

## The Passing Track

November 2012

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

### Fall Activities

The open house season is over. It is the time of year we turn our attention back to improving and operating the layout. There is plenty of work to do and we can use all the help we can get. We have work sessions every Saturday (except when we have an operating session). We look forward to seeing you in the near future.

Don't forget to sign up for jobs at the annual train show in Medford on the weekend after Thanksgiving (11/23, 11/24 & 11/25). Your participation helps the club keep the lights on.

### Proposed Priorities for the Pacific & Eastern Railroad 2012/2013 Construction Season

It's fall and it is time to focus on projects to improve the layout. The following list was put together by Larry Tuttle. Larry's list is actually much longer. It is very ambitious, but serves as a good indicator that there is a lot of work to go on the layout. We made a push last year to be ready for the convention. Now we have to focus on completing some areas. This list is a good starting point. We need to discuss and refine it so we can coordinate our efforts this coming fall and winter. So tell us which tasks you are interested in working on.

The following list uses these Color Codes:

Largely Completed   Substantially Under Way   Needs Attention ASAP   Nothing Done or Anticipated   Priority Pending

**First Priorities** Things that are obvious, deficient, doable and will make a big difference.

Pelican Yard – Larry, Jay...

- Fuel and Sand pad and equipment -- Details
- Area Lighting -- Jay

Lake Ewauna and environs

- Lift Bridge – Tim J
- Trestle

- Water
- Amerigas (Signs – Larry, Fence, Kitbash bob-tail delivery truck – Larry)
- Merganser
  - Basic scenery, vegetation and ballast
  - Continue work on cardboard buildings – Dave S  
(Consider application of permanent siding & details)
- Summit & Logging Branch – Bruce K, Don, Larry
  - Complete ballast and minor scenic details at Summit
- East of Summit (McGarvey's area)
  - Decision on Hwy. 140 crossing
  - Trees, brush, etc. between tunnels
  - Tunnel Liner
- East (uphill) from Butte Falls – Larry
  - Carpentry – Fascia, etc.
  - Rough in scenery
  - Revise Backdrop
  - Ballast
  - Lots of trees & brush – Everyone
- Butte Falls --
  - Complete mill buildings – John Powell
  - Detail mill
  - Lights in/around mill
  - Aerial clutter around mill
  - Photo backdrop
- McNeil Creek drainage
  - Forest scene below and to the logging/forest scene towards Butte Falls
- Highway 99 (N. Pac.) Crossing
  - Blend gate/cantilever modules into scene
  - Burger King – Dave S
  - Complete foreground between the plywood mill and Bear Creek -- Ron
  - White House – Bruce K
  - Finish Backdrop – John (and Larry)
- Medco
  - Reroute, paint chip pipes -- Larry
  - Detail pieces
  - Hose Houses – Everyone
- Bear Creek into Crater Yard
  - Tie in existing Pape' Cat building
  - Unloading ramp and drives -- Larry
  - Second Pape' building
  - Ballast into the Crater Yard
- Signal System – Dave S and Ed
  - Complete the signal system and rewiring – Center Peninsula
  - Blend signal pads in with scenery
- Fascia & Paint (Touch up/repaint movable wood skirting)
- Backdrops – Klamath Falls west hills; Clouds – John G

**Second Priorities** Things that would be nice, but are less critical. Items to consider as the First Priorities are accomplished. Areas for members who are not involved in the First Priorities to work in.

- Grade Crossing Lights – Ron Harten
  - Vilas Road
  - Under McAndrews
  - Hwy. 62 at Eagle Point
  -
- SP and BN Yards
  - Basic plaster and vegetation
  - Paint Rail

- Ballast
- Roads
- Merganser
  - Road into Columbia Plywood -- Larry
  - Ground cover through Columbia Plywood – Larry
  - Paint Kesterson Engine House
- Eagle Point
  - Highway 62
  - Mockup Ed's Oasis
  - Buildings for propane dealer and grain elevator
  - Service road up to second level
  - Rough scenery
  - Houses
  - Trees & brush
- Quarry
  - Rock work/tiers
  - Crusher
  - Small buildings, details, etc.
  - Trees, grass & brush

Talk to Larry about helping in one of the above areas. If none of the above strikes your fancy then come in and help make trees. We need lots of them and only a few are foreground trees, so you start in the back and work your way forward!!

