



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

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UPDATE YOUR NMRA MEMBERSHIP INFORMATION TODAY!

The Sierra Division wants to improve communication with our members in order to apprise you of upcoming events. The easiest way to do this is through e-mail. More than 100 members have missing or incorrect email addresses.

NMRA has made it easier to update your information. It is not possible to see what information they have, but you can re-enter your information. Go to the NMRA home page at www.NMRA.com and scroll down or go directly to the update page:

<http://www.nmra.org/member/content/member-info-update>

In the comment section just write "New email".

If you use SPAM control, please allow emails from Gary Ray, gerber1926@gmail.com, into your email account. Some members with Earthlink had messages bounce and trying to get on your approved list didn't work.

MEMBERS, please check page 3 to see if your name is on the missing email address list.

Follow this link for the expanded digital color issue of the Short Line: <http://www.pcnmra.org/sierra/index.html>

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SHORT LINE

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Articles, photos, tips, or ideas
are heartily encouraged and
will be enthusiastically accept-
ed! The preferred format would
be in Rich Text Format (RTF),
with photos as JPEGs, but we
will accept any format (from a
PC or Mac; MS Word, Simple
Text, typed, or handwritten).
Send it to your editor by regu-
lar mail to **SHORT
LINE**, 6601 Ray Family
Lane, Magalia, CA 95954 or by
email to gerber1926@gmail.com.

From the Superintendent

Lunch, Family, and Railroading.....

I'm not sure about the rest of you, but I find myself spending more time with the family and out-of-doors during the summertime: Leaving less time for Model Railroading. The real fun turns to the steel rails and DPU Loco Sets pulling mile long trains through the Feather River Canyon, over Donner Summit, or Up and Down the Central Valley. Who knows....I might even catch a few trains on my way to and from Reno in August for our Summer Meet and luncheon. **Let's give a Big "Thanks" to Dennis Drury and James Petro** for putting together all of the details and the activities. I am looking forward to venturing out of Sacramento for one of our **Sierra Division** Activities.

The meet is on **August 24 starting at 10:30**. We will meet at the Wyndgate Village clubhouse located at 10424 Summershade Lane. We will start out with **popular vote judging of stock cars** (4 categories – weathered, realistic load, resin kit, scratch built).

We have also begun a new **quarterly photo contest**. For our first contest, any rail-road subject can be included but must be composed and photographed by the entrant. Each print must be at least 5"x7" and not exceed 8"x12". Photos need not be mounted. No more than three entries per person.

Kevin Caldwell is bringing his N scale **Squirrel Valley Railroad** for display and operation and we will have a lunch including pulled pork and/or brisket. Door prizes and awards will be handed out. Last meet nine prizes were handed out. **Lunch will be \$5**. In the afternoon we will visit **Dennis Drury's California, Oregon & Western RR** and he has a surprise to share. There may be a tour of **Jim Price's** huge **SP Oakland Mole to Reno** layout if he is not at work for **UP**. Then go to **Jim Petro's** house for a clinic on plaster rock casting (actually done on his layout from doing the casting to finish coloring). Members will tour his **20' x 55' Denver & Rio Grande Western** (highlighted in Feb., 2013 **Short Line**) layout and can be involved in an operation session before heading home. Never operated, we'll help you.

I hope all of you will introduce yourselves to our new **Membership Chair Jim Collins**. I am really excited about what he has planned to not only expand our membership, but to help retain our membership. New members to the **Sierra Division** will surely be pleased with his guidance and new approach to quickly get them involved with our organization.

With much regret I need to announce that **Karen Kiefer** has decided to step down as our Contest Chair. While I search for a replacement, **Gary Ray** has volunteered to take over the position for the August and October meets. **Contact me if you would like to be the new Contest Chair. Don't forget to bring your "Stock Car" Models and Photos** or another project you may want to share to Reno in August.

Before closing, I want to "Thank" many of you for volunteering to host meets in your locale. Several locations being considered are Ione, Portola, El Dorado Hills, and Modesto. **If you want to help out and be a local host**, please contact me. My goal is to have a running 18 Month calendar in place by IRF.

See you in Reno in August!

Scott

Your Superintendent
Scott McAllister

Map to meet is on page 8.

From the Editor

Our May 11th meet in Sacramento was very important even though it didn't have clinics. The 20 members that were present discussed what we needed to do to make our division more vibrant and involve more members. The August 24th meet in Reno is an outgrowth of those plans. I decided to reprint what I wrote for the **PCR Branch Line** and by email because 100 members do not have email and not everyone subscribes to **Branch Line**. Please forgive the repetition, but I felt it was important that everyone see how we are trying to make the division better.

"The division is looking for hosts to arrange future meets and a Program Chair to arrange clinics. The **Sierra Division** would be happy to pay for gas and provide lunch for clinicians from other divisions. Clinicians can receive AP credit for their presentation. We would like to have a list of layouts that are available for visitation and/or operations. We are planning a future clinic on "Operations" for those who have never operated on a layout to make them feel at ease. We hope future meets are in locations that can be used from 9 to 5 and will include 2 clinics and possibly a layout visit. Contact **Scott McAllister** [scooter923@att.net] (916) 351-9885] if you can help with any of these needs. **Future meets will be held on October 12th in Cameron Park and on February 8, 2014.**

It was decided that the division would have a fall meet even though it falls close to our fund raiser: The **International Railfair** in November. The Sierra Division tentatively decided to drop paying for volunteers to attend the Railfair banquet because of costs to the division, but volunteers do get free admittance to Railfair and may also purchase tickets to the banquet if they desire to attend. If you have an objection to deleting the banquet, let Scott McAllister know by as soon as possible or at the August meet so a final decision can be made.

Some of the changes that are being made in our division will include meet dates in February, May, August, and October. **A swap meet once a year in May, a picnic in August, and a business meeting would be part of the October meet starting in 2014.** Members voted on changing the election of directors to even years.

One new member, **Jim Collins**, has volunteered to be our **Membership Chair**. He has already written a welcoming letter to new members and given them a phone call. **When new members come to their first meeting, they will receive a NMRA track gauge and a name tag will be ordered to distribution at the next meeting they attend.** In order to help facilitate **ride sharing** in our huge geographic division, **Gary Ray** [gerber1926@gmail.com] (530) 873-0626] will try to put members in contact with others in their area.

Door prizes will be handed out at our meets. I was the lucky recipient of a beautiful **Bar Mills** kit; Bud Smiley's Gas Stop. Altogether nine prizes were awarded for door prizes and our flat car loads contest. Winners of the flatcar loads contest were **Dick Witzens, Jim Collins, Bill Ever-sult, and Jim Dieckman.** **Our August 24th contest is for scratch built or modified stock cars: scratch built, resin kit, weathered, realistic load. In addition, the division is going to have a quarterly photo contest.** For our first contest, any **railroad subject can be included.** Photo must be composed and taken by entrant. Each print must be at least 5"x7" and not exceed 8"x12". Photos need not be mounted. No more than three entries per person. A new model building contest similar to the Northeastern Scale Models Yard Office is in the planning stages. The Sierra Division is excited about the new ideas that we are implementing and is looking forward to seeing you on August 24th."

PLEASE GIVE NMRA YOUR E-MAIL ADDRESS

We are trying to improve communications.

David Adams, Erich Alen, David Armstrong, Ducan Audette, Gregor Austin, Ann Barber, Robert Benner, Eugene Bock, Frederick Boswell, Thomas Brass, Robert Breeden, Jeff Browne, R. Brunner, Tom Carlson, Charles Case, Peter Coble, Harvey Coleman, David Cordell, John Cowgill, Robert Crawford, Walter Cullup, Michael Davis, John Davis, Damon DeCrow, Walter Cullop, Fred Delevati, Frank Desimone, Harold Elmore, George Engeman, George Evans, Donald Fether, David Fletcher, Steven Fox, John Frink, John Gibson, Luther Good, G. Graham, David Haehn, David Haines, L. Halliday, Clarke Harwood, Don Hasemeyer, Robert Haslett, Peter Heindel, Skip Herbert, Donald Hislop, Harry Hughes, Brian Hussey, J. Jackson, Jesse Jenkins, Jack Jester, Tommy Johnson, Robert Johnson, Roger Johnson, Ronald Hognson, Dale Jones, Charles Jumps, Geoffrey Kail, Raymond Keener, Douglas Kelly, Bill Kiesling, John Drahn, Arden Kwong, Jeremy Levish, Douglas Macleod, Philip Marriner, Paul Martineau, Arthur Maxwell, Ernest McClain, Don Morey, Robert Mountjoy, R.J. Myers, David Neighbors, Douglas Parcells, Danny Pearson, Neil Pfafman, Edward Powell, Nils Pultz, John Recend, Michael Rodkford, David Russell, Scott Sanders, Harlan Schoff, K. Schulenburg, Thomas Schultz, Gene Short, Allan Smith, Charl Spinks, David Squire, Raymond Theriault, Kay Tonnessen, Nelson Van Gundy, John Wagner, Bob Warner, William white, David Wilson, Rich Wilson, Wayne Wixom, Byron Wyman, Donald Yoho, Frank Zila. **Matthew Comfort & Tilden Brooks**—check Earthlink spam filter.

Experience is No Guarantee

by Mike McReynolds

When instructing new hires, I always told my students on the railroad, "There is no room for error on the rails. There are many ways to get hurt or killed, and the job is very unforgiving of carelessness or inattention." As an object lesson, I would tell them about a conductor with twenty years of experience who got into trouble one night as a result of a momentary lapse in judgment. This is that story.

