



The Passing Track

September-October 2010

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

Klamath Falls Railroad Show

The club is bringing the modular layout to Klamath Falls to be part of a railroad show sponsored by the Klamath Rails. We will be loading the truck on Thursday, October 21, starting between 6:30 and 7 p.m., leaving for Klamath Falls around 8 a.m. on Friday, arrive and setup, be at the show Friday afternoon, Saturday and Sunday, and return to the clubhouse for unloading Sunday evening. For those who would like to join club members for any part of the show weekend, please contact Bruce McGarvey at 541-779-8145. Those who can help load on Thursday evening, please come join us. Those who are available to help unload the truck on Sunday evening, please call John Gerritsma at 541-664-1139. When the truck nears Medford, John will contact the Sunday helpers with the right time to meet at the clubhouse.

Pacific and Eastern Field Trip

It was a strange feeling...being on location of a scene that was intimately being modeled at the clubhouse. From just west of Butte Falls to the "P&E" yard at Klamath Falls, this strange happenstance was repeated over and over. You can imagine the timely quips about the missing ceiling and lights as we were staring into the forest under the bright, crisp sky in Butte Falls, or the back door being just around the corner as we were walking along the old Weyerhaeuser railroad line above the Klamath River. But after the day was done, the dozen club members felt a renewed and inspiring connection between the real world and the one being modeled as the Pacific and Eastern. The trip was in lieu of the general membership meeting for September.

The purpose of the trip was to visit areas being modeled from Butte Falls to Klamath Falls. It was, in essence, a sequel to a similar field trip about six years ago from the clubhouse to Keno. The trip gave us familiarity with the look, color, and texture of the scenery, and an eye for the details in the structures, roads and bridges along our right-of-way, especially in Klamath Falls.

We began our tour just west of Butte Falls, taking in remnants of the old grade as it passed over creeks and through meadows. Our trek included viewing the line as it historically ran to the mill site at Butte Falls,

and viewing the line where the P&E would have built it, adjacent to the US Forest Service compound and then east out of town.



"It was here a minute ago"... (actually about 80 years, ago).



On the right-of-way (now roads) at the Wye in Butte Falls

In Klamath Falls, we stopped to take a close look at the Highway 140 overpass, the "P&E" yard, Merganser area wood products, the Texum wye (some of us), and the Weyerhaeuser trackage (old track bed) from Keno to just beyond the Keno Dam. The hike along the Keno Dam and upper Klamath River proved to be most interesting, as this location is where the helix is located on the club layout. We learned a lot walking on the right-of-way noticing in particular the steep, rocky and brushy hillside and the patches of juniper trees.



Discovery of the "wall" on the railroad above Keno Dam. Note the brushy, rocky hillside.

Most interesting was the discovery of a rock retaining wall along the river side of the ROW that ran for 100's of feet. The slope and character of the area, along with the rock wall, will be incorporated into a slight remodel of the helix. It was also noted in our visit to Merganser that there is only one large lumber mill, and not the congestion of facilities we are currently modeling. Moreover, thoughts about how to incorporate the large Weyerhaeuser mill near Keno is causing some additional pondering. After all, the P&E is essentially the connection of the MedCo and Weyerhaeuser logging lines. Thus, changes will likely be proposed for this area of our layout.



Where are the trains? One of many quips about "being" in the P&E layout.

While some of us had evening commitments and the subsequent need to head home late afternoon, others took advantage of being in the Klamath Falls area and proceeded to explore more of the real stuff.

Railroad Park Thank You

The following letter to the editor appeared in the Sunday, October 3 issue of the *Medford Mail Tribune*, and clearly demonstrates one of the reasons why so many of us give our time to the Medford Railroad Park.

What a pleasant surprise at Railroad Park. I have two developmentally disabled daughters and we took both to the Railroad Park, fully expecting that the one in the wheelchair would only be able to sit on the sidelines and watch the other children ride the trains.

Unfortunately, seeing our daughter relegated to the sidelines is something we've become accustomed to, but that was not to be today, because Railroad Park had a train equipped to carry wheelchair passengers.

To the one or ones responsible for this, you made this day very special for a precious 4-year old girl who has lost virtually everything a person can lose: the ability to walk and talk, her sight, the ability to hold a toy in her hand, even the ability to eat. Today, for a brief few moments, she was unencumbered by her disabilities and enjoyed the thrill of a real train ride just like all of her peers.

October Board Meeting Notes

The Board of directors met October 13. Ten total members were present, including three board members. Our club remains in good financial standing; additional funds were taken in with some late dues being paid, items being sold on ebay, and donations from Sunday run sessions.

Grass around building has been mowed by Tony Johnson. Jerry Hellinga noticed some puncture vine (noxious weed) at our back door and will be removing it. The club was closed on the previous Sunday run session because there were no club members present to run trains. A concern was voiced that we have an agreement with the city to be open on those Sunday public run days.