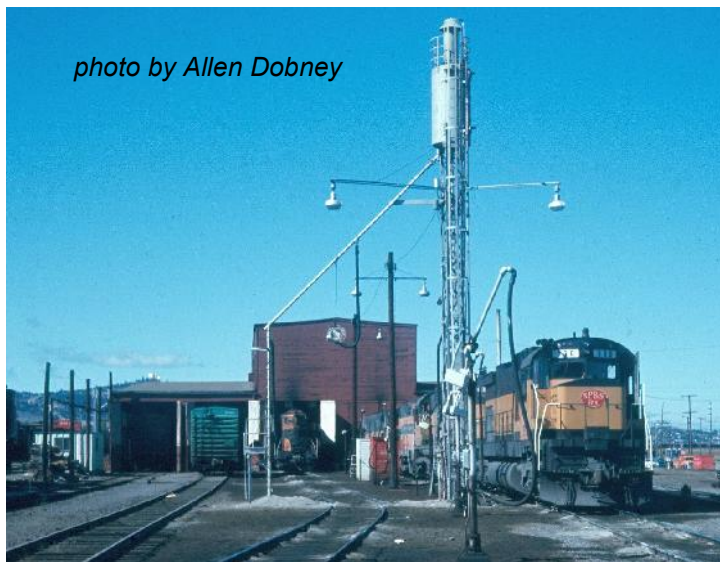
## Model in the Spotlight

This is the first in a series of articles highlighting model work done on the layout by club members. We have some excellent modelers in the club and their efforts need to be recognized.

### Building the P&E's Klamath Falls Engine House

*By Larry Tuttle*

*Photos by the author except as noted*

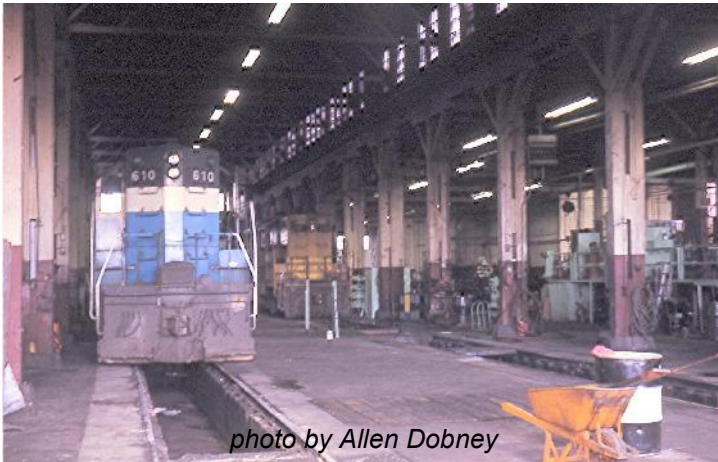


*photo by Allen Dobney*

Years ago, as the concept and design of the Pacific & Eastern came together, it was decided that the main locomotive servicing facilities would be in Klamath Falls. So, when Pelican Yard was laid out, a pair of engine service tracks was included with a two-stall engine house planned at the far end. However, the question of what style of engine house to build remained up in the air. The idea of a true roundhouse was discarded early since a turntable takes up too much room and a wye was available nearby to turn locomotives. A three-stall plastic roundhouse kit was found in the club "stuff" and Dave Spakousky and I spent some time starting to re-work the kit into a square brick structure with two stalls. But, this wasn't coming together very well – the brick didn't look right, the roof design wasn't correct for a square engine house and the project stalled. However, Dave did

square up the floor, complete with two pits. This “footprint” fit the scene nicely and sat on the layout for over a year.

About a year ago, I decided to look at the problem from a different angle. Considering the P&E’s ties to the Great Northern, it was appropriate to consider what would the GN have built and how that might have influenced the P&E’s structure. At one time the GN did have a turntable and roundhouse to the west of White Yard, but it was long gone, having been replaced by diesel-era engine house in what is now the BNSF yard. Unfortunately, that structure is also gone. Fortunately, I’ve gotten to know Allen Dobney, who had spent his college years in Klamath Falls, and I asked him if he knew what the GN/BN engine house looked like. Of course he did and offered some pictures he’d taken in the late 60’s.