We ran a special train to Keystone on New Year's Eve with the #3 ten-wheeler and #2 shay double-headed. When we reached the siding there, the conductor cut off #2 and brought it around to the east end of the train for the return trip. As he coupled up the locomotive, he realized he had forgotten to open the angle cock (air valve) on the end of the coach. Since it was on the other side of the locomotive now, he decided to climb over the back of the engine rather than walking all the way around it and opened the valve. When he started back over the loco in the dark, he stepped on the shank of the drawbar. At that moment the brakes on the coach, which was on a slight grade, released and the car rolled toward the engine shoving the slack out of the drawbar and trapping his foot between the buffer on the engine and the head of the coupler. As he stood there in stunned surprise, the second car released and rolled into the train gripping his boot even tighter. There were six cars in the train and it didn't take a rocket scientist to figure out that his foot would soon be crushed. He radioed both engineers and told them what was happening and instructed them to set the brakes on the train immediately.

He was standing at the end of an open car and there were several passengers watching the ritual of reconnecting the engine. None of them were aware of his predicament, but he knew if the cars kept moving he would soon be yelling in pain as his foot was smashed in that inexorable vise of steel.



Once the train was stabilized, he told the engineer of the #2 to very carefully move the engine east to release his trapped foot. He made the

engineer repeat the directions so there was no mistake. At that point, the brake man who had heard the radio call at the other end of the train, jumped up behind him and grabbed him around the waist. The brake man wasn't sure if the conductor was hurt or not and was afraid he would fall when the foot came free.

The engineer gently opened the throttle and moved the engine away from them. As soon as the conductor felt the pressure lessen, he popped his boot free and breathed a huge sigh of relief. He climbed down to the ground none the worse for wear except for my bruised pride.

Did I say *my* pride? Yes indeed, I was the experienced conductor on that cold New Year's trip and had just been given a very humbling lesson. I had broken two of the cardinal safety rules, "Always know where your feet are" and "Never step on a drawbar". Since that night, I have used myself as a prime example that experience doesn't make you immune to mistakes. It takes constant vigilance and attention to the rules to stay safe and in one piece.

Oh yes, my wife Roberta was on the train that night working in the commissary car. Fortunately, she heard none of the radio transmissions and knew nothing of my adventure until much later. My luck continued to hold until the end of my railroad career and that night was the closest I came to being badly injured. I gave my guardian angel a workout a few times but he always came through for me.

October 12 Contests

Building Contest ~ Everyone's chance to scratch build an easy structure ~ **An Outhouse**. Only rule: It must be scratch built! Your choice of materials and scale. Start building now.



Photo Contest ~ **Steam or Diesel Motive Power, Color or B/W**

Photo must be composed and taken by entrant. Each print must be at least 5"x7" and not exceed 8"x12". Photos need not be mounted. No more than three entries per person.

(Photos by Gary Ray)



April 11th Contest Winners



Dick Witzens

Photo by Gary Ray



Dick Witzens

Photo by Gary Ray



Jim Dieckman

Photo by Jim Collins



Jim Collins

Photo by Jim Collins



Dick Witzens

Photo by Jim Collins



Bill Eversult

Photo by Jim Collins



Happy contest and door prize winners at Sierra Division April 11th Meet.

Left to right: **Jim Dieckman, Mary Moore-Campagna, Dick Witzens, Bill Eversult, Larry Beardsley, Mel Jones, Al Rowe,** Front row: **Jim Collins, Gary Ray** (Jim Collins photo)



This Northeastern Scale Models kit from our contest is in the process of being super detailed. Can't wait to see it done. Be sure to share yours when done.



Jim Collins is our new Membership Chair. He is doing a great job contacting new mem-



Left : **Bob Warner** preparing for the door prize drawings.

Below: **There were many items from the Jim Long estate for sale.**



MODEL RAILROADS OF THE PCR

by Gary Ray

At the PCR Convention **Iron Horse Express 2013** that was held May 3rd to the 7th in Dublin, CA I was fortunate to visit many home and club layouts. Forty-five layouts were open for tours including seven that hosted operation sessions. These sessions were open to all attendees. I appreciate all those who opened their homes to tours and operations.

Activities at the convention were highlighted in the May edition of *Short Line* and I mentioned that 46 “**first-timers**” were among the 260 attendees. Hopefully we will see you at PCR Convention: **Coast Rails 2014, Trains to Hadley Jct.**, held in San Luis Obispo, CA, April 30th to May 4th. Again, there are discounted fares for first-timers.



Santa Clara Depot (photo courtesy of SBHRS)

South Bay Historical Railroad Society (SBHRS)

The **SBHRS** is housed in the 1863 Santa Clara Depot. They have HO and N-scale layouts with extensive signaling. There are many highly detailed scenes including a replica of the San Jose SP Depot. Control is by **Digitrax DCC**.

The **SBHRS** was incorporated in 1985 to preserve the local area railroad heritage while running a working museum and to work on the preservation of the Santa Clara Depot, Santa Clara Tower and two maintenance-or-way buildings.

The museum has a collection of railroad artifacts with a focus on signaling. There are two CTC machines along with signs, lanterns, order boards, operating wigwag signal, H-2 search light and a double bladed **SP** style B semaphore. Also many original right-of way railroad maps dating as far back as the 1860's are on display. The museum also has the 1912 business car from **UP** heritage railroads; the **Oregon-Washington RR & Navigation Co. #184**.

SBHRS is open Tuesday evenings from 6-9 pm on Tuesdays and 10am to 3 pm on Saturdays. Monthly donations are \$25 (\$20 for seniors) and are tax-deductible. For more information, go to:

<http://sbhrs.org/>



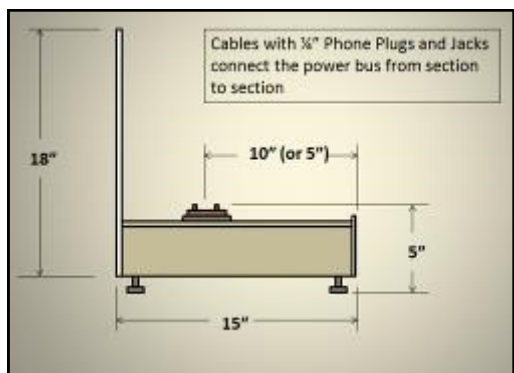
Fall Creek Branch

Portable Switching Railroad

by Robert and Sylvia Pethoud

This is Part 2 on building a portable switching layout. Part 1 was in the May issue of **Short Line**. Several layout ideas are presented along with construction details. Short of space for a layout—these ideas are for you. Error correction in Part 1—plywood sheet is 4'x8' and it is his wife, father-in-law and mother-in law that enjoy operating on it. He is sure his father would have enjoyed it if he lived long enough to see its completion. -ed.

The idea was to build a stand-alone portable model railroad which would look good (complete with scenery, structures, and backdrop) and be fun to operate. No legs are needed, as the layout rests on two or three of the ubiquitous folding tables found at nearly all convention centers and exhibit halls. As a bonus, if several of these layouts are built to the same standards, they can be joined to form a switching district.



The sketch depicts an end view of the layout, with the backdrop (1/8" hardboard 18" high) at the left and the front fascia

(1/8" hardboard) at the right. The feet are 5/16" hex head bolts mounted in T-nuts driven into 2x2 pine or fir lumber comprising the interior corner braces. The end plate is a 15" x 3 3/4" piece of plywood. The ties rest on N-scale cork roadbed (1/8" thick) which is glued to 1/4" plywood mounted atop the 3/4" plywood frame. This allows the top of the code 83 rail to be 5" above the bottom of the bolts, with this distance adjustable by about 1/2" up or down.

The length of each section is completely unspecified, as it is up to each builder to decide, based on whatever he or she wishes to lug around and set up. To allow multiple switching layouts to be joined together for operations it is obviously necessary for all participants to adhere to the 5" height from table top to rail head, but even the 10" main line setback and the 15" total width are negotiable as long as it is accepted that lining up the main lines may not also line up the

benchwork. Main line tracks end flush with the outer face of the end plate, to which they must of course be perpendicular.

The track power bus wires terminate at 2- or 4-position barrier strips (**Radio Shack #274-658** or equivalent) screwed to the interior side of the end plate. Electrical control of the layout is DCC using **NCE's Power Cab** system, with the PCP panel mounted on the fascia.

Control of turnouts is at the discretion of each builder. I am using **Blue Point Turnout Controllers** by **New Rail Models**, mounted under the track and actuated by **Du-Bro** pushrods (4-40x12" rod, 3/4" threaded) and clevises (4-40 steel **Kwik-**



Link). The control knobs are plastic drawer knobs from **OSH** to which I have attached 4-40 brass screw set screws.

When the three sections of the model railroad are assembled, the resulting layout represents the fictional town of Fall Creek, at the end of a branch line of a class one railroad somewhere in the northwest U.S. Measuring just 15" x 144", the **Fall Creek Branch** has less than half the area of a standard 4x8 sheet of plywood, yet is designed to offer challenging and prototypical operation. Six turnouts create a small yard featuring a runaround track and four spurs, which serve a total of nearly a dozen different industries, including a cannery, sash and door mill, fruit loading shed, and grain elevator.

Here is my track plans along with a dozen other ideas for a small switching layout.

