



# THE SHORT LINE



SIERRA DIVISION, PACIFIC COAST REGION, NATIONAL MODEL RAILROAD ASSOCIATION  
April 2008

## SUPERINTENDENT'S REPORT APRIL 2008 Jim Long

On February 2, 2008 we had our winter meet at the South Natomas Library in Sacramento. There was a good turnout of people that brought models to share with everyone. We had everything from American Flyer pre WWII trains, models of a future railroad, cars, locomotives, buildings and a portion of my Yosemite Short Line portable railroad. This was enjoyed by all. At the meet Walt Schedler suggested that we can have a meet in Colusa where he lives and is planning a large operating Southern Pacific Railroad. We are going to have our next meet there on May 10. We had a visit at the Oahu Sierra Railroad. Bill Eversult was a wonderful host. This is a good size layout featuring Southern Pacific with many cab forwards.

In February we brought up that PCR has asked Sierra Division to host the 2010 PCR Convention. After some discussion, all there agreed to host it. We talked about having the convention in Nevada. I have been in contact with some members in Reno, Sparks and Carson City. On March 17, 2008 Dennis Stokley and I went to Reno and meet with some of the local members. There was Jim Petro, Frank Zila, Richard Forster, Ray Ritch, Dennis and myself at the meeting. It went very well. They all agreed to help put on the convention and a picnic in Aug. Ray agreed to be the convention chairmen and I said I would be the vice chairmen. We also stopped at High Sierra Hobbies and the owner Chuck Gardner agreed to put together layout tours. He does this every year in November so doing it again in April or May is not too hard for him. We also took a tour on the Nugget to see their convention meeting space. All in all it sounds like this are starting to come together for a convention in Reno in 2010.

If you get to Reno please stop by  
High Sierra Hobbies  
4020 Kietzke Lane  
Reno, NV, 89502  
775-825-5557

<http://www.highsierrahobbies.com/>

They have a very nice selection of model railroad products. When Dennis and I were there, we both

spent some money. I am planning to go back again and again.

The next events we are having is the PCR Convention April 30- May 4 in Fresno. They have a lot of plans for everyone and I would like to see a strong showing from Sierra Division. More information is at <http://www.pcrnmra.org/conv2008/>

