner** will be held at **Elmer's** Restaurant on Bidle Road in Medford on Friday evening, **December 17 beginning at 7 P.M.** We have the backroom reserved. Individual reservations are not needed, so if you decide at the last minute you are able to come, please do so. Members will be ordering off the menu, so everyone will have their favorite food. Please bring a White Elephant gift for the exchange. The exchange gifts do not have to be railroad related, since there will be others in attendance who are not club members. However, club members should maintain the railroad theme. In addition, we will be announcing and awarding the 2010 Modeler of the Year. Hard telling with this group, but there is likely some other unplanned frivolity. Hope to see you there!

Best Wishes and Sympathy

Wil Cleveland is recovering from a heart attack at the Rogue Valley Medical Center. All of us at the Club wish Wil a speedy recovery!

We are sorry to hear about the passing of Larry Eugene Lowe, club member Bob Lowe's son. Larry died suddenly Saturday, Dec 4, at age 50. Larry grew up in Jacksonville, attended Ruch elementary, Medford High School and Trend Business College. Larry was artistic and talented beyond measure. He was an accomplished guitar builder, glass blower, woodworker, painter, knife maker, jewelry and stained glass creator. He was also a master craftsman of finish carpentry and period home restoration. Bob...our condolences for your loss.

Huge Crowd Visits 2010 Railroad Show

Nearly 5,000 "kids of all ages" crowded the aisles amid the twenty-five exhibits and the thirty-one vendor booths at the 33rd Annual Rogue Valley Railroad Show. A long-standing Southern Oregon holiday tradition, this year's Railroad Show was held on Nov. 27th and 28th, 2010, at the National Guard Armory in Medford, Oregon.



Some exhibits at the Show emphasized railroading history and railroad safety, while others exemplified the art of model railroading. The twenty operating model railroad layouts among the exhibits encompassed a wide variety of sizes, themes and styles. Meanwhile, hourly door prize drawings and a large show-ending raffle allowed many lucky patrons to take home a gift.

The larger modeling scales were well-represented. The G-scale modular layout operated by Southwest Oregon Large Scale Trains (SOLST), the largest operating layout at the Show, featured an eclectic mix of scenes ranging from a haunted house to a golf course to a bear-overrun lodge.

Among the Siskiyou Toy Train Club's (Ashland, OR) multiple O-scale layouts was a 1920's era Delker Electric Train Tower - a fascinating helix, powered by twin-transformers, and designed for use in department store and toy store window displays. Duane Ericson's "La Colorada" On30-scale line featured a long wood suspension bridge arching across a deep gorge. Adding a European flair, Shawn Anscombe's (Ashland, OR) OO-scale layout beautifully depicted the country village of Dunster, England. Although not operating within the confines of the Armory, the Southern Oregon Live Steamers exhibit included a Thomas the Tank engine (that will be operating at the Medford Railroad Park next spring) that proved extremely popular with our younger attendees. The largest 'models' displayed also were crowd-pleasers – a handcrafted 3/4-scale reproduction of a small luxury passenger coach with an accompanying 18-inch gauge electric locomotive, exhibited by Richard Houston (Medford, OR).

Both the Rogue Valley Model Railroad Club and Lower McKenzie Modular Railroad Club (Springfield, OR) exhibited large, detailed modular layouts in the ever-popular HO scale. Both layouts featured multiple rail lines surrounded by realistic structures and scenery mimicking the local Oregon area.

The smaller gauges also were well-represented. Bob Marcy (Grants Pass, OR) exhibited two complex N-scale layouts complete with farms, mountains, castles, and lighthouses. The White City Model Railroaders' display featured N-scale trains moving about harbors, towns, industrial complexes, and mountains. The Southern Oregon Z-Scale Modelers (Medford, OR) showcased their elaborate modular Z-scale layout, with both a railroad and an operating highway winding through innumerable trees in scenic mountain terrain. Our youngest exhibitor, Jason Rasmussen (Medford, OR), proudly showcased a Z-scale "Layout in a Case" – complete with town and railway - built by Jason and his grandfather.

Several interactive exhibits provided a "hands-on" model railroading experience, including a large Lego® train layout constructed by the father-son team of Vinnie and Robbie Moscaritolo (Medford, OR). Young engineers tested their skill on the RVMRC's popular "Junior Pretzel" HO-scale line and two "switching puzzles" – an HO-scale layout by John Huckaby (Ferndale, CA) and an O-scale layout by Art McKee (Prospect, OR). Visitors to the Operation Lifesaver booth could occupy the engineer's seat in a simulated locomotive cab, as well as learn about railroad safety.

Exhibits by the Southern Oregon Chapter of the National Railway Historical Society and the Ashland Historic Railroad Museum highlighted the rich railroading history of the Southern Oregon area. Syd Stoner (Medford, OR) proudly showed his restored maintenance motorcar, while the Jacksonville Museum Quilters displayed railroad-themed quilts and the Morse Telegraph Club kept busy sending telegrams across the Armory floor.

The Show was proud to host the exhibits of three well-known local manufacturers of model railroad equipment: Kadee Quality Products (White City, OR), Micro-Trains Line (Talent, OR), and Campbell Scale Models (Central Point, OR).

The Rogue Valley Railroad Show is sponsored and staffed by the five organizations based at the City of Medford's Railroad Park: the Southern Oregon Live Steamers, the Southern Oregon Chapter of the National Railway Historical Society, the Morse Telegraph Club, Southwest Oregon Large Scale Trains, and the Rogue Valley Model Railroad Club. All proceeds from the Railroad Show are used to maintain and expand the exhibits at the Medford Railroad Park. Our thanks to the many donors, exhibitors, vendors, and volunteers who have been instrumental to the continued success of the Rogue Valley Railroad Show.

