



The Passing Track

April 2010

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

Get Ready...Park Opens In April

Sunday, April 11th, is the opening day of the 2010 season at the City of Medford Railroad Park. Visitors to the Park can enjoy riding the live steam trains, viewing scale model railroad layouts, sending and receiving telegrams, participating in handcar and motor car rides, and viewing historical railroad equipment and artifacts. The 2010 season will bring the opening of the garden railway's new, massive outdoor display, including a separate layout for Thomas and Friends, a hands-on mini HO layout for kids to operate at the Rogue Valley Model Railroad Club, and a new building featuring historical displays and material.

The RVMRC will continue to have responsibilities other than operating trains on the Club's layout. Once again, we will need to provide people for parking duties (usually in two hour shifts), and an engineer to oversee the kid's hands-on layout when it is operating. Now is the time to be fine tuning your engines and rolling stock. You are reminded that the club requires metal wheel sets, and that you meet the club standards for weight and coupler settings. These standards are designed to keep the layout operating and entertaining. While we have several DCC experts in our midst, the Sunday run sessions are NOT the time to be asking for DCC expertise or fixes for your engines or rolling stock. To prepare yourself for conversations with the public, study up on the P&E by visiting the club's website (see above in newsletter header) or looking over our brochure. Not everyone is adept at explaining the signal system or the operation of the DCC, but the story of the P&E is a fun one that everyone can share with the public.

March Board Meeting Summary

The Rogue Valley Model Railroad Club board of directors met on Wednesday, March 10, 2010. There were two board and seven club members present. John Gerritsma substituted for Secretary Jim Dougall. The Club continues to be in good standing financially, having been buoyed by the sale of items from the donated Rusty's Rivetless RR. The front exit light continues to burn bulbs in rapid fashion. Bruce is going to check into a different bulb and/or a replacement unit. It was noted the newer one by the back door rarely needs bulb replacement. Roger Booth was accepted as the Club's latest member. All signals on the layout have now been completed. Ed Kleinman spent over 100 hours altering the NJ International signals to replace the dual color lamp with a three-color lamp and house it properly. Jay Mudge painted them the weathered silver. Last minute

preparations were made for the Klamath Museum Railroad Show. Elections for the 2011 board of directors will be the 4th Wednesday in May. The election committee has announced the following slate of candidates, thus far. Dave Carr for President; Larry Tuttle for Vice-President; Jerry Helinga for Treasurer; and Dave Spakousky for Secretary. John Gerritsma announced his candidacy for Secretary, as well, with the caveat that he gives up the job as *Passing Track* editor, if elected. Jerry noted the club has four P&E locomotives that are set for DC, but are rarely used. After some discussion, and with the donation of several DCC chips by Jerry, the group voted to convert the engines to DCC for both Sunday and ops sessions. Dave Carr has acquired the needed router for the wireless internet connection.

The Power for P&E Op Sessions

Part 2 of 3

By Dave Carr with Photos by Adam Gerritsma

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. This is part two of the series and will be addressing White City, Eagle Point, Medco and the Merganser Local. Part one appeared in the March *PassingTrack*.

White City Switcher

A lowly switch job whose main function seems to be tying up the main at White City! This job does involve a bit of road operation, but since we'll be running in the flat lands, dynamic brakes won't be a necessity. This job is ideal for a solitary 4 axle or six axle unit of the lower horsepower variety. Two units can be used here, but that's one car length less you'll have for switching room while you make your moves. Switchers would be ideal also, but your engineer best be friends with the folks at the mill you're switching, because as a rule, a switcher doesn't have room for a toilet under the hood! Something to consider..... High horsepower 6-axle units need not apply here, as you have to remember some of your industry trackage isn't the greatest out here, and the big units are quite rough on it.

Eagle Point Switcher

Another little switch job running out to Eagle Point, that is, if he can get past the White City Switcher during their many "block-the-main" moves..... This job can be the province of anything from a switcher to an SD9-sized unit. Remember though, the switcher will have its drawbacks, and again the big 6-axle power will just kill the industry tracks. Flatland running is the rule of the day, so dynamics won't be needed here, either.

