



The Passing Track

June 2010

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

Elections and Structure Lights Demo at May General Meeting

Two major activities are in store for the May General Membership Meeting on May 26. Elections will be held on that night. The following slate of candidates are currently running:

Dave Carr	President
Larry Tuttle	Vice President
Jerry Helinga	Treasurer
Dave Spakousky and John Gerritsma	Secretary

However, John has indicated that if successful in his nomination, he will resign as editor of the *Passing Track*. One final call for those interested in a board position will be made at the meeting before the vote commences. The spark of the evening will likely be the structure light demonstration. Ed Kleinman will give us basic wiring and bulb compatibility lessons and Larry Tuttle will help with installation of those lights in one of our buildings (likely at MedCo).

DCC System Ups and Downs

For nearly a month beginning with a brownout event at the Clubhouse, the DCC system has frankly had a mind of its own, culminating in intensity at the May 8 Operations Session. There were so many frustrating and unexplainable gremlins that the decision was made to close the building for the following day's Sunday Public run, and do a thorough diagnostic check. The list of oddities led the DCC experts to believe it was programming errors at the "brains" of the system. The system would suddenly dispatch a unit, transferred control of an engine from one throttle to a completely different operator, suddenly end communication with one's engine or consist, or cause operators to be unable to acquire their locos. Most of the issues occurred on the peninsula.

After a day of checking, resetting, and turning the system on and off, Jay Mudge, Larry Tuttle and Dave Spakousky believe the system components are still in good working order, and have developed procedures for

both the DCC and signal systems that should lead to the systems firing up and shutting down properly. The procedures are described below and are displayed in numerous places at the Clubhouse.

NOTE: The May 8 Operations Session has been rescheduled and to be held on Saturday, May 22!

DCC System Procedure

1. Make sure all handhelds are off. All screens should be dark.
2. Turn on the DCC using the E1 switch just to left of the DCC drawer.
3. Let the command station cycle through the search process until the command station stops beeping. (9 beeps)
4. Turn on the command station. Allow command station to do a full search for additional components. (5 count)
5. Turn on booster #1. Allow booster to contact command station and do search for additional components. (5 count)
6. Turn on booster #2. Allow booster to contact booster #1 and command station and do search for additional components. (5 count)
7. Turn on booster #3. Allow booster to contact boosters #1 and #2 and command station and do search for additional components. (5 count)
8. After search is complete turn on circuits E2 (next switch to the left of the E1 switch) and E3 (located on the switch box by the DCC station on the peninsula) to power all other electronic components.
9. (Optional) Turn on computer and start signal program. Instructions are on cheat sheet under computer. Steps 2-8 on Signal System Procedure.
10. Allow all systems and functions to complete final cycle check.
11. Once all systems are determined to be working (No beeps from DCC and signals are on) begin acquiring motive power.
12. Run trains and have fun.
13. Shut down begins by making sure all units have been released from the system and all handhelds are off with batteries turned over or around.
14. Run signal program shut down sequence. Steps 10-13 on Signal System Procedure. When program completes shut down computer will turn off. Close computer. Close drawer.
15. Turn off circuits E2 and E3.
16. Turn off booster 3 followed by booster 2 followed by booster 1.
17. Turn off command station. Allow command station to cycle off.
18. Turn off circuit E1.

Signal System Procedure

1. Make sure circuits E2 and E3 are turned on.
2. Turn on computer.
3. When Administration screen opens double enter or OK. No password required.
4. When main screen is loaded double click on Panel Pro icon. Wait approximately 2 minutes.
5. When Panel Pro opens click on "Panels" on top row of window.
6. At drop down window click on "Load Panels".
7. In the panels window double click on "Complete Layout 5-12-2010".
8. When layout appears on screen signal system is loaded and layout is ready for train movements.
9. Run trains and have fun.
10. Shut down begins by clicking on X button in upper right corner of screen.
11. Click on start button in lower left hand corner then click on shut down.
12. When shut down window opens click on enter or OK.
13. When computer shuts down close computer and close drawer.

The Power for P&E Op Sessions

Part 3 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 the final part of the three-part series and will be addressing SP and BN Yards, the logger (Termite), and Siskiyou Line. Part one appeared in the March *PassingTrack*, and part two in the April issue.

