



## The Passing Track

March 2010

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

### Club Member Only Hobby Sale at Clubhouse

The RVMRC Board of Directors has authorized the sale of items remaining from Rusty's Rivetless RR donation. The Club has set aside rolling stock and scenery that the Club intends to use on the permanent layout. The rest of the collection will be displayed and offered for sale to the RVMRC members at the February General Membership meeting on Wednesday, February 24, beginning at 7 p.m. There are a number of scenery supplies and buildings and rolling stock reflective mostly of the transition era between steam and diesel. For more information on this collection of model railroad equipment and supplies, please contact Larry Tuttle at 582-3191. However, Larry intends to provide pictures of some of the items to be sold on the club website (see address, above).

### The Power for P&E Op Sessions

*Part 1 of 3*

*By Dave Carr*

A while back, John Gerritsma and I were having a discussion about what kind of locomotives would be appropriate for use at an op session on the P&E. As I started talking about the different jobs and the requirements a prototype railroad would have for similar runs, he asked me to put my suggestions into print, so that everyone in the club could get a feel for what would be more prototypical to use, and would enhance realism at our operating sessions. Personally, I think John was trolling for newsletter filler, but here are my thoughts anyway!

Locomotive assignments in the real world are generally dictated by the tonnage of the train to be handled, topography of the territory that the train will traverse, the type of train to be handled, and sometimes the weather in a given area will dictate as to either adding an extra locomotive, or even if a locomotive has working cab air conditioning or a working toilet! In extreme cases like power shortages though, power requirements can be tossed out the window, and anything on flanged wheels that will pull when the throttle is opened is used!

For our purposes, we will be concerned with the tonnage, territory, and train type.

The two characteristics of any given locomotive are going to be tractive effort, and horsepower. Tractive effort will determine how much tonnage a locomotive will haul, and is influenced by the weight of the locomotive, and its gear ratio. Horsepower will determine how fast a locomotive will be able to accelerate and what speed it will be able to maintain with a train. That's how a small unit such as a switcher can grab onto a large cut of cars and move them. It can do it, but not very quickly! Something else to consider, a six axle unit generally will be able to move half again as much tonnage as a comparable 4-axle unit.

So, by now you are asking yourself "what does all this mean to me?" Well, follow along as I go through each job the P&E currently runs, and offer suggestions and reasons what jobs should draw the power they do!

### **Crater and Pelican Yards**

These jobs primarily hang out at their respective yards, making up trains, breaking up trains, and just generally doing what a good yard switcher does – sorting cars in order to make the haulers, turns, industry switchers and transfer jobs' lives more pleasant. Ideally, these runs would be operated with anything from a switcher, up to a low horsepower 6-axle unit such as an SD9. Tractive effort is the name of the game here, but also to be considered is the braking ability of your locomotive. This is where the SD9 shines, as each axle features 4 brake shoes, giving the unit the ability to stop on a dime and give you 9 cents change! As a youth, I often rode around with the SP local crews that ran out of Medford, and all of them told me nothing was better than a pair of SD9's to switch with. Great tractive effort, yet they could stop quickly in order to kick cars. Using the big units of the time, such as a GP40, or an SD40T-2, would work, but the bigger units were not favored for switching, as they took longer to respond to the throttle, and they wouldn't stop as well as the older power. A low horsepower 4 axle unit, such as a GP9, a GP38, or a U23B would be acceptable also. The yard jobs can use up to 2 units, but the use of one will give you just that much more room to switch cars.



Adam Gerritsma Photo

*A trio of four-axle GP-38's pull the West Hauler below Derby. These units are at home in multiples pulling a long hauler or as singles in the yard.*

## East and West Haulers

Ah, the glory of a manifest train, that pretty much spends half it's time hanging out in sidings at exotic locations such as Derby and Summit, OR. Could anything be as much fun? These trains tend to run heavy, and they have to cross the Cascade summit on their respective journeys. Not to mention, the dispatcher would appreciate it if they have enough power assigned to them to maintain track speed.... With heavy over the road trains where speed and tractive effort are necessary, we'll want to assign a minimum of 2 high-horse power (2500hp and up) 6-axle units, or 3 high horsepower 4-axle units. Ideally, you'll want 18 powered axles. Lower powered units are usable, but keep in mind you're going to be down on power, and possibly running slower than your dispatcher will like. Also, as we'll be crossing a major mountain pass, we'll definitely need all of our power to be equipped with dynamic brakes. That is, unless you want the joy of stopping to turn up retainers, and drag the train down the hill like Granddad used to do on his steam locomotive.