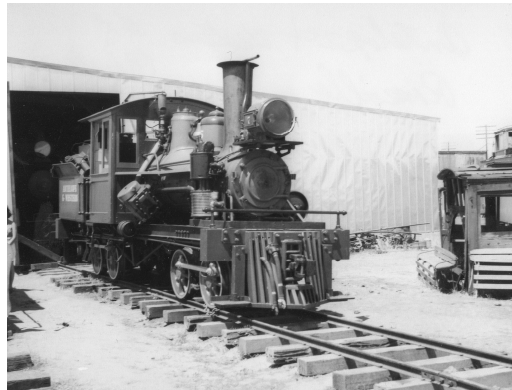
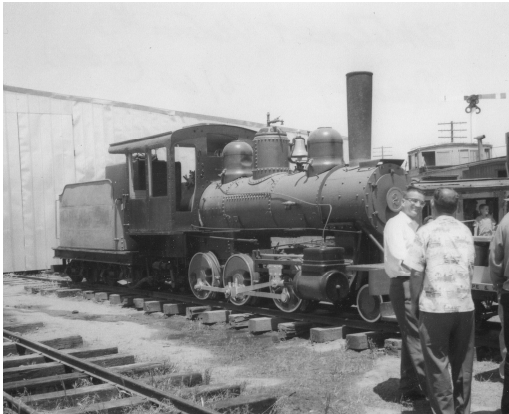
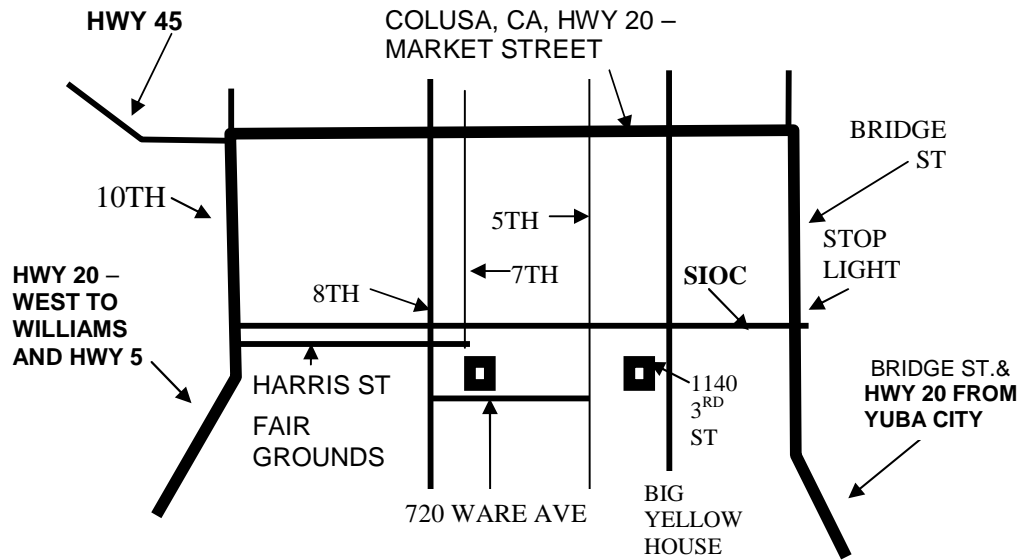
**The next Sierra Division Meet will be May 10, 2008 in Colusa. Walt Schedler is putting together a very busy day for us. We will meet at the Bethlehem Lutheran Church located at 720 Ware Ave, Colusa, CA. The church phone number is 530-458-4943, for those who need to call on Saturday, May 10. We will start at Noon.** There will be a meeting, clinic by Dave Haehn, a display of SP and WP O scale buildings by Dr. Mike Andrews, and a show and tell of models that we bring. Please bring something to share with everyone. After that we will tour the old SP consolidation that is disassembled. There is an old roundhouse for the Colusa Narrow Gauge RR to see. We will also see Walt Schedler's layout room where he will have a 16 car Shasta Daylight and a 10 car Cascade train on display as well as his plans for his layout. He hopes to have part of downtown Dunsuir up and running by then. We will stop by Richard Hosmer's American Flyer layout that he described at our last meet. After all of this we may have a couple more layouts to visit. One may be in the evening in Yuba City. This is going to be a full day.

Next August we are planning a picnic in Carson City that will be hosted by the Carson City Railroad Association. We will have layout tours, clinic, and see the Nevada Railroad Museum. We are checking dates that are available at the locations in Carson City but we are aiming for August 9<sup>th</sup> or 16<sup>th</sup>. The meet may carry over to Sunday as well.

Please try to attend the upcoming meets. It is the way to meet fellow modelers plus learn and have a good time. Getting together with other modelers is my primary benefit in NMRA membership.

# SIERRA DIVISION MEET, BETHLEHEM LUTHERAN CHURCH

Saturday May 10, 1200 Noon, 720 WARE AVE, 530-458-8383,  
WALT SCHEDLER, 1140 3RD ST