Fall Creek Branch | Page 14

SIERRA DIVISION

Next Meeting: Saturday, August 24
 Place: Wyngate Village Clubhouse
 10424 Summershade Lane
 Reno, NV
 Time: 10:30 AM to end of Ops

TIMETABLE FUTURE MEETS

October 12
February 8
May 10, 2014

SHORT LINE DEADLINES

Sept. 10 for the Oct. issue
Jan. 7 for the Feb. issue
April 11 for the May issue

DIRECTIONS TO MEET FROM SACRAMENTO IF YOU ARE ON I-80 HEADING EAST

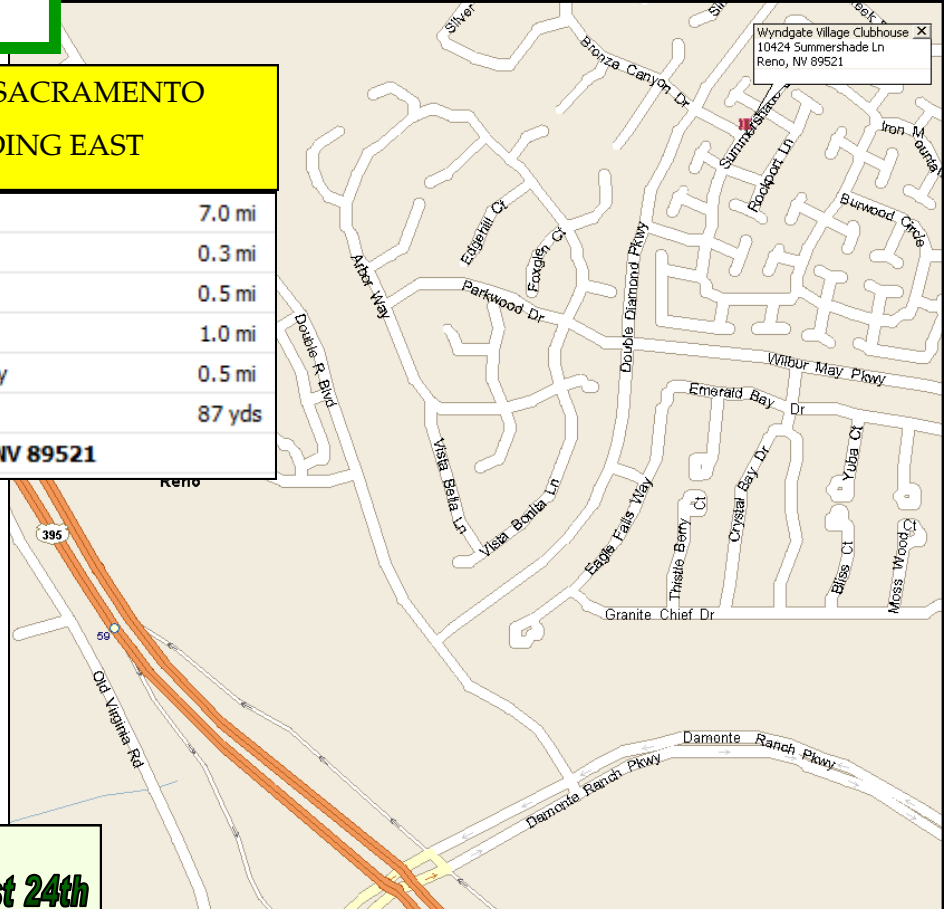
Take Ramp (RIGHT) onto US-395	7.0 mi
At exit 60, keep RIGHT onto Ramp	0.3 mi
Turn LEFT (East) onto S Meadows Pkwy	0.5 mi
Turn RIGHT (South) onto Double R Blvd	1.0 mi
Turn LEFT (North-East) onto Double Diamond Pkwy	0.5 mi
Turn RIGHT (East) onto Windgate Terrace	87 yds

2 Arrive 10424 Summershade Ln, Reno, NV 89521

WANT TO CARPOOL?

If you are searching for someone in your area to ride with, I may be able to put you in touch with someone in your area.

Gary Ray gerber1926@gmail.com
 (530) 873-0626



CONTESTS for August 24th

Bring a stock car for one of four categories:
 Weathered, realistic load, resin built, and scratch built
 Will have popular vote judging.
 Photo Contest:
Any railroad subject; model or prototype:
 Must be composed and photographed by entrant. Popular vote judging (limit 3 entries)
 Sample photo courtesy **Jim Collins** at Railtown



SIERRA DIVISION AREA HOBBY SHOWS & RAIL-FANNING EVENTS

GO TO WWW.PCRNMRA.ORG/PCR/CALENDAR/MASTERCALNDAR.HTM

SOUTHER PACIFIC NARROW-GAUGE LOCO #8 STILL IN SPARKS by Rev. Dr. David Mussatti

#8 is a 4-6-0 Ten Wheeler that operated on the S.P. Narrow-Gauge from Laws to Keeler, CA, where it hauled mixed freight and passengers on the 70-mile stretch in Inyo County. In 1955, #8 was replaced by #1, a narrow-gauge diesel. #8 was donated to the Nevada State Railroad Museum in Carson City. It was displayed for 9



years at the Eagle Territory Museum. In 1964—Nevada's Centennial—it was on static display next to the Nevada State Museum. When the city of Sparks celebrated its centennial, it negotiated a long-term loan of #8 where it is part of a static display in Victorian Way in downtown Sparks. I took this photo in 2008. This article is based on a Friends of the Nevada State Railroad Museum web page.

NV State RR Museum | Page 14

If you are a **Sierra Division** member currently reading this and are still getting the 10 page mailed copy, please email me at once to have your name removed from the mailing list.

You will receive an email when the much longer and colorful **Digital** edition comes out.

Dropping your printed copy will save the division \$5 a year. Currently, we are spending about \$1000 a year printing and mailing out the **Short Line**.

Click on this hot link now: gerber1926@gmail.com

Please put "**SHORT LINE**" in the Subject Line. Thanks.

April 11th Meet FROM PAGE 6



CONTEST WINNERS: Dick Witzens smiles after receiving prizes for 3 of his entries from outgoing Contest Chair Karen Keifer. Superintendent Scott McAllister awards new Membership Chair Jim Collins for his flatcar entry. Below: Bill Eversult shares his flatcar which has everyone waiting their turn. Jim Dieckman receives his prize as everyone looks on. (Jim Collins photos)

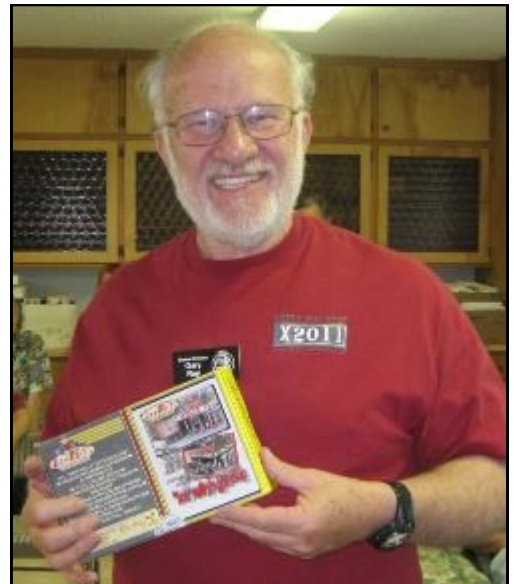


DOOR PRIZE WINNERS: Mary Moore-Campagna is all smiles. Larry Beardsley receives a new car from Scott McAllister. (Jim Collins photos)



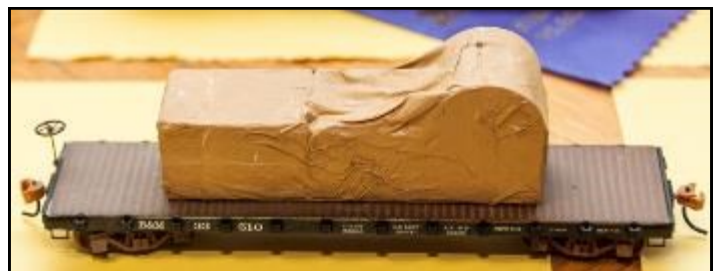
MORE LUCKY DOOR PRIZE WINNERS: After receiving his prize Al Rowe draws a new number for the next winner. Mel Jones won a Bright Boy and Gary Ray a Bar Mills kit.

(Gary Ray photos—except the one of him, photographer unknown)



OTHER CONTEST ENTRIES:

Above: **Bob Warner's** flatcar hauling old rail. The other cars belong to **Dick Witzens** (Jim Collins photos)



THE GLENBROOK #1 TO OPERATE AGAIN IN 2014

The narrow-gauge locomotive, The GLENBROOK, was built by Baldwin in 1875 for the Carson & Tahoe Lumber & Fluming Company. It is a 2-6-0 Mogul which pulled trains from the mill at Glenbrook Cove,

Nevada, to Spooner Summit where the wood was dropped into a flume that carried it miles down to the Carson "City Lumber Yard. There it was serviced by the Virginia & Truckee Railroad. In 1899, the Glenbrook was transferred to Tahoe City to work on the

Lake Tahoe Railway Transportation Company. There #1 hauled passengers and freight between Tahoe City and Truckee, California, where there was a connection with the Southern Pacific.

In 1926, the S.P. broad-gauged the line and #1 was stored outside the former narrow-gauge engine house in Tahoe City. In 1937, the Nevada County Narrow-Gauge Railroad in Colfax, California was looking for a parts source for their 1875 built 2-6-0 #5 which was on display in Nevada City, California.



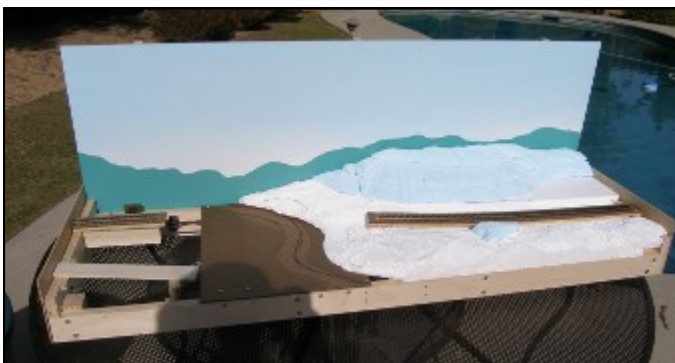
1958 photo showing the GLENBROOK outside of the Nevada State Museum. This 2009 photo shows it awaiting restoration.