Adam Gerritsma Photo

*Being some of the more powerful locos in the fleet,  
a pair of P&E SD-60's, sporting the modern green and gray, head the East Hauler out of White City.*

## Butte Falls Turn

This one features the best of both worlds: Over-the-road operation, and switching industries. This job also has to tackle the Cascades, so dynamics are a must. Ideally, we'll use either 3 four axle units, or 2 six axle units on this train. Anything from a GP9 or an SD9 on up will work, but remember, we'll be needing both tractive effort and dynamic brakes on this run, and while the high-horsepower units will do the job, they won't be as efficient at switching Butte Falls as the lower powered units will be.

In the next issue we'll discuss power for White City, Eagle Point, Medco and the Merganser Local.

## **Klamath Museum Railroad Show**

The Klamath County Museum has once again invited the Club for their annual train show and display on March 12-14. Contact Bruce McGarvey at 541-7798145 for more information if you are interested helping with the show. We will need help to load and unload the truck at the clubhouse on Thursday evening, March 11 and Sunday evening, March 14, respectively. Please call Bruce if you can help load or unload on either of those evenings at the Clubhouse. Hotel discounts are available for those who plan to stay overnight. Klamath Falls is a great place for railfanning and becoming familiar with the sites modeled on our permanent layout.

## **February Board Meeting Summary**

The Rogue Valley Model Railroad Club board of directors met on Wednesday, February 10, 2010. There were four board and seven club members present. The Club continues to be in good standing financially. Jerry presented the draft 2010 budget, and with some additional edits and suggestions, the Board approved it. While the budget may not foresee all of the expected expenses and income, it is valuable to give a sense of the direction the budget is headed. At present there is a slight surplus predicted for this fiscal year. In addition, Jerry provided the Board with the annual report, which was mailed out to all club members the past week. The Board approved the membership application for Ron Harten.

Dave Spakousky reports continued progress with the signal system, pointing to the "repeater" signals that now work to indicate trains on the backside of the layout. He and Ed Kleinman need to place 5 more sets of signals to complete the back section of track. The duo plans to work the Derby/Eagle Point section next, and finally complete all of the signal work by tackling Butte Falls. He had anticipated the signal wiring at the Cascade Summit to be a piece of cake, but the retrofitting for signals turned out to be a "moldy piece of cake". They hope to have the signaling complete by April.

Jay Mudge reported the DCC had to be reset once in the previous few weeks likely due to an improper sequencing of turning the system off. He will post instructions for turning the system on and off, a sequence of four on/off switches. Jim Dougall is weathering track and has completed the Crater Yard. He will work his way around the layout.

Larry Tuttle has tested the wireless internet and has located places for the modum and router underneath the helix at the east end of the building. He will hook the system into an antenna that should give the Club and any other member of the park wireless internet access. The Board previously approved the monthly cost of the wireless access, and to be shared with the Historical Society. The access to the router will be restricted to prevent unauthorized use of the system by others in and around the park.

## **32nd Annual Railroad Show Results**

*By Brad Fawcett and Bruce McGarvey*

The 32<sup>nd</sup> Annual Rogue Valley Railroad Show proved to be the largest yet, with about 4400 attendees and participants filling the Armory in Medford, OR. Held on Nov. 28<sup>th</sup> and 29<sup>th</sup>, 2009, this year's Railroad Show provided something for everyone, with twenty-four exhibits and a "swap meet" featuring over 100 tables of railroad-related goods.

The Rogue Valley Railroad Show is proudly organized and staffed by the five organizations that share facilities 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 show fund improvements to the Medford Railroad Park.