Dick Stark represented the club at the Park Committee meeting with two members of the Medford city park maintenance department. The city is very appreciative of the park's contribution to the community, but noted that the city is strapped for cash and must be selective as to how they spend money allocated to the city's parks. The city also noted that this is the end of the city's fiscal year and money has generally been allocated and or spent for the current year. The committee relayed four primary needs on behalf of the park. There is a request for striping the parking lot to make parking spots more visible. The city will attempt to do so yet this year. The cement curbing at both ends of the lot has been broken into many pieces. The city will fix it, but likely next year. The committee requested a light(s) be installed, and the city is amenable, but will likely do so next year. There is also a request to enlarge or replace the current bathrooms (adjacent to the pavilion). This is a major expense costing between \$100,000-\$250,000 and would have to go through a more rigid request process. The committee is contemplating making presentations to the city maintenance and/or council for this need. The committee also requested additional bathrooms inside the fence/railroad park. The city staff reported this is not likely to happen in the near future.

The October Program will be a discussion of what the construction season will attempt to accomplish; who would like to work in what areas of the layout; and how some of the work will be accomplished.

Some books are missing from the library. Members are reminded to fill out the checkout card and place the card facing outward in the slot where the book is located. For those who have books not signed out, please return them or fill out the appropriate card.

John Gerritsma expressed the need to move donated stored railroads from (his, and others?) garages and extra rooms. He offered to put Bill Jacobs beautiful layout (stored in several members homes) on Craigslist. Dave Spakousky will be moving a portion of Rusty's layout stored at Gerritsma's into his garage. Dave believes the layout will be a good portable layout for the club to display at shows.

Ed Kleinman is hosting an electronics/programming seminar at the clubhouse on Sunday, October 17, and was approved additional funds to complete the green yard control board (below Butte Falls).

Dave Spakousky noted that when the sequence for turning the layout on and off is not followed, it creates problems in sequencing that does not allow all the components to talk to one another. There are instruction sheets on the bulletin board and on/around the electronics drawers that house the DCC components at the back wall. **PLEASE FOLLOW THE INSTRUCTIONS FOR TURNING THE LAYOUT ON AND OFF!**

Campbell Scale Models now has an online store at campbellscalemodelsonline.com.

Medford Railroad Show Preparation

Bruce McGarvey reported that 90-100 tables are already sold for the upcoming railroad show, and also asked the club for two proposed layouts, one being the optimal size and the second being a reasonable but smaller display should there be a need to gain some additional floor space. There are more exhibitors this year than last, and he asked the club to be prepared to display a smaller layout if space is needed in order to accommodate all of the exhibitors. Sometimes, there are last minute cancellations and the extra space may not be needed. Dave Carr reminded folks to begin signing up for jobs and fill the club slots, so the Club can be ready with additional names to take up unfilled slots should other clubs be unable to fill their quotas. As you know, the jobs associated with the show determine the percentage that each club gets of the show's receipts (after expenses). Our Club depends a great deal on sharing the receipts of the show, because our collections during the Sunday open houses are much less than the other clubs, the latter having to do with our "isolated" location within the railroad park. The show is Saturday and Sunday on Thanksgiving weekend, with setup on Friday, November 26.

Looking Ahead to November-December and 2011

With the Klamath Railroad Show and the last Sunday Open House being on the same weekend, we need as many members as can be available to be successful at both events. Then, preparation for the annual railroad show at the Medford Armory gets underway, with repairs and logistics planning. A number of our members are integral members of the show committee and are extremely busy during this time. Again, we need the support of all of our members to make the railroad show a success. Finally, the Club will be having its annual Christmas gathering (location to be determined). In the meantime, construction season begins in earnest, and our projects will likely disrupt some of the operations sessions. Don't forget the October General Membership meeting on October 27 will be dedicated to planning our upcoming "construction season". Based on past history, the period of time between December and May is our most productive time on the layout.

November 2010 Calendar of Events

General Construction/New Layout

Saturdays

Generally From 10:00 AM to 4 PM

Board Meeting

2nd Wednesday of each month

November 10

7:00 PM to 8:30 PM

Operations Session**

2nd Saturday of each month

November 13

10 am to 3 pm

Cancelled--General Membership Meeting

4th Wednesday of each month

7:00 PM to 8:30 PM

Instead, see you at the RR Show!

**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
Medford, OR 97501

RAILROAD TIME CARDS 2010

Oct 23-24 - 3rd Annual Model Railroad Show & Sales Event, Klamath Rails Model RR Club, Klamath County Fairgrounds, Klamath Falls, Ore. Sat 9-5, Sun 9-4. Info: Steve Hart 541-892-2550, Joe Brick 541-883-3071.

Nov 12 – World War I History, Dr. Robert Harrison. 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/>

Nov 13-14 – International Railfair, Placer County Fairgrounds, 800 All American City Blvd, Roseville, Calif., Sat 10-5, Sun 10-4. For more information: www.internationalrailfair.com

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

Nov 27-28 - 33rd Annual Rogue Valley Railroad Show, Medford Armory, 1701 S. Pacific Hwy, Medford, Ore. Setup Fri, Show open Sat 10-5, Sun 11-4. Info: Brad at 541-535-7952, Bruce 541-890-8145 or
iwcr@charter.net

Dec 4 – Railroad Show & Swap Meet, Willamette Valley Model Railroad Club, Polk County Fairgrounds, Hwy 22 & 99W, Rickreal, Ore. 10 am – 3 pm, Info: Judy 503-581-6071 or macinnej@msn.com

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**:

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

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

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/>

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

Train Trivia: “The revolutionary baking product Bisquick originated on a Southern Pacific train in 1930 when an astute businessman asked his waiter how the railroad dining car crew baked hot biscuits so quickly....”

10/13/2010 bhm