



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

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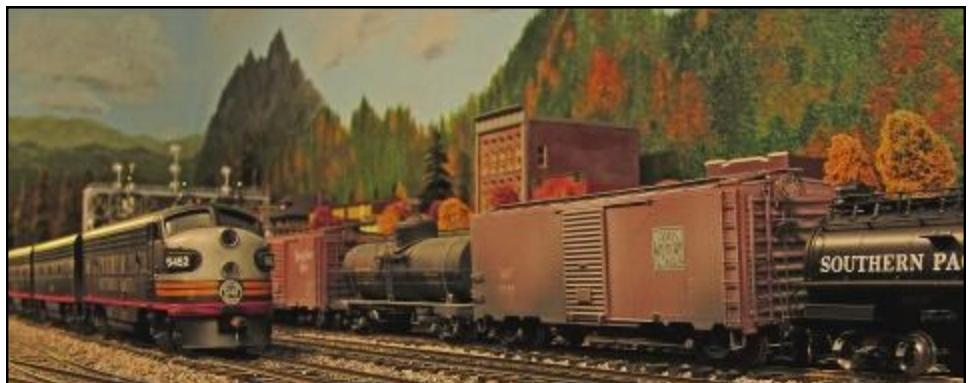
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S SCALE? SERIOUSLY?

by Dick Karnes (photos by author)

Yes, seriously. While Sn3 has a dominant position among modelers, the same cannot be said of S standard gauge. Were it not for the perception that S is “just **American Flyer**,” S would likely have considerably more adherents. S offers one major advantage: its size – large enough to appreciate the detail and operating characteristics, small enough not to crowd your family out of your house. One’s eyes can take in the detail within a complete vignette, including several car lengths with a vista of structures and scenery. Locos are hefty but “handle-able.”

Experience shows us that the primary turn-off for modelers considering S is the inevitable confusion regarding the various track, coupler, and wheel options peculiar to the various “flavors” of S (“scale,” “hi-rail,” and “tinplate”). So, instead of trying to explain all of this, we simply recommend sticking with **NMRA**-compliant equipment. That way, no explanations are necessary. If you follow **NMRA** standards for track and wheels, you will enjoy the same unambiguous interoperability that’s implicitly provided to modelers in most other scales. S wheel profile standards



This remarkable scene was shot on Bill Young’s Southern Pacific S scale layout. The F units shown were standard catalog items from S Helper Service (SHS). SHS was recently purchased by Mike’s Train House (MTH), which expects to resume sales from the former SHS line later in 2013. The WP boxcar is an S Scale America ready-to-run model.

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SHORT LINE

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SHORT LINE is published quarterly by the Sierra Division of the Pacific Coast Region of the National Association. Material may be reprinted with permission.

Articles, photos, tips, or ideas are heartily encouraged and will be enthusiastically accepted! 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 regular mail to **SHORT LINE**, 6601 Ray Family Lane, Magalia, CA 95954 or by email to gerber1926@gmail.com.

From the Superintendent

I can't believe how quickly the year has flown by. As I hit the big milestone of "Six Oh" this month, I decided to reflect a little upon the past and my memories of why I enjoy our hobby so much. Summers in Modesto could be pretty darn "Hot", but many of mine were spent in Southern California with my Grandfather. My mom would put me on the Daylight (With an alluring smile to the conductor to watch over me), and my Grandfather would meet me at Union Station in LA. He never did show his anxiety, but I am sure he was worried the entire trip. The thought of something happening to his grandson was something he didn't want to live with. But each time I went, the wonderful SP train crew would get me there safe and sound. I remember how the two of us would venture to the Whistle Stop in Pasadena. We would pick out a new kit to build together in his workshop. He would take me to the Horse Races at Santa Anita, and on the way home we would stop by the "Lucky Baldwin" Depot and watch trains for an hour or so. Boy! Those were the days.

I think it was due to the fact that I was a Straight "A" Student in High School that kept me from getting into too much trouble all of those mornings I was tardy to school. I just couldn't help myself as I approached the Tidewater Southern Tracks in North Modesto. If I saw a headlight approaching (which happened more times than not), I would just stop and wait for the train, while all of my friends would scurry over the tracks to school. How could I not love

trains?

My father had worked his way up the ranks with Tri-Valley Growers to VP of Production. All of those years I got to follow him around the various canning facilities, learning as much as I **could about the business, but also** hoping to end up back by the warehouses so I could watch the endless supply of box cars being switched by the WP, the TS, or the M&ET. And the samplings of fresh fruits and vegetables didn't hurt either!