SP and BN Yard Transfers

Dragging cars to and fro, switching as we go. Becoming best friends with the over-worked and under-paid Pelican Yardmaster as he receives yet another block of cars he simply doesn't have room for! Transfer runs can be anything from a switch to big 6-axle unit, depending on what's laying around the roundhouse at the time. It's flat, so we won't need dynamics, but we won't need much speed either.

The Termite

While this fun job hasn't been launched yet, expect to be regaled by tales of 20 mph trips pulling ancient (I'm talking about the time when Spaky was young) log cars, and crews growing old waiting for this operational

hazard to make its way down the hill to the mill. Not a whole lot of grunt is needed here as you'll be empty running up, but you best have good and stout dynamics as all those toothpicks try and shove you downhill at breakneck speed! Not to mention, the nearly non-existent brakes on the log cars, because you know those guys at the Medco shops don't much enjoy working on cars built during the time dinosaurs roamed the earth..... I'd recommend anything from a GP9 to an SD9, or maybe even an SD35 (or SD-24?). Six axles WILL give you better dynamics, something to think about....

Siskiyou Line Transfer

Hauling cars now and then from the SP in Medford over to Crater Yard, we won't need dynamics, and the tonnage won't be too bad either, so anything from a switcher on up is fine, but the big units will be a waste!

Big and Small Units-A Summary

I'm going to list the most common units we'll see on the P&E so that you can judge what's a big unit, and what's a small one. Keep in mind also, that while the old F-units of yore were extremely pleasing to the eye to look at, they were horrid for switching, as rearward visibility was non-existent, and backwards running was a nightmare. All switchers, whether EMD, FM, Baldwin, or Alco are low-horsepower 4 axle units.



MP15 DC

4 axle units, 2499hp and lower(low hp units):

F7, F9

GP7, GP9 ,GP18, GP20, GP30, GP38, GP39 and dash two equivalents.

GE U23B, B23-7

Alco FA1, FA2, RS1, RS3, RS11, RS27, RS32, RS36, C420

Baldwin AS16, DRS 4-4-15

4 axle 2500hp and higher (high hp units):

GP35, GP40, GP50, GP60 and dash 2 equivalents

GE U25B, U28B, U30B U33B,U36B, B30-7 , B36-7 and B40-8



Burlington Northern's B30-7 is lurking in the BN Yard ready for duty

6 axle 2499hp and lower:

SD7, SD9, SD18, SD24, SD30T-2 (*oops, sorry, couldn't resist*), SD38, SD39
GE U23C
Alco RSD5, RSD12, RSD15 (*Aren't RSD's four powered axles and two idlers?*)
Baldwin DRS6-6-15, AS616
FM H24-66

6 axle 2500hp and higher:

SD35, SD40, SD45, SD50, SD60 SD70. Including dash 2's and tunnel motors.
GE U25C, U28C, U30C, U33C, U36C, C30-7, C36-7, C40-8, C44-9, and AC4400.

Hopefully this will help guide you as to what kind of power we want to run on the various jobs of the P&E.
Questions? Feel free to ask me, if you can find me.....;- (Dave Carr).

June 2010 Calendar of Events

**General Construction/New Layout
Saturdays**

Generally From 10:00 AM to 4 PM

Board Meeting

2nd Wednesday of each month

June 9

7:00 PM to 8:30 PM

**General Membership Meeting
4th Wednesday of each month**

7:00 PM to 8:30 PM

June 23

Operations Session**

2nd Saturday of each month

June 12

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

Jun 11 – The Circus Comes to Ashland by Train at the Ashland Historic Railroad Museum, 258 A Street Suite 7 (upstairs). Program starts at 6:30 pm. Info: 541-261-6605, <http://www.ashlandrrmuseum.org/>

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

Jul 24-25, Jul 31-Aug 1 – 40th Anniversary Great Oregon Steam-Up, 3995 Brooklake Road NE, Brooks, Ore. Gates open at 7am, close at 6pm. Info: www.antiquepowerland.com, 503-393-2424.

Fall – PNR/NMRA Fall Mini-Meet, Corvallis Society of Model Engineers hosting, Adair Village – Stay tuned for date to be announced.

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

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

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 - 33rd Annual Rogue Valley Railroad Show, **Medford Armory, Medford, Ore.** Info: **Brad** at 541-535-7952, **Bruce** 541-890-8145 or iwcrr@charter.net

Train Trivia: "The Pioneer was the name of George Mortimer Pullman's first sleeping car, which first introduced rail travelers to a comfortable night's sleep in 1865." 05/15/2010 bhm