*photo by Allen Dobney*

With the above image, I started to get a sense of direction as to what a P&E version might look like. A search of Google aeriels revealed that, while the original structure was gone, the pad was still there and I was able to get some idea of the layout and size. The two tracks under the high section were for locomotive work. The two on the left were the car shops. And the two on the right (out of sight in the above view) were the machine shop in back and more engine service tracks in front. Eliminating the two pairs of tracks on either side would give us a two-stall engine house and, using the squared-up roundhouse floor that Dave had adapted, we had a well-scaled model with a little space on each side of the crane bay for

shop and office space. Then, Allen produced another gem – a photo of the inside!



The wealth of details revealed in this photo seemed endless – two tracks with a pit under each; an overhead crane running the length of the building; heavy timber construction; trussed clerestory; machinery; typical shop clutter; even the color scheme! No longer would I be content to just build a box and plop it on the layout. A detailed interior had become a necessity. An Internet search for pictures of the GN/BN engine house provided more images from different angles and with additional details. It was time to get going on the model.

I’ve long been a fan of using wood for scratch building, but some of the club members convinced me to go with styrene this time. For one thing, there’s a bunch of it available for club projects at no charge. The idea of using fast setting MEK cement cinched it. The first step was to lay out the walls on 1/16” scribed (to replicate 6” wide siding) sheet styrene, cut them out and tape them together for a test fit to ensure that the size and proportion look right in the scene. While I was at it, I copied some windows from ads on the Internet, reproduced them and taped them to the siding to get an idea of what to order and how many. Above is the mocked up engine house. I also started to rough-in the whole service area scene with roads and the yard office represented by brown cardboard. Satisfied with the look and feel of the mock-up, I went to work on the heavy timber framing inside. I built a couple of jigs with which to fabricate the clerestory trusses and the posts and beams along each side of the tracks. I also played around with the



arrangement of office, storage and crew rooms. After arrival of a couple window orders, I was able to start cutting in the windows and trimming them out. After a few more nights' work, the building was taped back together and set in the scene.

Work continued with cutting in, installing and trimming the windows. The large doors were cut out of sheet styrene and laminated to represent the vertical exterior siding and diagonal interior side and hung on Campbell Scale Models hinges. Roof panels were cut from styrene as were office partitions. Over one thousand pieces of styrene were cut and glued in place by the time the engine house was ready for paint.

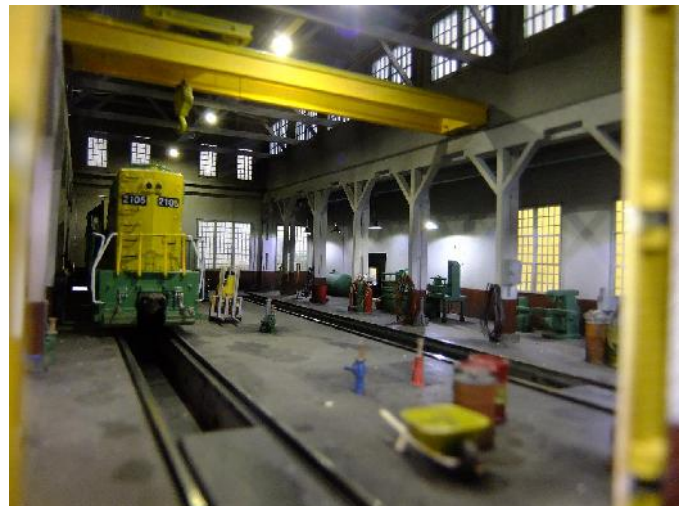


and in.

The outside of the engine house scene received a lot of attention, too, including roof details, a yard office, fuel pad and fuel storage tanks. Our Klamath Falls engine house and service facility scene still needs some more details and lights over the outside work areas. But, the major structures are largely complete and the scene is certainly an eye-catcher.