As I look forward to my Next Thirty Years, I hope to improve my modeling skills, continue to meet new people involved in our hobby, and share my love for trains! As your superintendent, I hope to help all of you find your memories, make new friends, and explore new talents as we share our love for Model Railroading! I hope that as many of you as possible can make it to our Fall Meet in Sacramento on October 12th. I promise you a great line up of informative and fun things on the agenda.

Your Humble Servant,

Scott McAllister



John-Henry Martin will be doing a hands-on clinic October 12 on weathering steel box cars. Techniques could be used on any steel car. (John-Henry Martin photo)

From the Editor

Scott is right about time flying by. We just had our very well attended August 24th meet in Reno and it is already September 10 and I'm sitting here writing about our next exciting meet.

The meet will be in **Sacramento** at the **First Christian Church**, 3901 Folsom Blvd., on **October 12**. It will begin at 10 with coffee and donuts (\$1 donation).

A full day of clinics is planned with the meet concluding around 4. The order is not yet solidified but the three speakers are confirmed and we are working on finding one more. At 10:15, **David Rainwater**, Senior Park Aide & Volunteer Coordinator at **Railtown 1897 State Historic Park**, Jamestown, California will be doing an hour long slide presentation entitled **The Legacy of Steam and Railtown 1897 State Historic Park, "Preserving the legacy of the steam railroading era for future generations and current volunteer opportunities at one of California's most unique parks."** A question and answer session follows and a discussion of volunteer opportunities.



Sierra RR photo courtesy of David Rainwater

Members will be free to take a five-minute walk to one of many local food establishments (**McDonalds**, **Taco Bell**, **Burger King**, **Subway**, and **Togos**) or bring their own lunch. During lunch, members judge **contest photos** and **scratch-built outhouses**. Ribbons will be awarded for both. (Those winners in August will receive their ribbons at the Oct. meet—had to get the ribbons back from the previous contest chairperson.) There are two categories of photo entries this time—steam and diesel locos. Please submit only 3 in each

category, and any previous winning photos should not be entered. There will be a very short business meeting discussing finances, the **International Railfair**, Reno, the next meeting and then drawing for door prizes. Scott says there will be an expanded number of prizes. If you have something new lying around that you would like to donate for a door prize, please bring it to the meet.

Giuseppe Aymar and **Dave Bayliss** will do a presentation on **Becoming a Master Model Railroder, the NMRA Achievement Program, and Contest Judging. ANYONE WHO HAS ANY MODEL OR DIORAMA THEY WOULD LIKE JUDGED SHOULD BRING IT.**

John-Henry Martin from **Weatherizing H/O Trains** will be giving a presentation on **New Techniques in Weatherizing Rolling Stock**, specifically, steel boxcars. John-Henry brings 35 years of experience in the arts and design fields. Since John-Henry's retirement, he has put those skills into H/O railroads, both in scenery and rolling stock.

After his presentation, John-Henry will provide demonstrations of his technique at a **hands-on clinic**. If interested in the clinic, you'll need to bring a piece of rolling stock (boxcar); paint brushes for detailing and shading, and some old ones; **Testers' Dullcote**, two or three colors of rust and any powdered chalks you may have.

If anyone would like to be the **4th presenter** at the meet, please notify **Scott** immediately (see Call Board).



A more heavily weathered car. (John-Henry Martin photo)

S Scale FROM PAGE 1

are the same as HO, but the wider gauge and heavier equipment both contribute to greater stability on the track as well as excellent pulling power and better electrical continuity.



River Raisin Models imported brass FT A-B sets in various configurations. Shown here is the NYC version with dynamic brake grids. River Raisin continues to create and import various locomotives exclusively in S scale, built by Boo Rim. Painting and finishing by Dick Karnes.

In order to counter the "toy" perception, last year the NMRA chartered a new Special Interest Group for promoting S scale, the "S Scale SIG." The S SIG's objective is to show that it is indeed possible to create a fine S scale model railroad that conforms to NMRA track and wheel standards. S Scale SIG membership is free. Members do not need to be NMRA members or even S scalers, as long as they have an interest in S scale topics.



Looking for accurate kits? Try this one from Standard Railway Casting Co., which makes kits for several road-specific house cars. This particular kit contains everything shown in the photo except the paint, trucks, and Kadee couplers. Included are commercial parts as well as special road-specific resin moldings, notably the ends and lettering for this particular car. Note in particular the rope pulls on the bolster tabs. Painting and finishing by Dick Karnes.