(Dr. David Mussatti photos)



In 1942, the N.C.N.G. was closed and the Glenbrook was donated to the State of Nevada. For years it was on static display next to the Nevada State Museum. In the 1980's it was transferred to the Nevada State Railroad Museum south of Carson City. Efforts to restore #1 were delayed by the restoration of Motor Car #22. The plan is to have the Glenbrook in service by 2014.

Fall Creek Branch FROM PAGE 8



One of the three modules during construction.

Inspiration and Information

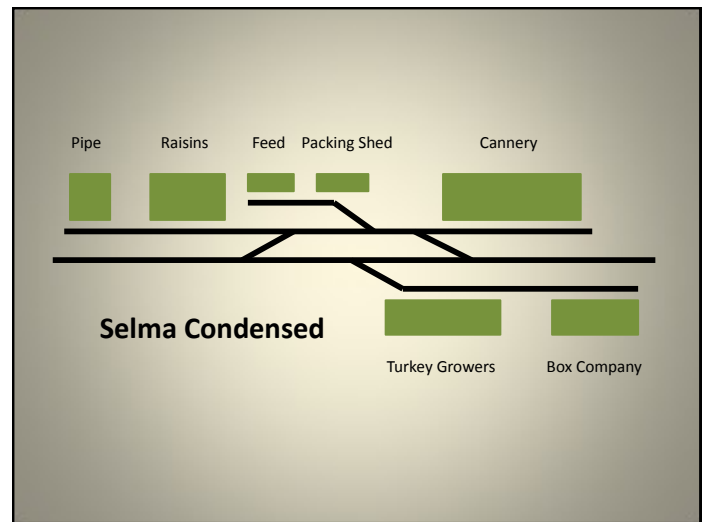
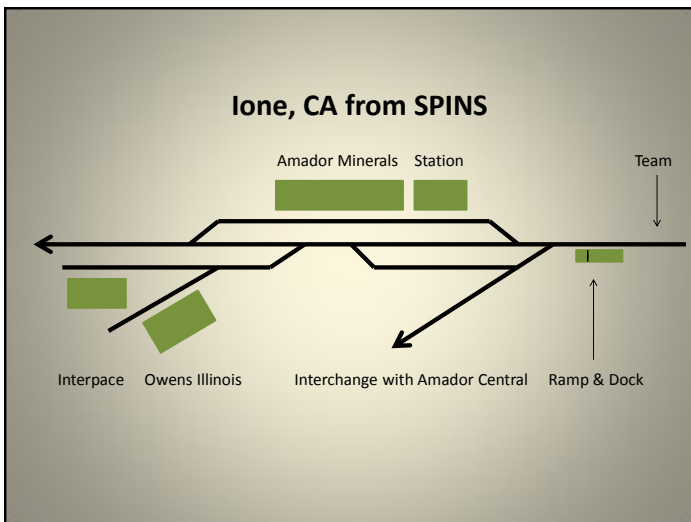
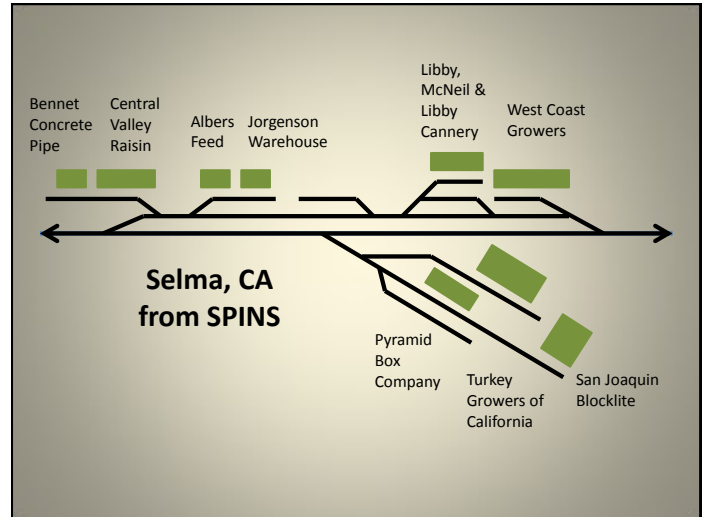
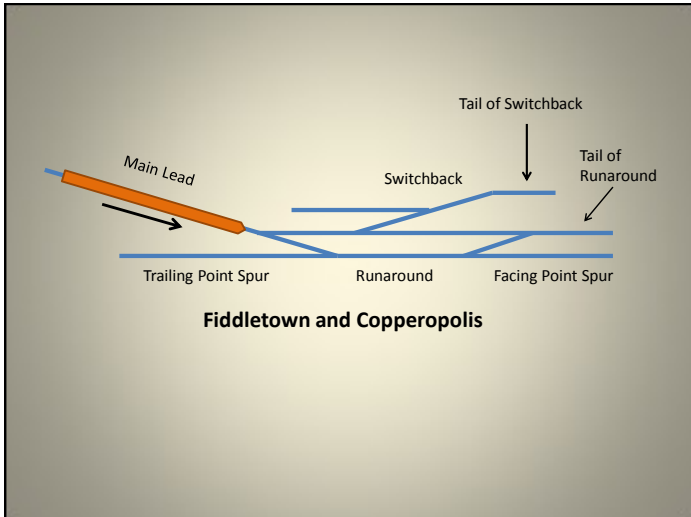
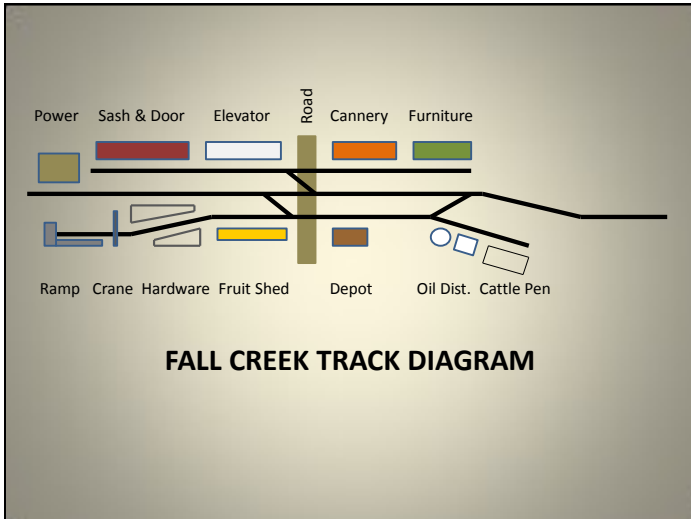
- Lance Mindheim, www.shelflayouts.com
- Ian Wilson, www.canadianbranchline.com
- Railway Modeller: monthly magazine from UK
- The Dispatcher's Office, OPSIG, www.opsig.org
- Layout Design Journal, LDSIG, www.ldsig.org
- Frank Ellison, Frank Ellison on Model Railroads
- David Popp, Building a Model Railroad Step by Step, 2nd edition, Kalmbach Publishing, 2011

IDEAS FOR SWITCHING LAYOUTS

SOURCES OF PROTOTYPE TRACK ARRANGEMENTS

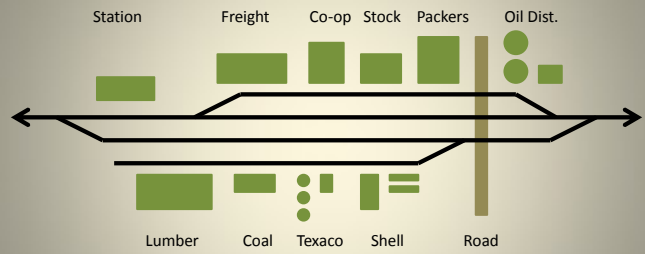
- PUC station plats, CA State Archives, ca.1912
- Sanborn Insurance Co. maps, public libraries, ca. 1950

- SPINS, CLIC, eBay, ca. 1980
- Google maps satellite view, current
- Books by John Signor (SP), Ian Wilson (CN), and a few others

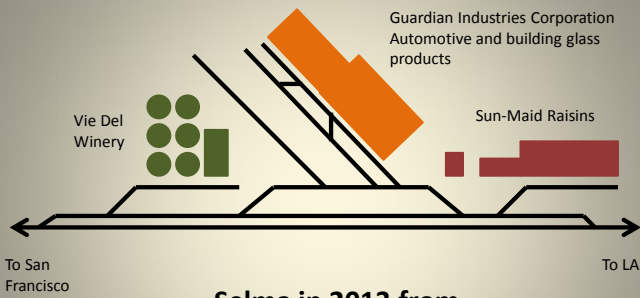




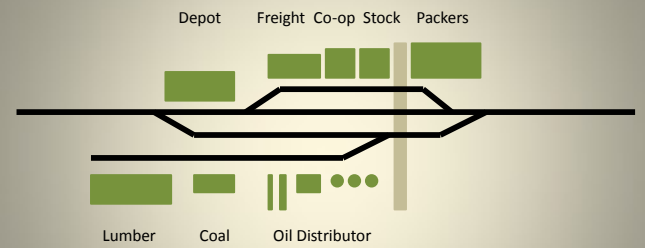
Guardian Industries Corp. (glass products)



