



The Passing Track

June 2014

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

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

Layout Improvements

The open house season is upon us; but, the layout improvements march on. Butte Falls is almost done. The hillside at Derby is finished, complete with swimmers. The quarry is in operation and the roadwork in Eagle Point is taking shape as are the industries. White City is awaiting some drainage ditches, which will permit the completion of the roadways. The crossing flashers are waiting to be installed. If you haven't looked around lately, take the time and enjoy the sights.

New Entrance to the Club on Summer Sunday Open Houses

The fence between the restroom building and the clubhouse was moved, permitting a path to be put in place from the live steamer area to the rear entrance of the clubhouse (next to the helix). This makes our clubhouse a second entrance to Railroad Park. Based on the first couple of open houses, the public is taking advantage of the new way to come see what we are doing.

Operating Sessions

During the past few months we have had several operating sessions with the club from Eugene as guests. We are planning one with the Clakamas club later this month. Operating Sessions are normally scheduled on the third Sunday of the month; however, the dates can get moved to accommodate visiting clubs or other activities. If you are interested in visiting or participating in a session call Bruce Kelly (541-237-9991) [primary contact] or Dave Spakousky (541- 779-4493) [backup] to verify the date.

Motive Power for the P&E

What kind of engines would be appropriate for the P&E set in 1989 era? Both first and second generation diesel locomotives could be present. Would they be high horsepower 4-axle units or lower power 6-axle units? Would they use turbo-charged engines or have dynamic brakes? The financial status of the line would determine whether they were using newer second generation or older first generation units. Lets look at the needs of the different jobs on the line.

Locomotive assignments in the real world are generally dictated by the tonnage of the train to be handled, topography of the territory that the train will traverse, the type of train to be handled, and sometimes the weather in a given area will dictate as to either adding an extra locomotive, or even if a locomotive has working cab air conditioning. The three characteristics of a locomotive which determine how it is used are: the tractive effort, horsepower and number of axles. Tractive effort will determine how much tonnage a locomotive can start and move, and is influenced by the weight of the locomotive, number of axles and its gear ratio. Horsepower will determine how fast a locomotive will be able to accelerate and at what speed it will be able to maintain a train. Number of axles will determine the loading on the rails and the tonnage a locomotive can start. A 6-axle unit can operate on lighter rail and start a much heavier train than a 4-axle unit of the same weight and horsepower. That's how a small unit such as a switcher can grab onto a large cut of cars and move them. It can do it, but not very quickly! Something else to consider, a 6-axle unit is able to start and move about 50% more tonnage than a comparable 4-axle unit; but at a lower maximum speed. In the past the choice was also influenced by how the railroad wanted to operate. In the west the Santa Fe RR was known for running fast freights using 4-axle units, while the Southern Pacific RR tended to run slower using 6-axle units, but hauled more tonnage with the same horsepower. A similar concept applied to steam locomotives, where you used small drivers on slow speed drag locomotives and large drivers on express passenger engines. This rule is no longer valid on modern high horsepower locomotives, which are all 6-axle units, since they have too much horsepower per axle in a 4-axle configuration which would result in wheel slip and wasted power. Lets examine the different jobs on the P&E and discuss what locomotives could do the job.

Crater and Pelican Yards.

These jobs work their respective yards, making up trains, breaking up trains, and just generally doing what a good yard switcher does. Ideally, this job could be done with anything from a switcher, up to a low horsepower 6-axle unit such as an SD9. Tractive effort is the name of the game here, but the braking ability of the locomotive is also a consideration. This is where the SD9 shines, as each axle features 4 brake shoes, giving the unit the ability to stop on a dime and give you 9 cents change! The SP local crews that ran out of Medford, preferred a pair of SD9's to switch with. Great tractive effort, yet they could stop quickly in order to kick cars. Using the big units of the time, such as a GP40, or an SD40T-2, would work, but the bigger units were not favored for switching. They took longer to respond to the throttle, and they wouldn't stop as well as the older power. A low horsepower 4-axle unit, such as a GP9, a GP38, or a U23B would be acceptable also.

East and West Haulers.

These trains travel over the Cascades between Medford and Klamath Falls. Ah, the glory of a manifest train, that pretty much spends half it's time hanging out in sidings at exotic locations such as Derby and Summit, OR. These trains tend to run heavy, and they have to cross the Cascade summit on their respective journeys. Also, the dispatcher would appreciate it if they have sufficient power assigned to them to maintain track speed.... As heavy over the road trains where speed and tractive effort are necessary, we'll want to assign a minimum of 2 high horsepower (2500hp and up) 6-axle units (SD 40, SD 45, U33C, or U36C) or high horsepower 4-axle units. Ideally, you'll want 18 powered axles. Lower powered units are usable, but keep in mind you're going to be down on power, and possibly running slower than your dispatcher would like. Also, as we'll be crossing a major mountain pass, we'll definitely need all of our power to be equipped with dynamic brakes.