What's That Load

By Brad Fawcett

A summer trip to eastern Washington state led to a couple of interesting railroad-related experiences along the way (see *November Passing Track for bicycling on the Hiawatha route--ed.*).

Cruising eastbound on I-90 about twenty miles west of Spokane on a Saturday morning, my wife aroused me from my highway hypnosis by pointing out a train in the distance, seemingly stopped in the middle-of-nowhere on a track a couple hundred yards south of and parallel to the freeway. Behind two eastward-bound Burlington Northern locomotives was a long string of flatcars loaded with large white pipe-like structures. My curiosity peaked, I turned off the interstate at the next exit, a couple miles farther east on the freeway. The railroad tracks had veered south away from the freeway by that point, but we were lucky enough to find an unpaved road that appeared to run back to the west in the generally-correct direction. Sure enough, after creeping a couple miles down that washboarded excuse for a road, we reunited with the rail line and, shortly thereafter, came upon the consist we had spotted from the freeway. The two BN units were stopped short of a pair of signal lights.

We parked alongside the gravel road, and walked as close to the tracks as we could get without crossing the fence with its large BN "No Trespassing" sign. As I was taking some photos, the train's engineer saw us, blew his horn a couple times, and gave us a big wave. After a few minutes, we returned to the car to continue our journey to Spokane. No sooner had we pulled back onto the gravel road, when suddenly another diesel horn

sounded, and a westbound freight appeared around the bend. Leaping from my Jeep, I managed to get a few more photos of the westbound freight, which featured three locomotives, each with a different paint scheme, hauling a load consisting largely of empty bulkhead flats.

We then got to watch the eastbound train start up and continue its journey. Again, the most interesting aspect of this consist was the load (see photo). The train consisted of about 40 to 50 flatcars loaded with large "pipes" of various sizes, some straight and some tapered, some with hatches in the sides and some without.



We later learned that there is a large shale oil refinery under construction in western Montana. I am guessing, and it's only a guess, that this load may have been part of that project. The load may have arrived in the port of Seattle via freighter ship, and was being transported by Burlington Northern to Montana. Anyone have any better ideas?

Merganser Overhaul

With more exacting photographs and data from the Club's September field trip to Klamath Falls, several club members took on the task of changing the track layout and building configuration to more accurately reflect what we learned. Dave Spakousky, Larry Tuttle and E. Don led the charge give the original design a make-over. The changes result in smoother (yet still busy) operations with more logical track configuration. The re-design gives the wood industry the right amount of presence on that part of the layout, and provides a more realistic transition to the helix. The grain elevator and associated industry track, which actually exists many miles to the south, will

no longer be adjacent to the helix. Lake Ewauna was also reduced in size to be able to place larger buildings on the south end of the P&E yard. Now the backdrop can accurately be depicted, as well, and be done in the appropriate scale to give the scene the right amount of depth.



January 2011 Calendar of Events

General Construction/New Layout Saturdays

Generally From :00 AM to 4 PM

Board Meeting

2nd Wednesday of each month
7:00 PM to 8:30 PM

Operations Session**

2nd Saturday of each month
10 am to 3 pm

May be Cancelled Due to Construction

General Membership Meeting 4th Wednesday of each month

7:00 PM to 8:30 PM

**Please sign up for engineer and conductor assignments upon arrival. By coming before the session starts, you have time to setup/acquire throttles, radios, and motive equipment, if needed, as well as become familiar with the assignment. Operations session begins promptly at 10:30.

Rogue Valley Model RR Club
P.O. Box 1362
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RAILROAD TIME CARDS 2010

Dec 10 – Ashland’s Golden Spike – Dr. Sue DeMarinis. Second Friday at the Ashland Historic Railroad Museum, 258 A Street, Suite 7 (upstairs), Ashland, Ore. Program starts at 6:30 pm. Info: 541-261-6605, <http://www.ashlandrrmuseum.org/>

Looking ahead to events for **2011**:

Jan 15-16 – The Great Train Expo, Cal Expo, Sacramento, Calif. <http://www.greattrainexpo.com/>

Feb 19-20 - The Great Train Expo, Portland Expo Center, Portland, Ore. <http://www.greattrainexpo.com/>

March – Annual Klamath Falls Museum Railroad Show. Klamath Rails and Rogue Valley Model Railroad Clubs.

Mar 12 – Winterail 2011, Stockton, Calif. <http://www.winterail.com/>

Mar/Apr - ESPEE-N-OREGON 2010 will be held in Salem, Ore – springtime. Date not set yet. Check web site for date and location, <http://espee-n-oregon.com/convention.html>

Spring NMRA/PNR 1st Division Mini-Meet in Bend

April 9-10 - Willamette Cascade 23rd Annual Railroad Show & Swap Meet, Eugene, Ore.

July 3-9 – X2011 West, NMRA 2011 National Convention, Sacramento, Calif. www.x2011west.org

Sep 8-11 – SPH&TS Convention, Portland, Ore. <http://www.sphts.org/convention/>

Fall NMRA/PNR 1st Division Mini-Meet In Eugene

Nov 26-27 – 34th Annual Rogue Valley Railroad Show, Medford, Ore.

Train Trivia: The “Underground” or “the Tube” is the first underground railway established in the world. The Metropolitan Railway, opened in London on January 10, 1863. This original four miles of underground rail grew into 253 miles of railway servicing 275 stations in present day London. 12/07/3/2010 bhm