Of course, it gives me a great deal of satisfaction seeing a project like this come together and become a part of the P&E. When I started it, I had no idea how to actually build the thing and never dreamed it would evolve to the level of detail, especially on the interior. A scratch-built engine house, based on GN practices, has

As the engine house neared completion on my workbench at home, I continued developing the overall scene with roads, brush, gravel and some details. Jay Mudge stepped in to work on the lighting and some interior details. Jerry Hellinga contributed more interior detail parts, as did Jay, and I found some old white metal castings to add to the scene. Jay and Ron Harten collaborated on the circuit and setup for a welder. By the time the convention rolled around in May, we had an engine house to be proud of, outside



But, with the help and encouragement of others, a scratch-built engine house, based on GN practices, has become the centerpiece of our Klamath Falls engine facilities.



None of us are born with the skills to build scenes like this. It takes collaboration, patience, trial and error and a willingness to try new techniques and ideas. I'd urge every member of the Rogue Valley Model Railroad club to give scratch building a try. Start with something simple and straight forward such as a fire hose house for one of the mills – they're small, basic and can be built with little or no expense and we could use a couple dozen of them

*[Editor- When you visit the club layout take a good look at the engine house. It is a gem both inside and out. A job well done.]*

photo by Joel Ashcroft



# RVMRC HOLIDAY PARTY



This year's holiday party will be on December 14, 2012. It will be at Elmer's, 2000 Biddle Rd, Medford, near Food 4 Less. It will start at 6 PM. If you are planning on coming, please email Bruce Kelly [wilmingtonnorthern@sprynet.com](mailto:wilmingtonnorthern@sprynet.com) or call him at 203-247-4846.

There will be a white elephant so bring a wrapped railroad related item for the exchange.



## Railroad Time Card

**Nov 3, 10, 17, 24** - Mt Hood Model Engineers, 34th annual open house. 5500 SE Belmont St, Portland, OR. Noon to 5PM each day, \$2.00 suggested donation. Info: 1- 877-378-6563 or [www.mthoodmodelengineers.org](http://www.mthoodmodelengineers.org)

**Nov 3-4, 10-11, 17-18, 24-25** - Columbia Gorge Model Railroad Club Annual Show, 2505 N. Vancouver Ave, Portland, OR. 10:00 -5:00. Adults \$6.00 Kids (3-11) \$2.00. Info: - (503) 28-TRAIN, [www.cgmrc.com](http://www.cgmrc.com)

**Nov 9** – "Model Railroadng" by Bruce McGarvey. Second Friday Ashland Historic Railroad Museum program to be held in the Ashland Public Library's Gresham Room (entry off Gresham Street). Program starts at 6:30 pm.

**Nov 24 - 25 – 35<sup>th</sup> Annual Rogue Valley Railroad Show**, Medford Armory, Medford, Oregon. Sat 10-5, Sun 11-4. Info: mail RVRT Show, PO Box 8065, Medford 97501 or call Bruce 541-890-8145, Nancy 541-890-2546.

**Dec 1** - Railroad Show and Swap Meet, Willamette Valley Model Railroad Club, 10AM-3PM, Polk County Fairgrounds Hwy 22 and Hwy 99E Rickreall, OR , 10 miles west of Salem. Judy MacInnes 503-581-6071 [macinnej@msn.com](mailto:macinnej@msn.com)

**Dec 8 - 9** – The Great Train Expo, Portland Expo Center, 2060 N Marine Drive, Portland OR, 10 AM – 4 PM. Info: <http://www.greattrainexpo.com/>

**Dec 14** – "Ashland's Golden Spike – The 125<sup>th</sup> Anniversary" by Larry Mullaly. Second Friday Ashland Historic Railroad Museum program to be held in the Ashland Public Library's Gresham Room (entry off Gresham Street). Program starts at 6:30 pm.




### Looking ahead:

**2013** World's Greatest Hobby on Tour in Sacramento, CA, February 23 – 24, 2013. <http://www.wghshow.com/>

**2013** PNR/NMRA Regional Convention in Boise, Idaho, June 26 - 30, 2013. <http://pnr.nmra.org/3div/2013.html>

**2015** NMRA National Convention in Portland, Oregon, August 23 – 30, 2015. <http://www.nmra2015portland.org/>

You Might be a Model Railroader if:

-  You've ever told anyone, "I can quit buying freight cars any time I want!"
-  It constantly annoys you that the kits for model truck, cars, and boats in the hobby shop aren't made to useful scales, like 1:48 or 1:87(?).
-  You talk about the merits of DCC versus cab control at parties.

10/28/2012bhm