Butte Falls Turn.

This one features the best of both worlds: Over-the-road operation and switching industries. This job also has to tackle the Cascades, so dynamics are a must. Ideally, we'll use either 3 four axle units, or two 6-axle units on this train. Anything from a GP9 or an SD9 on up will work, but remember, we'll be needing both tractive effort and dynamic brakes on this run, and while the high horsepower units will do the job, they won't be as efficient at switching Butte Falls as the lower powered units will be. Keep in mind that you can park a unit on the wye at Butte Falls if the extra unit becomes an issue during switching.

Check the club web site to learn which locomotive types and numbers are in use on the P&E. If you are interested in modeling one of these locomotives check with Dave Carr to sign up for an engine type and number. Dave is the motive power coordinator for the club. Dave also provided most of the material for this article, which the editor has reworked beyond recognition. Next issue we will discuss the motive power for the other jobs on the P&E.

FYI

The meeting schedule has been changed. We now have a general meeting at 7:00 pm on the third Tuesday of the month. The general meeting is followed by a board meeting. Backdrop painting is the general meeting topic for June.

During the months of April through October the five clubs which comprise Medford's Railroad Park hold an open house on the second and fourth Sundays of the month, between 11 AM and 3 PM. It is free to the public. The live steamers, G scalers, railroad historical society and the RVMRC operate in their chosen scales (HO – thru full size). The park typically has an attendance of more than a 1000 people per Sunday. Come visit. RVMRC will have trains running the whole time.

Member Passes on

Robert “Bob” Lowe – 1928-2014

The Medford Mail Tribune, Friday, May 23, 2014, printed the death notice that one of our members, Robert Lowe, age 85, of Jacksonville, Oregon, passed away Wednesday, May 21, 2014 at Asante Rogue Regional Medical Center. Arrangements were made by Rogue Valley Funeral Alternatives. Bob was club member #118, active as a member in the 1970-80s. He was the club's president in 1978, newsletter editor 1980-81, and the first **Modeler of the Year** recipient in 1984. A card has been sent from the club to his family.

An obituary was published in the Mail Tribune on Wednesday, May 28, 2014. For details, check the Tribune site at: [://www.mailtribune.com/apps/pbcs.dll/article?AID=/20140528/NEWS04/305289996](http://www.mailtribune.com/apps/pbcs.dll/article?AID=/20140528/NEWS04/305289996)

RAILROAD TIME CARDS 2014

June 7 - 8 – Mt Hood Model Engineers Open House, 5500 SE Belmont Street, Portland, Ore. Noon to 5:00 PM. Info: www.mthoodmodelengineers.org 1.877.378.6563 (voice mail).

June 14 - First Division PNR Summer Mini-Meet, Gainsborough club house, 2555 Lansdown Drive, Eugene, Ore. Gate open at 8 AM, program starts at 9 AM. Info. <http://pnr.nmra.org/1div/>

June 18-21 - PSX 2014 Pacific Northwest Region Convention, La Quinta Inn, Tacoma, Wash. Prototype tours: Tacoma Rail, Mt. Rainier Railroad, and Northwest Railway Museum at Snoqualmie. Many clinics to attend. Info: <http://www.wnrr.net/PSX2014/> **NOT AN NMRA MEMBER?** You are still attend and learn more about NMRA. A limited time membership ("RAILPASS 6 month trial membership at \$10) is available for non-members to attend.

July 13 – 20 – The 2014 NMRA National Convention. New Cleveland Convention Center Cleveland, Ohio. Layout tours, clinics, op sessions, prototype tours, and more. Info: www.2014cleveland.org

July 23 – 27 – 4th Annual Willamette Cascade Model Railroad Show, Lane County Fairgrounds, Eugene, Ore. Info: Lee Temple 541-954-4917 or ttandt@ram-mail.com

LOOKING AHEAD:

Aug 23 - 29, 2015 – 2015 NMRA National Convention, Portland, Oregon. Double Tree by Hilton Hotel Portland. More info at <http://www.nmra2015portland.org/>

Aug 28 – 30, 2015 - National Train Show, held in conjunction with the convention, at the Portland Expo Center.

McCloud No. 25 at Garibaldi- ESPEE in Oregon excursion 2014



05/27/2014junptbhm

This list is intended for RVMRC club members and should not be distributed.

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