Many of the exhibits showcased the talents of local model railroaders. This year's modeling exhibits ranged from the very tiny to the very large and from the realistic to the whimsical. The wide variety of sizes and themes proved extremely popular with children of all ages.

As per tradition, Saturday's attendees voted for their favorite exhibit. The Southern Oregon Z-Scale Modelers, led by Loren Snyder (Medford, OR), garnered first place in the voting. Their modular Z-scale layout included an operating highway as well as the railroad, both winding through scenic mountain terrain rising above a small town. Two more-fanciful layouts followed closely behind in the voting. The Siskiyou Toy Train Club (Ashland, OR) showcased O-scale Lionel trains on a highly-animated layout that earned second place in the voting. Third place was awarded to one of the host clubs - Southwest Oregon Large Scale Trains (SOLST). Their eclectic G-scale modular layout included scenes such as a wedding chapel, an auto junkyard, and a multi-level, multi-tunneled mining spur.

HO- and N-scale modeling also were well-represented. The Rogue Valley Model Railroad Club's (RVMRC) large HO-scale modular layout featured realistic structures and scenery mimicking the local Southern Oregon area, while Ron Bloom's (Medford, OR) HO-scale trains ran through an eerie landscape of castles, fortresses, dragons, and a steaming pool. Gary Johnston (Central Point, OR) and Bob Marcy (Grants Pass, OR) exhibited their complex and beautifully-landscaped N-scale layouts. Adding a bit of international flavor, Shawn Anscombe's (Ashland, OR) finely-crafted OO-scale layout beautifully depicted the country village of Dunster, England.

While not actually operating within the confines of the Armory, the Southern Oregon Live Steamers exhibited both a steam and diesel locomotive that will see use at the Railroad Park this summer. And the largest model of all commanded considerable attention - a hand-crafted  $\frac{3}{4}$ -scale reproduction of a small luxury passenger coach skillfully designed and built by Richard Houston (Medford, OR).

Several interactive exhibits provided visitors with a "hands-on" model railroading experience. The father-son team of Vinnie and Robbie Moscaritolo (Medford, OR) invited young engineers to play with their large Lego® train layout. Attendees also were encouraged to operate the HO train on the RVMRC's popular "Junior Pretzel" layout. Two "switching puzzles" gave onlookers a chance to prove their railyard management skills - an HO-scale layout by John Huckaby (Ferndale, CA) and an O-scale layout by Art McKee (Prospect, OR).

Several exhibits emphasized the rich railroading history of Southern Oregon. The Southern Oregon Chapter, National Railway Historical Society provided information about their restoration projects at the Medford Railroad Park and showcased a display of historic railroad artifacts. Syd Stoner (Medford, OR) proudly displayed his lovingly-restored maintenance motor car. The Ashland Historic RR Museum's exhibit examined Ashland's rail history, and the Jacksonville Museum Quilters displayed railroad-themed quilts. Meanwhile, the Morse Telegraph Club was busy sending telegrams across the Armory floor.

The Show was proud to host the exhibits of four premiere manufacturers of model railroad equipment - Kadee Quality Products (White City, OR), Micro-Trains Line (Talent, OR), Campbell Scale Models (Central Point, OR) and Custom Model Products (Concord, CA).

Hourly door prize drawings and a large show-ending raffle allowed many lucky patrons to take home a gift. Bargain hunters took advantage of the cornucopia of railroad-related goods offered by the thirty-three participating vendors.

Our thanks to the many donors, exhibitors, vendors, and volunteers who have been instrumental to the continued success of the Rogue Valley Railroad Show. Only 8 more months until our next show!

**Rogue Valley Model Railroad Club**  
**PO Box 1362**  
**Medford, OR 97501**

## April General Calendar

**General Construction/New Layout--Saturdays** Generally From 10:00 AM to 4 PM (Except on Operations Day)

**April 10--Operations Session--**10 am to 3 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 becoming familiar with the assignment. Operations session begins promptly at 10:30.