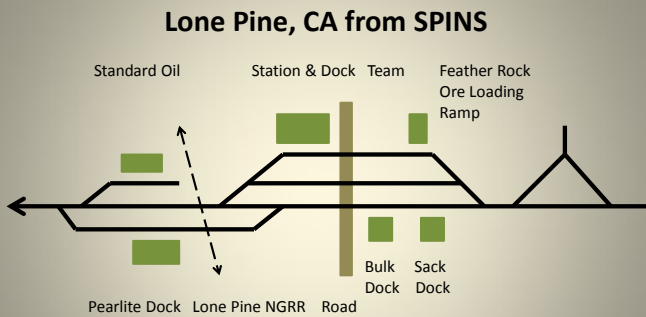
Harriston, ON from Ian Wilson



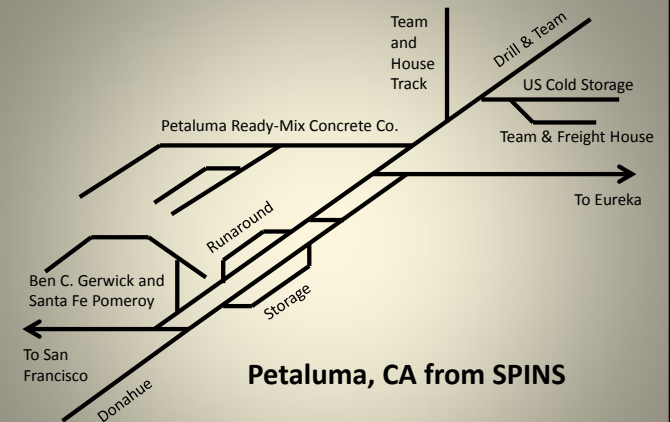
Selma in 2013 from Google Maps



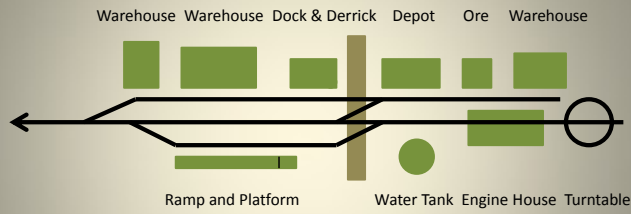
Harriston Compressed



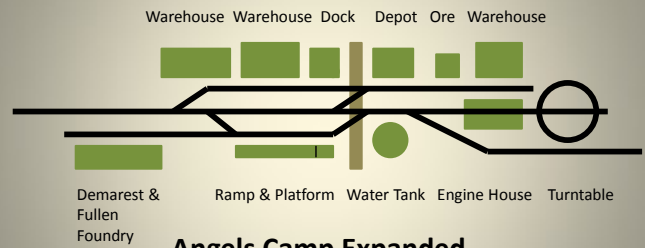
Lone Pine, CA from SPINS



Petaluma, CA from SPINS



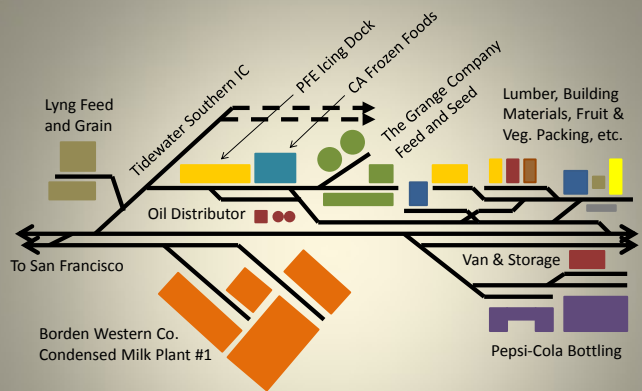
Angels, CA from PUC Station Plat



Angels Camp Expanded



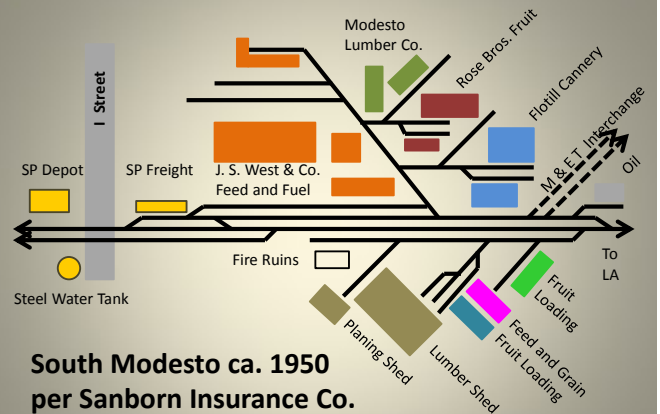
Borden Plant (now Foster Farms) in 2012



North Modesto ca. 1950 based on Sanborn Insurance Company maps



J. S. West & Co. in 2012



South Modesto ca. 1950 per Sanborn Insurance Co.

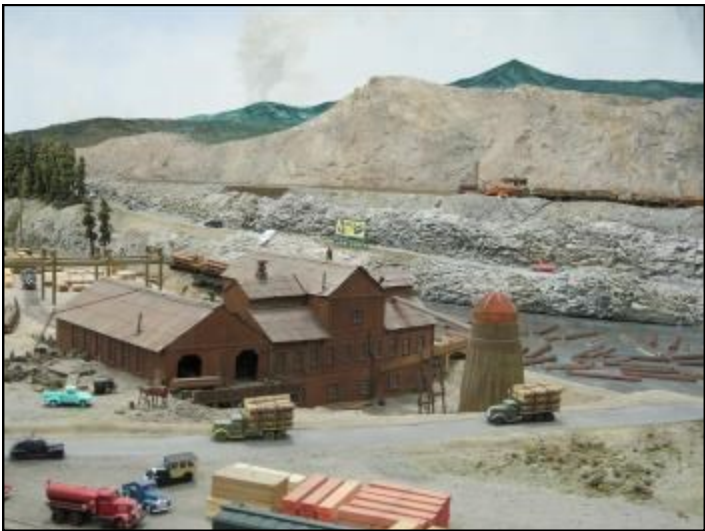
The editor wishes to thank **Robert Pethoud**, Daylight Division Member Aid Chairman, for sharing parts of the clinic which was presented at the **2013 Pacific Coast Region Convention**. These ideas could be incorporated into a portable layout such as the one Robert takes around to shows, into a layout where space is a premium, or into a larger home layout. If you have a presentation that you would be willing to share with the **Sierra Division Short Line** readers, please contact the editor at gerber1926@gmail.com.

Model RRs of PCR FROM PAGE 7

South Bay Historical RR Society continued



San Jose CTC Board. They also have the Newark Tower CTC. (photo courtesy of SBHRS)



OWR&N Business Car #184 (Pullman car # 496)
Santa Clara Tower (both photos courtesy of SBHRS)





The South Bay Historical Railroad Society, Inc., had many well detailed scenes and historical maps and artifact displays. Visit them at 1005 Railroad Ave., Santa Clara, CA.

Robert Bowdidge's SP Vasona Branch

Robert Bowdidge is particularly interested in historical research and building models of specific locations and buildings. Sanborn maps and other historical resources were used to develop the 10'x15' double decked layout depicting the 1930's San Jose—Los Gatos—Santa Cruz.

There is no main yard with operation focusing on switching canneries, packing houses, and other industries. Two-man crews run commuter and freight trains powered by sound-equipped small steam using Easy DCC. Switching is done with switch lists.

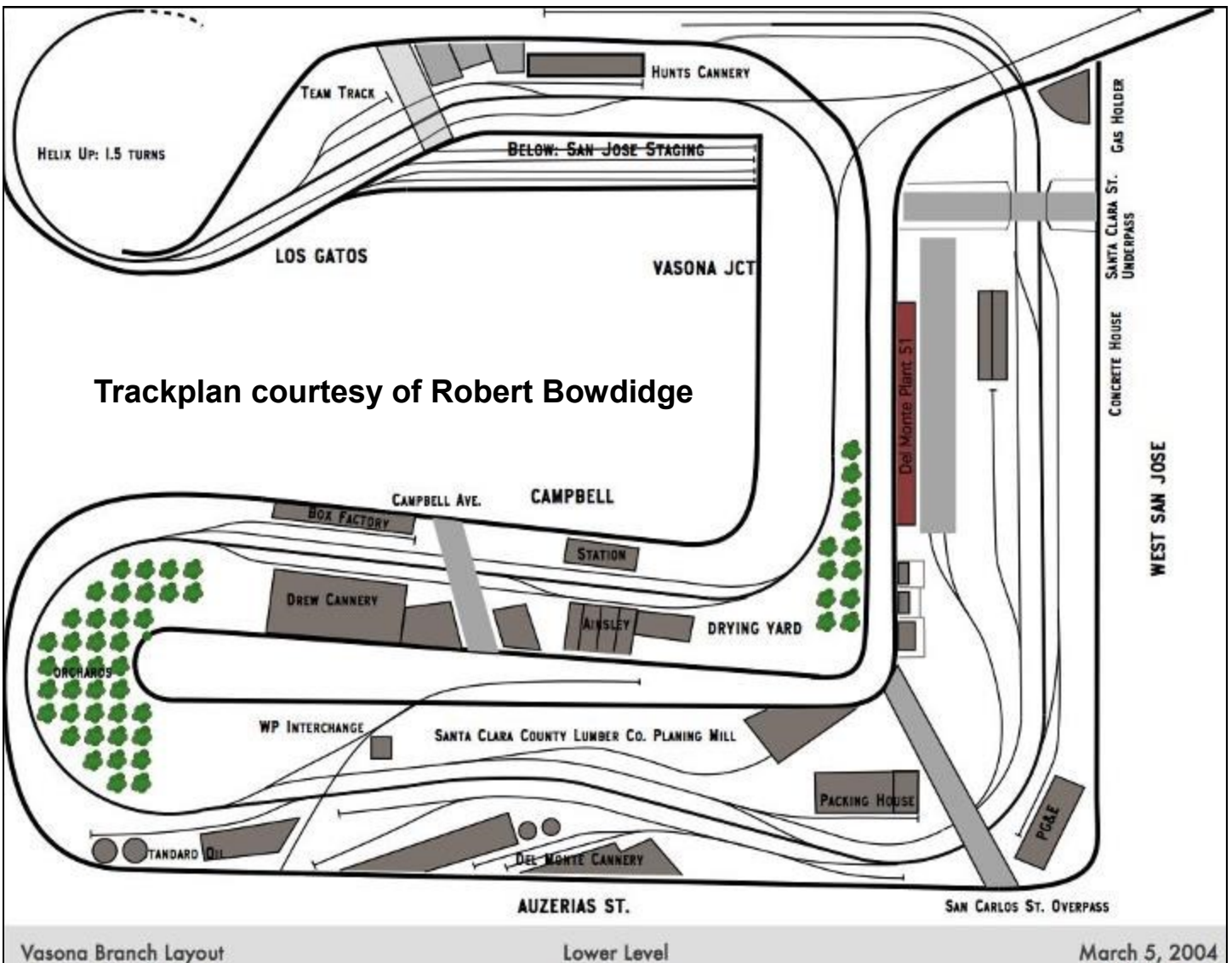
My friend and I were invited to switch west San Jose and we had a very enjoyable 90 minute session.

