



The Passing Track

July - August 2016

Newsletter of the Rogue Valley Model Railroad Club

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

The summer is upon us, the open houses are in full swing and there are several crews working to complete scenery and other projects. There has been lots of work done on the scenery, buildings and details in Eagle Point, White City and Butte Falls. If you haven't seen them yet, it is worth the trip to the club.

The Passing Track will be moving to a quarterly schedule, with four issues per year.

- Election Results -

The result from the May election of Board Members is as follows:

President -	David Carr
Vice President –	David Spakousky
Secretary -	John Gerritsma
Treasurer -	Gerald Hellinga
Members at large	Ron Harten
	David Nell

A special thanks to Bruce Kelly who has served as President for the past 4 years. A job well done and appreciated.

- Operating Sessions –

There have been several operating sessions over the past few months. In June, a group came down from Idaho and operated with us on the layout for 2 days and also participated in the Sunday Open House. They were a lively group and a good time was had by all.

- Work on the Layout -

The signalling system for the layout is inoperable. It is not clear what happened. The computer program which runs the signals has been corrupted and parts of the file are no longer on the system. At present, the backup file can not be located. Since it will take considerable time to reconstruct the program, access to the layout will have to be restricted. This will allow the team working the problem the time they will need to resolve the issue. To provide the access needed, the layout will be closed to operation Tuesday, Wednesday and Thursday of every week for the rest of July and August. The situation will be reviewed in late August to see if the restriction should be continued beyond August. Members should not come to the layout on those days since the team needs a quiet environment to work in.

The subject of time for routine maintenance came up during the signalling system discussions. It is felt that some fixed times should be set aside for routine work on the layout. Casual operations of trains would not be allowed. This would allow clear access for tasks such as ballasting, track cleaning, turnout maintenance, and other tasks necessary to keep the layout operating in top condition. The board will develop some guidelines for establishing when general access will be restricted and maintenance activities have priority.

During the July board meeting some problems were identified which need attention. These include: fixing the rail contact wipers on several turnouts, cleaning the ballast out of the flangeways of several turnouts in Butte Falls, Fixing the 'Y' switch near the bridge in Klamath Falls, cleaning the wheels on the rolling stock on the layout. Members were assigned to work each problem. The long standing problem of loss of control of some LOK Sound decoders in two districts is still being investigated.

- More Improvements at Eagle Point -

Several places on the layout are undergoing a major construction push. Last issue we looked at Wood Products in Central Point and at the Propane facility in Eagle Point. This issue we will return to Eagle Point to see the latest creations of Dave and Paul Hendrickson. Last issue we showed you the new propane dealer facility. Now we will look at the new trailer park which went up, literally over night.





It is situated across the tracks from the propane facility..

There is a lot of detail. Notice the one trailer in need of a bit of TLC. Dave and Paul have out done themselves on this one. You must come and see the clever way they dealt with the problem of what to do with Rt 62. A major highway crosses the tracks, curves behind some trees and magically vanishes behind the trees. Maybe there is a secret tunnel or worm hole it goes into. Just down the street is an auto repair shop. Again there are lots of details which really have to be examined up close to fully appreciate them.



Dave and Paul also had a go at the farm just outside Eagle Point. The level of detail is quite impressive. There are no sidings or rail activity; but it makes a great scenery break between White City and Eagle Point.

There is still a lot to do in Eagle Point. We'll return in future issues to check on the progress on the lumber mill, grain facility and station.

- New Members -

We would like to welcome 2 new members to the club since March 2016 – Joseph Newstead & Dave Tallha. We look forward to seeing you at the club house.

- Members' Home Layouts -

Many members have home layouts which range from dreams on paper to large 'completed' rail empires. Not all are in HO scale. Both N and G scale are represented. Some consist of a set of modules which can be taken to shows and included in much larger configurations. In this section we will provide a brief look at some of the club members' home layouts. Several have even hosted operating sessions. Some are small and detailed. Others are large works in progress. A few are large and detailed. Members are encouraged to submit brief descriptions of their layout with pictures so we can put them in the news letter. If you are interested or have questions, send me an email or give me a call (editor: Ron Harten 541-899-1005, email-sprucerr@Hughes.net).

Great Western Railroad

We'll start with George Booth's Great Western Railroad. The layout is based on the sugar beet industry in and around Loveland Colorado. All of the major facilities in the prototype operation are included as well as most of the locations. There are four 'districts' each operated in a point to point manner. The layout is in a large 24' x 32' stand-alone garage/workshop building. There are a total of 665 feet of track and 107 turnouts. The layout is designed for operation and has hosted operating sessions for several years. Operations are based on the movement of beets from the collection points to the different processing facilities and shipping finished products from the facilities, and moving raw materials and freight from interchange points.

George has an excellent web site which describes the layout, its history, operations and construction. (note there is no www and the URL is case sensitive!

<http://users.frii.com/gbooth/Trains/GreatWestern>

If you are interested, you should contact George and attend one of his operating sessions. He can be contacted at (541) 450-1850.