The S Scale SIG has the following mission:

- Promote S scale model railroading compatible with NMRA standards and recommended practices.
- Provide a forum for S scale camaraderie, exchange of information, expertise, advice and technique.
- Emphasize S scale's size advantage.

For purposes of the SIG, "S Scale" is defined as follows:

- Wheels and track compatible with NMRA specifications S-1.2 and S-3.2 and S-4.2.
- A coupler size equal to or smaller than Kadee #802 and compatible with NMRA specification S-2.
- A rail height in the approximate ratio of 1:64 to the prototype being modeled.



River Raisin is on a roll these days with Southern Pacific steam. One of its currently available brass imports from Boo Rim is this factory painted and lettered SP "Deck," a Class F-4 2-10-2. This scene was shot at Dave Scott's under-construction SP layout.

S scale offers all the essentials for a dedicated hobbyist to build an outstanding model railroad. One can buy rail, ties, flex track, turnouts, Kadee and Kadee-compatible couplers, high-quality locomotives in both plastic and brass, rolling stock, detail parts, wheelsets, laser-cut structure kits, etc. without difficulty. S-specific tools are available, e.g., turnout-construction jigs from Fast Tracks, coupler height gages, and wheel/track gages from the National Association of S Gaugers (NASG).

For the experienced S modeler, the SIG offers an arena for sharing your expertise. For the less experienced, there are a helpful forum, an S Specialist and Mentoring program, and resources to share *bona fide*

expertise. To this end, the SIG maintains a website (sscale.org) that offers an array of useful information – videos and photos of S scale models and layouts, a forum conversation group, articles specifically for and by members, an exhaustive listing of S scale magazine articles, and a repository for the SIG's quarterly Newsletters. The forum is strictly moderated to keep discussions on point.



Take a look at the photos that accompany this article. Then take a look at the S SIG. A good place to begin is the article entitled "Getting Started in S." You may be pleasantly surprised!

Shown is a SouthWind Models imported brass S scale 13-double-bedroom heavyweight Pullman car. This was one of a series of passenger cars released by SouthWind some years ago. These still appear at train shows and on eBay from time to time. As in other scales, brass imports come and go. You need to purchase them when they are available, as re-runs are rare. Painting and finishing by Dick Karnes.

Your Division Needs Your Help ~ 2 Opportunities

Scott is looking for members arrange hosting our upcoming meets. Thanks to Dennis Drury and Jim Petro, our August 24 meet was a huge success. Scott will help you find clinicians if necessary. Please let him know if you are willing to host a meet in your area. Meets are usually the first or second Saturday of the month. Months where a host is needed are February, May, August, and October. October meet needs to be in Sacramento area due to elections. Perhaps someone could help organize a May or August meet in Portola. It is your division, please help out.

The Roseville International Railfair is coming up on November 9th and 10th. This is our only fund raiser of the year and supports the newsletter along with the activities that we do during the year. We need as many volunteers as possible. You get free parking and admission to the show both days for helping.

There will be an expanded number of layouts to view this year. Contact Mary Moore-Campagna marycmoore@campagna.com or Ed Pultz epultz@juno.com. Your help is needed to continue our on-going programs.

To save money, the division is not paying for dinner tickets this year. The Saturday night dinner will again be at the Roseville Moose Lodge at 6:00 pm. The price is \$14.00 for your choice of Swiss Steak, Baked Chicken or Vegetable Lasagna. After dinner there will be a raffle of numerous model train related items. Dinner reservations **must be** received by **Oct 22, 2013** and payment must accompany the reservation; **No Exceptions**. Checks should be made payable to **International Railfair**. Please mail your check and dinner choices to Ed Pultz, 211 Cedar Lane, Woodland, CA 95695. Your dinner tickets will be delivered to you at **International Railfair**.

Ed will also be at the October 12, 2013 meeting to take your dinner reservation and payment. No tickets on sale at Railfair.

February 8, 2014 Photo Contest

The photo contest will be model railroads—on a layout or diorama. Photo content must be arranged and taken by the entrant and not have won in any local, regional, or national event. Both B&W and color may be entered. Limit of 3 pictures in each category. Pictures need to be at least 5" x 7" but not over 8" x 12" and need not be mounted. (PCR contests require mounting.) PCR rules and categories can be found at <http://www.pcrnmra.org/pcr/contest/PCR-Photo-Contest-Entry-Form-2010.pdf>

February 8 Weathering Contest

The modeling contest will be weathering steel cars. John-Henry Martin 's clinic that will be presented at the October 12 meet should be of great help.