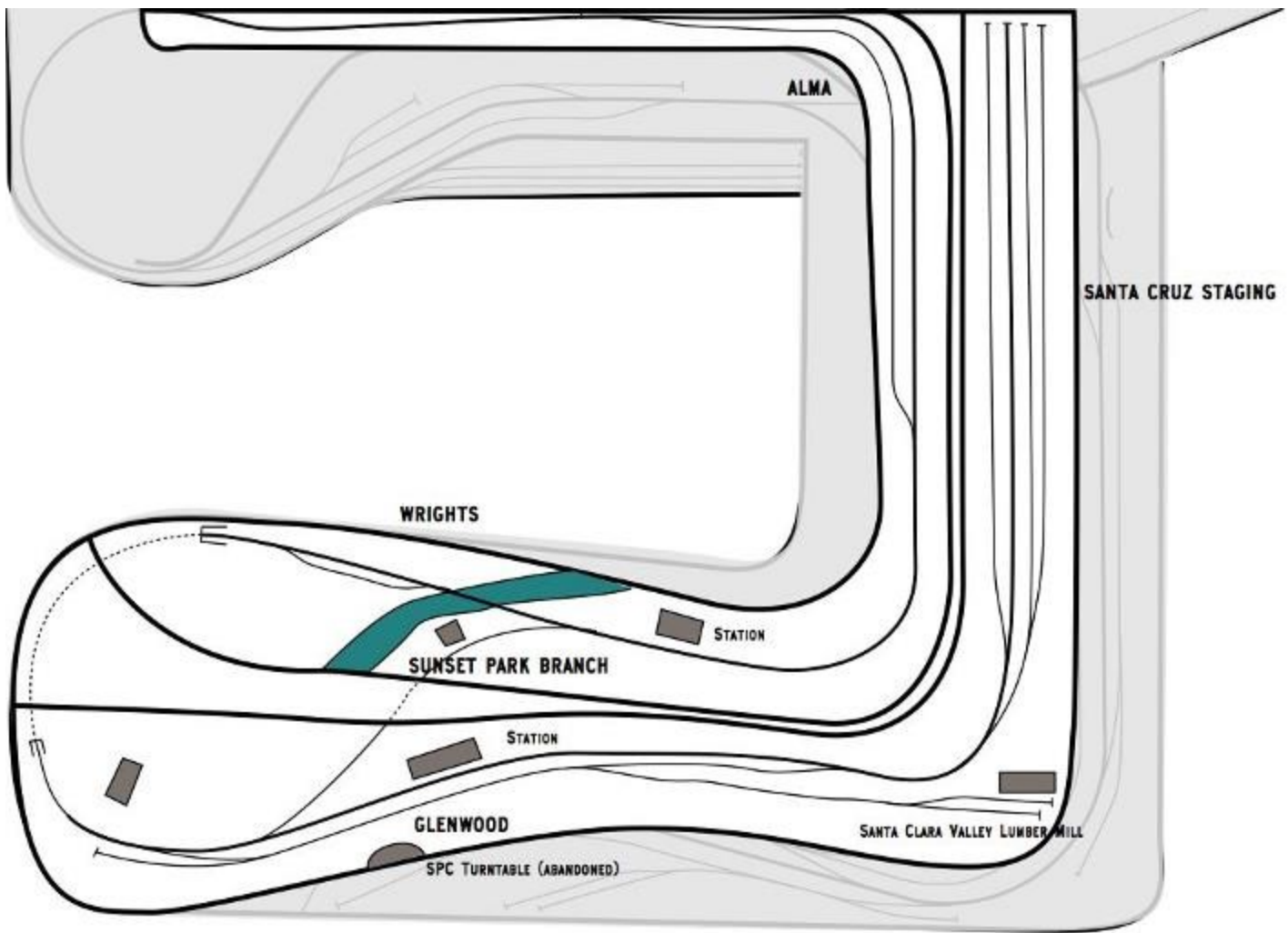
Robert has an extensive web site detailing how he went about researching and modeling. I especially liked his comments on California architecture, what went right and wrong in building the layout, and the many links on his site. Go to

<http://www.vasonabran.ch.com/railroad/index.html>



(Photos above courtesy of Robert Bowdidge)





Vasona Branch Layout Upper Level March 5, 2004

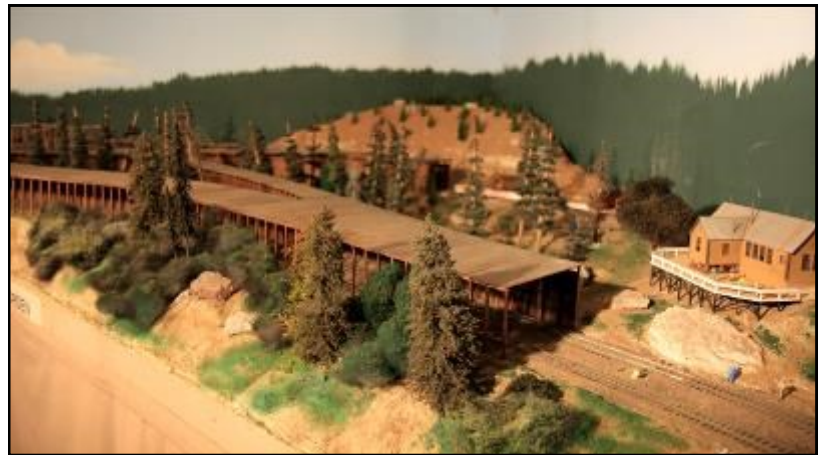
San Leandro Historical Railway Society

The SLHRS operates two model railroads and a railroad museum. The HO layout was designed by the late John Armstrong and is featured in the March 1988 issue of Model Railroader. There is over 4000 feet of track on 3 levels and it takes about 45 minutes for a train to travel the entire length of the display at scale speed. Most locomotives and rolling stock are membership owned and cared for. The SLHRS has the largest HO scale helix in the U.S., both in height and in diameter.

The HO layout is housed in the 1898 S.P. San Leandro depot. The depot was in use until the WWII. In 1988 it was sold to the Society for \$1. The building was moved to its current site and work was begun on its restoration and it first opened to the public in June, 1989.

The museum has an excellent collection of railroad china and other artifacts. A new garden railroad consists of both G and O gauge. To find out more, go to <http://www.slhrs.org/>





The small oval of track is part of a community outreach to children that play in the adjacent park.

Tri-Cities Society of Model Engineers

The TCSME is located in the 1901 S.P. depot and freight house in Niles District of Fremont. There is a railroad museum and two all-new model railroad layouts that are currently under construction. The N-scale layout is being constructed in the passenger depot and the HO-scale layout in the freight station. Using historical documentation, the planners and builders are recreating the features of the nearby communities including the nearby Niles Tower with the crossing of the S.P. and W.P.

The depot has been moved twice from its original location to the current railroad themed plaza that also include a W.P. caboose.

The TCSME is open Sundays from 10 to 4 and their website has a very detailed history for the depot. It can be accessed at: <http://www.nilesdepot.org/niles/home.html>



The N-scale layout is operational.



Alameda County Central Railroad Society

The ACCRS has been working on their two layouts for over 20 years. Both the HO and O-scale layouts are designed to operate either as analog or DCC. The O-scale layout features narrow gauge and trolley operations along with standard gauge.

The ACCRS meets on Friday nights and is open to the public at no charge. Annual membership is just \$24 per year. They are located on the Alameda County Fairgrounds. There is an antique tractor display right outside their clubhouse. For more info go to: http://www.accrs.org/Home_Page.html



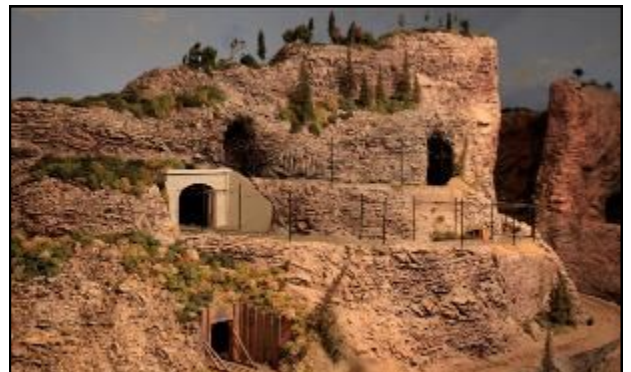
The Tri-Cities Society of Model Engineers HO-scale layout has much of the benchwork completed.



O_n3 and O scale layout.



The museum has a wide variety of equipment and photographs.