A large beet processing plant.



2-level central peninsula

- Shortline Tales -

Club member, Joe DAmato, will be writing a few articles on short lines in Oregon. Many of the lines are excellent candidates for a model railroad. They are small enough that all the major features could be modeled. Since the article is too long for a single issue, it will be broken up into several installments We will start with the following article.

'A railroad you should know. The City of Prineville Railroad by Joe DAmato

Every once in a while it's good to look outside bubbles we build with our layouts. The Pacific and Eastern is a fictitious railroad that operated on a line that was never built which can give a club a lot of latitude when it comes to establishing standards and interchange rules even when following prototype operations.

The concept behind this series of articles is two fold. One, to look at Oregon and Northern California Railroads and how they could have mingled with the P&E and modeling opportunities. Second, to put forward the idea that from time to time we actually put together "mini" ops on our layout using actual or stand in equipment. Merganzer would make a great "Prineville" and the yard at Butte Falls the SP/UP/BNSF interchange. Remember, variety is the spice of life and change is not something to be feared. LOL

The City of Prineville Railway (COP) is located in the town of its namesake in central Oregon. The region is arid and hilly and surrounded by managed timber stands that feed the local mills. Prineville sits about 18 miles from its interchange yard at Prineville Junction where lumber, wood chips and finished goods are handed off to the BNSF and empties and necessary commodities are taken back to town. If your interests lay in modeling railroads at the end of the line and in the middle of the sticks then this is the one for you. It's had a rocky history since it's inception in 1918 feeling every bump in the economy given it's location and resources. Currently the railroad hauls on average 700 carloads a year which is a respectable number given its isolation and is making somewhat of a revival thanks to the locals.



Jun 1979 Prineville Jct Photographer Unknown Collection of Gregory Baker

A Pair of Alco S-1's pulling through one of the lumber yards



RRPictureArchives.NET Image Contributed by Richard Gibson



Modeling the Prineville Railroad: Thankfully both HO and N scale modelers have been offered a number of freight cars over the year. Atlas released an FMC 50' 5077 a few years ago and Athearn as well. Both are modeled after FMC cars but I think the Athearn release may have been a fudge. These are still available on line from time to time. The FMC car that COP purchased were part of the Per Diem program back in the mid 1970's that allowed small regional railroads to lease modern equipment and provide better service to their customers. These cars were part of the 7000-7099 series and while some remained on the railroad once the program collapsed, most were sent to Shasta to be stored on the McCloud Railroad before being sold off. If you dig around you will see these cars re-marked and leased across the US.



The other major class of car used are wood chip gondolas similar to the LBF 65' offering in HO scale. These are pretty much plain Jane and in various states of disrepair. These are part of the 30000-30049 series and make good stand-in's. The actual prototype is a bit different and the rivet counter may want to scratch build one, but I think adding some horizontal braces through the center of the car will make it look the part.

(Will be continued in the next issue of Passing Track)

- FYI -

Reminder: Open House 2nd & 4th Sunday of the month (April – end October)

Ops Session 3rd Sunday of the month (Check during months of Nov & Dec.)

General and Board Meeting 3rd Tuesday of the month at 7:00 PM

A list of the club members will be made available to any member who requests it. The list should not be given to non-members. The telephone numbers of the board members are also included.

This year's holiday train show will be held at the Expo / Fair grounds in Central Point instead of the Armory in Medford. It takes place on the weekend after Thanksgiving. Plan on helping out at the show. It is the club's biggest fund raiser

Editor's Note: My email address will be changing. The new address will be Sprucerr@Hughes.net The next issue of Passing Track will be coming from that address so please adjust your spam filters so the next passing track won't be considered spam.

- Railroad Time Cards -

Sept 21-24 – Southern Pacific Historical & Technical Society Annual Convention in Palm Springs, California. Info: <http://www.sphts.org/convention/>

Fall– PNR/NMRA First Division's Fall 2016 Mini-Meet will be held on a Saturday in Bend, Time and place to be announced.

Fall - Eastern Cascades Model Railroad Club, Open house at 21520 Modoc Lane Bend, Ore. The ECRR is HO scale layout and the outdoors branch of the club, the Central Oregon Area Live Steamers (COALS), has built a 1½ inch scale (1:8) railroad, now with over one mile of track on 20 acres. Info: 541-317-1545, <http://www.ecmrr.org/>

Nov 26-27 – Rogue Valley Railroad Show, Expo/ Fairgrounds, Central Point. Model railroad displays, exhibits, swap meet, door prizes, raffles and more. Saturday 10 – 5 and Sunday 10 – 4. Info: RVRR Show, PO Box 8065, Medford OR 97501 or Bruce iwcr@charter.net

Dec – Railroad Show and Swap Meet by the Willamette Valley Model Railroad, Polk County Fairgrounds, Rickreall, Ore. 9:30 – 2:30. Info: Judy 503-581-6071 or macinnej@msn.com and check out <http://wvrmr.webs.com/>