Medco Switcher

A fun job, if breathing sawdust and smelling wood glue is your forte'. Run from Crater Yard to the mill, rinse and repeat as needed! Anything from a switcher to an SD9 is appropriate, and a single unit is best to keep your switching length in check. No high horsepower 6-axle units need apply, mill trackage isn't the greatest. Definitely an ideal place for a switcher to roam.

Merganser Local

Another fun switching job, this one runs from Pelican Yard by picturesque Lake Euwana, to the mills and industries at Merganser. Switchers are ideal here, with the usual caveats about finding bathrooms for the hoghead. A four-axle road unit or an SD9 would be fine also, but big 6-axle power keep away!

In the next issue we'll discuss power for the Klamath Yards, the Termite, and the Siskiyou Line Transfer. Dave concludes his article with a summary of P&E power, a rather impressive list for the corporate headquarters, as well as the railfan.



Adam Gerritsma Photo

A versatile 4-axle switcher, this GP-9 is at home in White City today, but might be switching Butte Falls tomorrow.



Adam Gerritsma Photo

P&E 4004, an SD-9, idles in front of the engine shed awaiting the day's switching tasks. The same unit could be found at other times working at Eagle Point or at Merganser.

Wiring and Panels

Dave Spakousky and Ed Kleinman have been working on numerous wiring projects toward completing the last few sections of the signal system. As Ed has stated, the signal system he designed could equally be used by the City of Medford to run its traffic signals across the entire town. Such is the world class system currently going up on the P&E. Prototype railroad engineers have marveled at his system for its realism. Dave's work (shown below) under Texum will enable the main line signals at the (SP) west end of the Klamath Falls yard to show blinking red (Proceed Restricted) when the crossovers are aligned for movement into the SP yard or onto the Modoc Sub, (which will be modeled and receive a set of semaphore signals! More on that in the next issue).



Acting as Dave's "hand-me slave" and supervisor, Ed Kleinman looks very relaxed, but then Dave is the one with the pillow...

In the "I totally don't believe it!" department, Larry not only built sliding doors and removable panels for his "Lair" but he cleaned off his work table (see next photo). The doors, panels (on the right...there are more, too) and fascia are all from Rusty's layout, recycled to good use on the P&E. After Ed and Dave complete the reversing wiring under the end of the wye at the far left, that area will also receive dark green panels to match.



Larry Tuttle's carpentry craftsmanship is evident in the panel project that has nicely finished off the Medco area of the layout. "I hate burlap," says Larry.

April 2010 Calendar of Events

General Construction/New Layout Saturdays
Generally From 10:00 AM to 4 PM

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

General Membership Meeting
4th Wednesday of each month
7:00 PM to 8:30 PM
April 28

Operations Session**
2nd Saturday of each month
April 10
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 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

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 and Sat 9-6, Sun 9-5. Info: Allan 541-741-1359; Mike 541-912-8637.

Apr 10-11 - 22nd 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, email ttanddt@ram-mail.com

Apr 17 - PNR/NMRA 1st Division Mini-Meet, Douglas County Library, 1409 Northeast Diamond Lake Boulevard, Roseburg, Ore. Doors open at 8, Meet/clinics start at 9am. Clinics, door prizes, model contest, and more. Attendees are requested to use the parking lot across the street. Info: <http://pnr-nmra.org/1div/> or Nick Lehrbach lehrbach@rosenet.net. Clinic presenters are needed...contact Nick if interested.

Apr 30-May 1 - First annual National Z Scale Convention, Ramada Medford Convention Center, Medford, Ore. Variety of events including tour of Micro-Trains plant, private trip to Medford's Railroad Park, public show day, clinics, and more. Info: 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 or 503-606-0398.

Jul 11-18 - 75th 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.sphts.org/>

Oct 23-24 - 3rd 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 27-28 - 33rd 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

Train Trivia: In the United States, the wooden beam to which the rails are secured is called a "tie". The same term is called a "sleeper" in England, "la traverse" in France, and "die schwelle" in Germany. (03/10/2010bhm)