The harbor scene was recently completed on the HO Alameda County Central Railroad Society layout.



A display of about a dozen tractors is adjacent to the clubhouse at the Alameda Fairgrounds.

Don Marenzi's Copper Pass & Western

Don's layout is based on a route in Alaska that was proposed and surveyed, but never built. The route runs north from port facilities on the Pacific Ocean to the Yukon river. It has 310 feet of main line in a 19'x22' room and is a double-decked, point to point railroad with hidden staging at each end. The 1976 traffic consists mainly of copper, zinc, coal and forest products. Motive power is mostly 1st and 2nd generation EMDs with some early ALCo power. Control is with CVP's Easy DCC, all wireless.



Don crew operates with track warrant control and car cards.

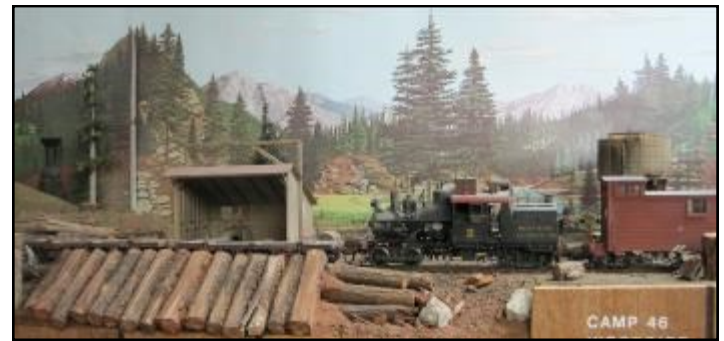
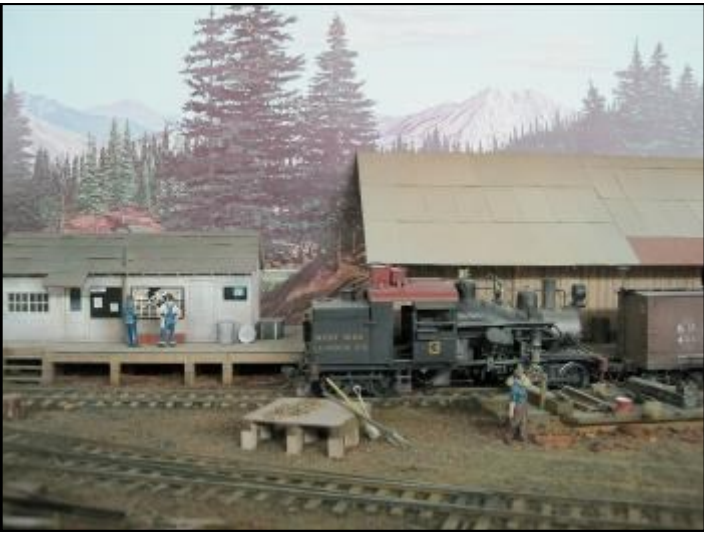
A dispatcher is sitting in the middle of a peninsula and trains can be ordered to stop to get new orders. Slips are preprinted for the time of the OS (on station) and new orders acknowledged when received. That's Don in the photo.

Don Harper's Harper Valley Lines

Don's freelanced, bi-level Sn3 layout has over 50 scratch built structures. Don says he builds what he likes. The Harper Valley Lines has been seen in *Model Railroading* (March, 1988), *Model Railroad Craftsman* (April, 1990 and June, 2004), *Great Model Railroads* (1999) and *Narrow Gauge & Short Line Gazette* (April, 2004).

I hope the highly detailed scenes on Don's and the





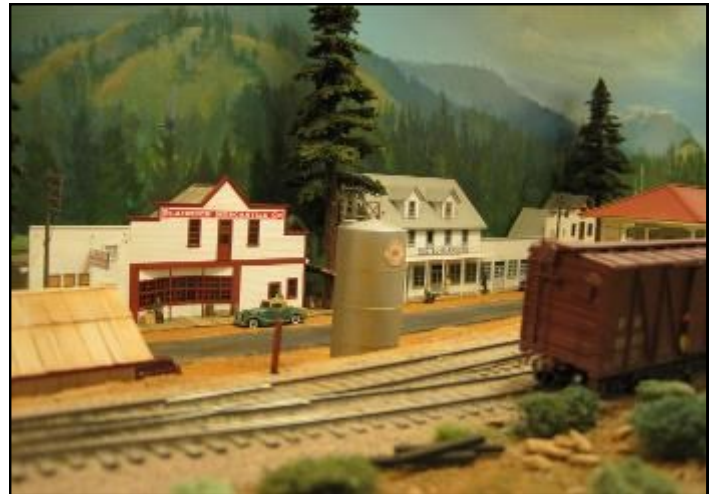
Jim Dias' *Western Pacific RR*

Jim's Western Pacific's 3rd Sub has been under construction in a 20'x16' garage for the last 24 years.. It is a beautiful HO scale re-creation of the WP along the Feather River Canyon in the Spring of 1938 and includes Keddie Wye. There are no grades on the layout but varying the height of the fascias and all the mountains fool the eye. Beautiful Sierra Nevada backdrops were painted by **Dave Biondi**.

The layout has 87' of mainline in its loop. Jim has many super detailed scenes that old WP employees readily recognize. Many of the scenes include sound add to the realism.

The layout was featured in the May/June, 2010 issue of **Model Railroad Hobbyist**. It can be viewed here:

<http://model-railroad-hobbyist.com/magazine/mrh-2010-MayJun>



There are over 500 trees on the layout.



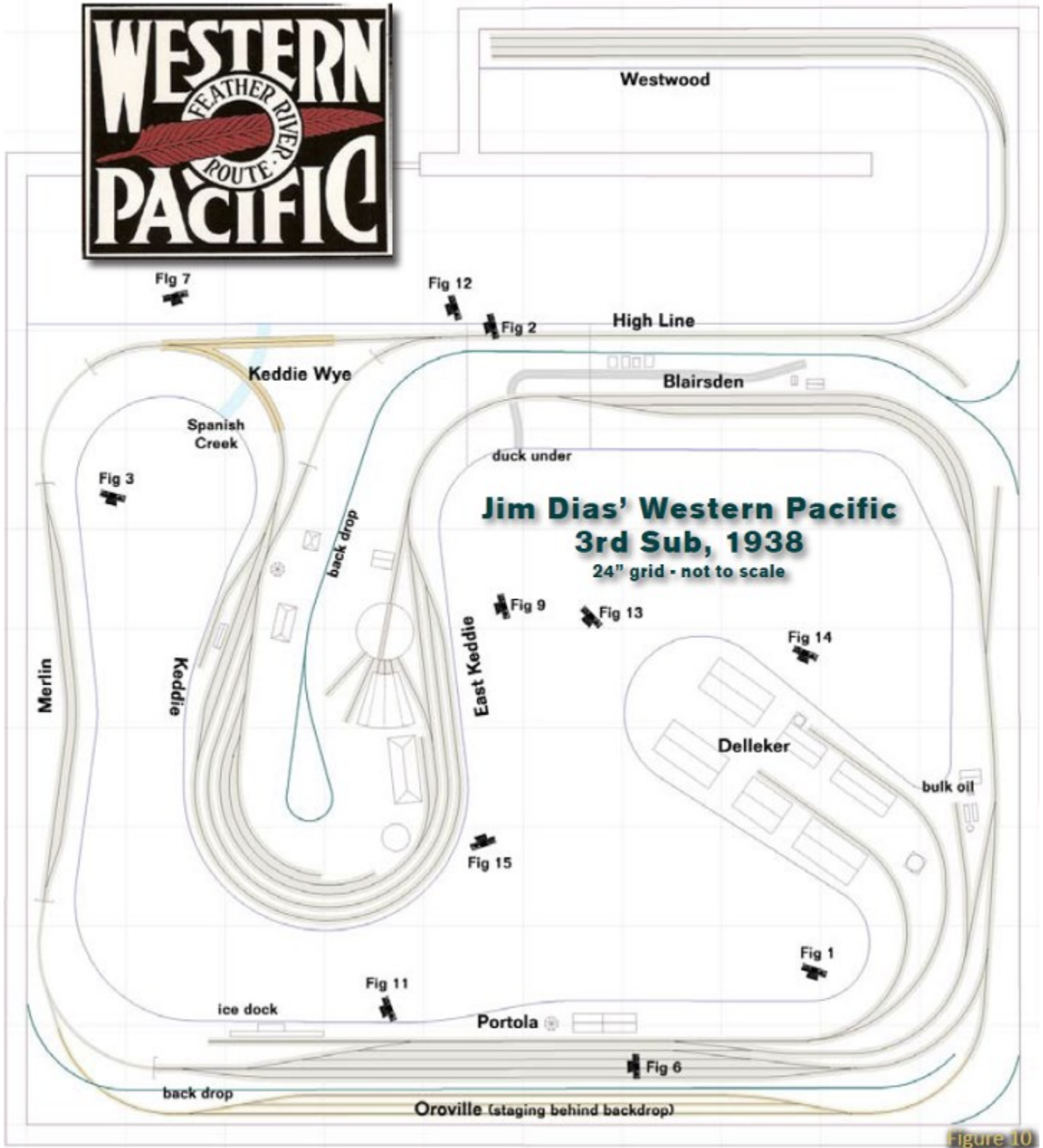
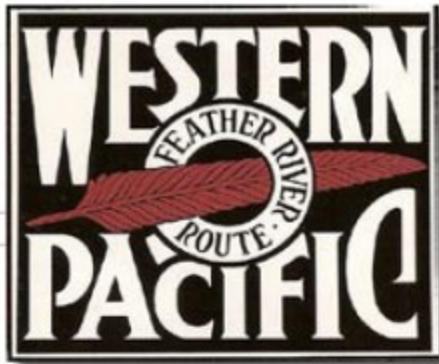


Figure 10

Track plan courtesy of Model Railroad Hobbyist Magazine, May/June issue, page 53.