## Antelope & Western Locomotives at Roseville:

Harold Elmore photos

Top left: 2-6-0 #3 June 1960

Top right: Heisler #5 June 1960



Bottom left: 0-4-0 #1 and Heisler #5 September 1961

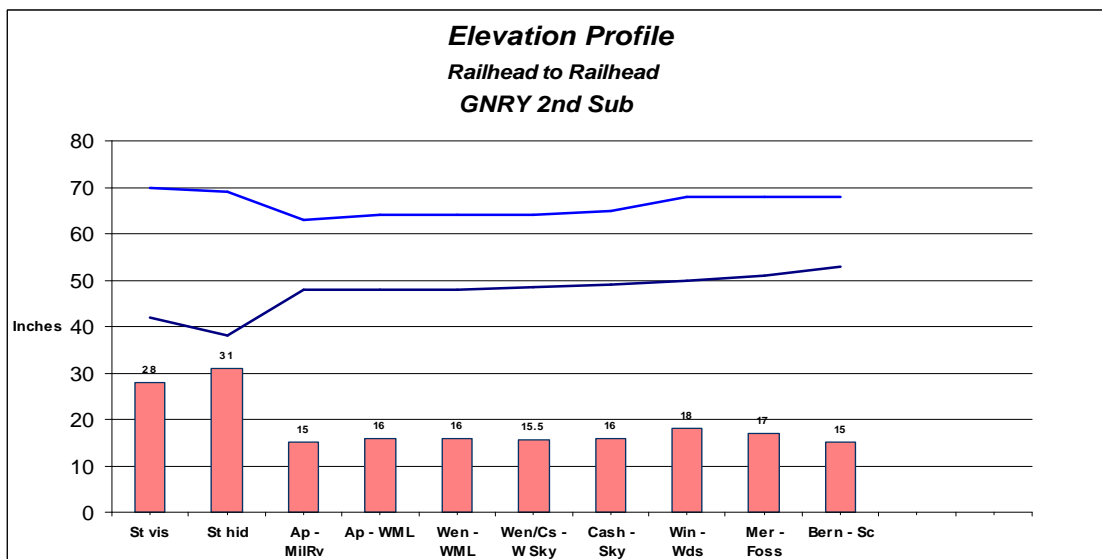
Bottom right: #3 with train of Railfans September 1961

# GREAT NORTHERN RAILWAY PROJECT Tom Ebert

Last time, I wrote about the differences between the upper and lower level of my GNRy layout. Scenery, towns, lineside Industries, all differ sharply east to west or as modeled upper to lower levels. I want to show how I represented this graphically using an Microsoft's Excel spreadsheet and how I set my level spacing limits using this graphical representation. I also built a full size benchwork template to help me visualize how varying spacing's would affect how the layout will look and how it will operate. Tony Koester does a fantastic job explaining the compromises one faces when building a double deck layout in his "Realistic Layout" book.

I layed out this project using 3<sup>rd</sup> Planit. Since I was able to look at it in 3d and move through it virtually, I got a sense of not only the elevations, but also the spacing of the two decks. Utilizing a double deck design, I wanted to optimize the elevations and the deck spacing's so that it satisfied my operational interest, as well as visual appeal. Since I am 73" tall and my eye level is 68," I wanted to have the upper level at a maximum of 68" and the lower level a nominal 48." This is mountain railroading, so elevations can change drastically in the strangest places! The prototype Cascade Tunnel is actually a 2.1% grade going eastbound!

I have found it difficult to manage the grades prototypically. The layout has two large staging areas and a triple turn helix which mates up to the two modeled levels, yet fits between the upper and lower staging decks. In the end I've compromised by arranging grades between switching points/towns. I haven't built enough of the layout yet to know whether this is going to work out and at least one vertically challenged guest has claimed some discomfort to see the top level. I used an excel spreadsheet and graph to represent how this would look.:



The bars show the deltas in inches between the upper and lower levels at various points along the layout. The lines above represent the lower and upper levels showing both elevation and differences between the levels.

I've really enjoyed sharing this project with the Sierra region and hope you've gotten some enjoyment out of it also. I'll be back again soon with construction articles and progress. .



**Submissions to the Short Line: Photos, Prototype information, Modeling tips, News of coming events, etc are welcome. They may be submitted to Donald Schmitt, 1318 Johnson Ave, Marysville, CA 95901, email <duschmitt@comcast.net>.**



**THE SHORT LINE**  
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