**April 14--Board Meeting** (2nd Wednesday of each month) 7:00 PM to 8:30 PM

**April 28--General Membership Meeting** (4<sup>th</sup> Wednesday of each month) 7:00 PM to 8:30 PM

## RAILROAD TIME CARDS 2010

**Mar 12-14** - Klamath County Museum Train Show, 1451 Main Street, Klamath Falls, Ore. Load Thursday 7pm, setup Friday and trains running Fri, Sat and Sun. Klamath Rails and Rogue Valley Model Railroad Clubs. Info: Bruce 541-890-8145 or Steve Hart 541-892-2550.

**Mar 13** – WinterRail, 32<sup>nd</sup> Railroad photography exposition and railroadians show, Scottish Rite Masonic Center, 33 West Alpine Ave, Stockton, Calif. Info: <http://www.winterail.com/index.html>

**Mar 13** - 25th Annual Model Railroad Swap Meet, Willamette Model Railroad Club, New Hope Church, 11731 SE Stevens Road. Clackamas, Oregon. Sat. 10 am to 3 pm. Info: Steve Cook 503-309-9543 or 503-236-1481, [s.c00k@comcast.net](mailto:s.c00k@comcast.net)

**Mar 20-21** - Great Train Expo, Portland Metro Expo Center, Portland, Ore. Info: <http://www.greattrainexpo.com/>

**Mar 26-28** - Lower McKenzie Modular Railroad Show and Sell, Jasper Grange, Jasper, Ore. Fri & Sat 9-6, Sun 9-5. Info: Allan 541-741-1359; Mike 541-912-8637.

**Apr 10-11** - 22<sup>nd</sup> Annual Model Railroad Show & Swap Meet, Willamette Cascade Model RR Club, Lane County Fairgrounds, Eugene, Ore. Sat 10-5, Sun 10-4. Info: Lee & Diane Temple, 541-954-4917 or 541-225-7394, [ttanddt@ram-mail.com](mailto:ttanddt@ram-mail.com)

**Apr 17** - PNR/NMRA 1<sup>st</sup> Division Mini-Meet, Douglas County Library, Roseburg, Ore. Doors open at 8, Meet/clinics start at 9am. Clinics, door prizes, model contest, and more. Info: <http://pnr.nmra.org/1div/>

**Apr 30-May 1** - First annual National Z Scale Convention,  Ramada Medford Convention Center, Medford, Ore. Variety of events incl tour of Micro-Trains plant, private trip to Medford's Railroad Park, public show day, clinics, and more. Info: [www.national-zscaleconvention.com](http://www.national-zscaleconvention.com), or Sara at 541-535-1755 x250.

**May 1-2** - Rickreall Grange Train Swap Meet & Show, 280 Main St. "HWY 99W", Rickreall, Ore. 10AM-4PM. Info: [Pry626@juno.com](mailto:Pry626@juno.com) or 503-606-0398.

**Jul 11-18** – 75<sup>th</sup> Anniversary NMRA National Train Show, Milwaukee, Wis. <http://www.nmra75.org>

**Sep 30-Oct 2** - 2010 Annual SPH&TS Conference, Doubletree Hotel, Sacramento, Calif. Info: <http://www.sphs.org/>

**Oct 23-24** - 3<sup>rd</sup> Annual Model Railroad Show & Sales Event, Klamath Rails Model RR Club, Klamath County Fairgrounds, Klamath Falls, Ore. Info: Steve Hart 541-892-2550, Joe Brick 541-883-3071

Nov -- ESPEE-N-OREGON 2010 will be held in Salem, Ore. Check web site in the future for dates and location, <http://espee-n-oregon.com/convention.html>

**Nov 27-28** - 33<sup>rd</sup> Annual Rogue Valley Railroad Show, Medford Armory, 1701 S. Pacific Hwy, Medford, Ore. Info: Brad at 541-535-7952, Bruce 541-890-8145 or [iwccr@charter.net](mailto:iwccr@charter.net)

*Train Trivia: "Jimmies" were wooden four wheel hopper cars used to carry coal in the early years of the railroad industry... (02/11/2010bhm)*