Model Railroad Hobbyist Magazine is an excellent magazine and is absolutely free. Current and past issues can be downloaded at <http://model-railroad-hobbyist.com/>

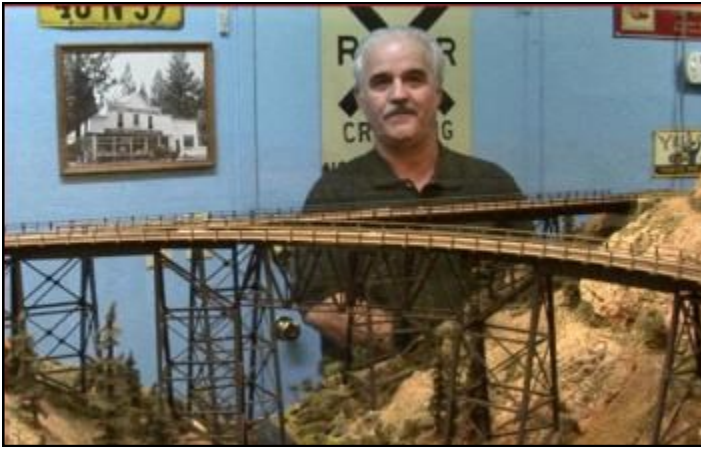
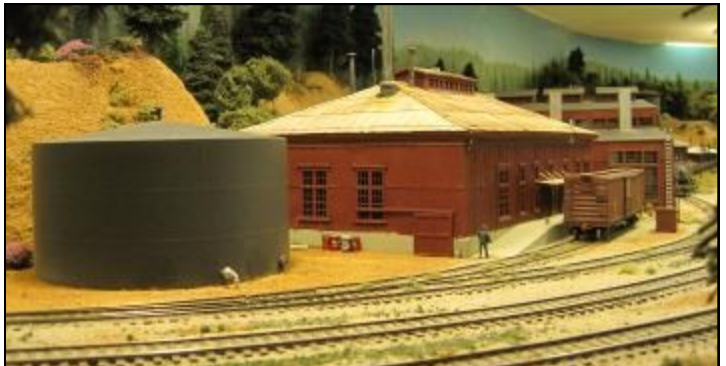
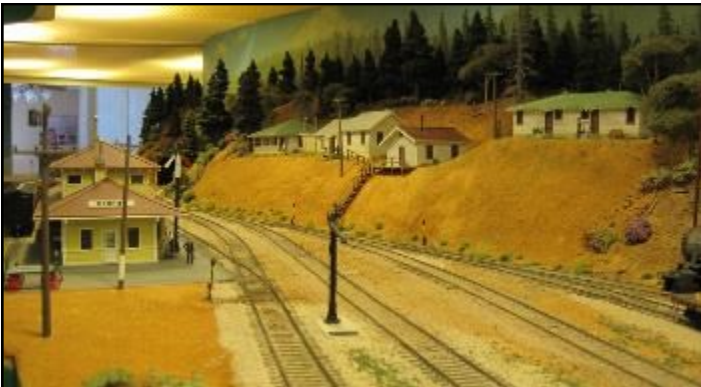
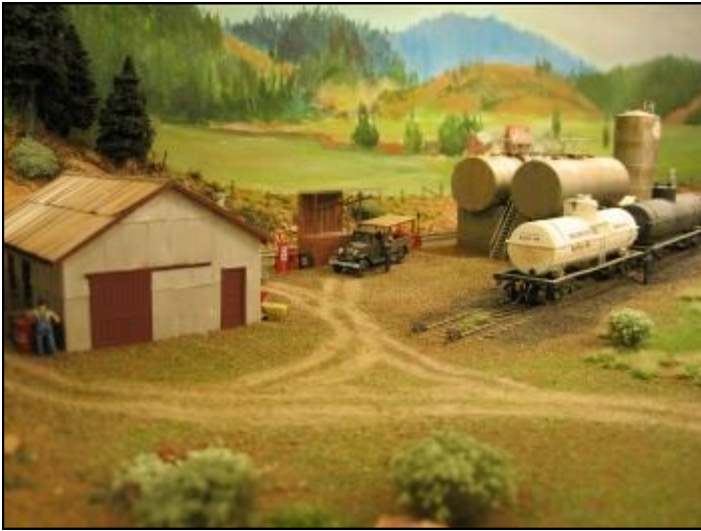


Photo of Jim Dias and Keddie Wye courtesy of **Model Railroad Hobbyist Magazine**



PCR Layout Tours will be continued in the October issue of **Short Line**. There were 39 layouts on the schedule. I tried to visit many layouts I hadn't seen before plus some old favorites.

Coast Rails 2014 PCR Convention, Trains to Hadley Jct., will be held in San Luis Obispo, California, at the **Sands Inn & Suites**, 1930 Monterey Street, San Luis Obispo, CA. It runs from April 30 to May 4. There is a discount if you register before January 31 or if you have not been to one of the last 5 PCR conventions. Check their website for activities: <http://www.pcrnmra.org/conv2014/index.html>

ACHIEVEMENT PROGRAM

We have some modelers who would like to have their scratch-built or highly detailed structures and rolling stock judged at our meets as part of the Achievement Program (AP). **We are tentatively planning on judging any models that you would like judged (locos, cars, structures, bridges) at the October 12 picnic that will be in Sacramento. So if you don't already have something to be judged for the Achievement Program, think about starting something now. We also want to have a cadre of trained judges and anticipate trainers to be there and hope many of you will want to learn how as it is taught step by step.** We will also discuss easy ways to get started. There are many other activities besides scratch-building something so don't be afraid to find out about the program.

In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important as well. Use the links on the right to explore the different certificates and requirements.

We hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot. (from NMRA website)

Hopefully many members will take part in this opportunity to learn about the program and perhaps have one of their models judged. Critiquing a model can help you become a better modeler. For more information on the program, go to <http://www.nmra.org/education/achievement/>. How models are scored is located at: <http://www.nmra.org/education/achievement/pdf/2006-judging-guide-lines.pdf>



PCR/NMRA
Coast Rails 2014
PCR Convention
April 30 - May 4, 2014
Sands Inn & Suites
1930 Monterey Street
San Luis Obispo, CA

RETURN FORM AND PAYMENT TO:
 Coast Rails 2014
 c/o Doug Wagner
 14008 Tierra Blanca Ave.
 Bakersfield, CA 93314
 E-mail: CoastRails2014@pcrnmra.org
 Website: www.pcrnmra.org/cony2014
 Visit the website to pay by credit card

Please Print

Registration Form

Hosted by: Daylight Division, PCR / NMRA

Last Name		First Name		First Name (for Name Badge)		
Address			City	State	Zip Code	
Home Phone	E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth				NMRA Region (if other than PCR)		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help more. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____						
Will you attend the Hobo Breakfast at the Apple Farm? <input type="checkbox"/> Yes, How many Hobos? _____ <input type="checkbox"/> No						
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)						
Last Name		First Name		First Name (for Name Badge)		
Registration Type (Please check one) <input type="checkbox"/> Modeler <input type="checkbox"/> Non-Rail <input type="checkbox"/> Youth		E-Mail (if Different)		NMRA #		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help more. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____						
<i>All Fares* include Clinics (except MWTM), Layout Tours, BBQ Lunch & Train Rides at the Ranch and Saturday Night Awards Dinner. * Day Fares do not include any activities at the Ranch or the Saturday Night Awards Dinner at the Ranch.</i>						
FARES: <i>Please fill in QTY and Total</i>						
				QTY	Unit Cost	Total
Early Bird Registration (through January 31, 2014) (Full Fare is \$89.00)					79.00	
First Timer - PCR Members who have not registered for the past 5 conventions.					69.00	
Non-Rail or Spouse Registration (spouse can be modeler)					69.00	
Youth Registration (12-18 years or student)					50.00	
Saturday BBQ (includes transportation, lunch & Awards Dinner, and use of Ranch facilities with steam train rides) (For non-attending spouses/SOs coming to nothing else)					45.00	
Day Fare <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat (Does not include any Ranch activities)					35.00	
Non-NMRA member must join the NMRA to register. *Student is any person 18 years and under or student 19-25 years old.		6 month Rail Pass (allowed one time only)			9.95	
		NMRA membership with NMRA magazine			66.00	
		NMRA membership without NMRA magazine			44.00	
		* Student membership with NMRA magazine			32.00	
		PCR Branch Line newsletter subscription			6.00	
Swap Meet Half Table					5.00	
Swap Meet Full Table					10.00	
MODELING WITH THE MASTERS Clinics						
Building a Laser Structure Kit		Wednesday, April 30, 4:00 PM		N/HO	50.00	
Scratch Building in Styrene		Thursday, May 1, 7:00 AM		N/HO	50.00	
Scratch Building in Styrene		Thursday, May 1, 7:00 AM		S/O	65.00	
Learning to Build a DPM Kit Properly		Thursday, May 1, 1:00 PM		N/HO	50.00	
Scratch Build a Bridge		Friday, May 2, 7:00 AM		N/HO	50.00	
Scratch Build a Cattle Ramp		Friday, May 2, 1:00 PM		HO	25.00	
Scratch Build a Puddle-Jumper Bridge		Friday, May 2, 4:00 PM		HO	25.00	
Payment by <input type="checkbox"/> <input checked="" type="checkbox"/> Check** <input type="checkbox"/> Cash (Use website for credit card)				TOTAL		
** Make Checks Payable to: "Coast Rails 2014" No Refunds After April 9, 2014						