Current Contest for October 12

Remember to bring in diesel or steam locomotive photos. Always the same rules.

Looking forward to seeing those scratch-built out-houses.

A Relic From Times Past

by Len Raley (photos by author)

Frequently, when I'm driving down a rural road, I will come across a building that is structurally sound but appears to have been abandoned. Many times, the original purpose of the building is not obvious and I have often wondered why it was simply left to decay.

When I finally got around to building the **North-eastern Scale Models** Yard Office kit made available through the Sierra Division, I decided to have it represent one of those relics from times past. I also wanted to try some new coloring and weathering techniques as a part of the process.

Assembly followed the kit instructions except for the following modifications:

- Internal bracing using 1/8" stripwood to prevent warping;
- Rafter tails added to the underside of the roof sections;
- Foundation trim boards to hide the edges of the floor at the bottom of the clapboard siding;
- 2"X 6" decking and trim added to loading platforms;
- Rolled red asphalt roofing material from **Stoney Creek Designs**; and
- A couple of detail parts from my stash.

The coloring and weathering was accomplished

through a layering process that began by treating both sides of of the kit parts with **Campbell Tie Stain**. This product is no longer available, but I have a couple of cans from long ago. Any dark solvent stain could be substituted. The parts were placed in wax paper, inserted between two sheets of plate glass, weighted and then allowed to dry completely.



The foundation was created by applying multiple thick coats of **Gesso**, allowing each to dry and then finally lightly carving with a dental pick to give a rougher texture. Coloration was **Floquil Concrete** with some white and a touch of black added.

The walls and trim pieces of the structure were "colored" with a variety of pastel pencils while still in the flat. The basic color was an ivory white and was used to achieve coverage of 80-90%.

This gave the feeling of peeling paint. If you look at the photographs closely, you will see a number of

other colors (yellows, oranges, dark blue, dark brown and dark gray) that were then randomly applied. Darker colors were used closer to ground level. A blending stump was used to eliminate obvious dividing lines. A number of well-known modelers have used this technique and I really like it. Next time I think I'll



Note rafter tails, foundation trim boards, and decking.

try to make the colors just a bit softer, but I'm still very pleased with my first effort.

For the platform decking and the foundation trim, I used **Com-Art** weathering solutions randomly applied to different boards. No two boards were done the same. I've found that more realistic effects can be obtained by layering different colors/solutions over each other. Counting the **Com-Art** solutions and the **Hunterline** solutions used to weather the roofing material, I must now have at least 10 different brands and home-made mixtures in my collection. I use them randomly and often inter-mix brands, but am always careful to test for compatibility. The **Hunterline** stains are available in 12-15 different shadings, including some that are not available in other brands.

The roofing material was applied in the normal fashion, but with an interesting effect.

chased is called a "Heckler" pattern and it gives a look of random wear on edges. I used that blade to make the edge cuts of some of the **Stoney Creek** rolled roofing material. From a normal viewing distance, I very much like the effect.

Weathering the roof involved several products. **Floquil Weathering Paste** (a discontinued product) was first applied randomly over the rolled roofing in a dry-brush manner. (I believe the same effect could be accomplished by simple dry-brushing with a tan or light beige.) This helped dull and lighten the basic color of the roofing. **Hunterline** stains were then applied in a variety of colors. This was very much a stop-and-go process. Stain was applied, allowed to dry, the effect evaluated and then the process was repeated with yet other colors. There were probably a dozen different applications over the course of a couple modeling sessions.



Sometime ago, I acquired the **Carl** brand rotary trimmer pictured for the purpose of cutting delicate papers and corrugated materials, and it works very well. One of the blades I pur-

Ragged roofing made with rotary cutter.
Weathering best viewed in color in Digital Edition.
(After sharing at show & tell, Len was kind enough to write this "how-to" article. Thanks!)



It had been at least six months since I had last built a structure and the process of creating this little structure reminded me how satisfying it could be. **Jump in, build something and enjoy!**

SIERRA DIVISION

Next Meeting: Saturday, Oct.12

Place: First Christian Church

3901 Folsom Blvd.

Sacramento, CA

Time: 10:00 AM to 4:00 PM

TIMETABLE

February 8

May 10

August TBA

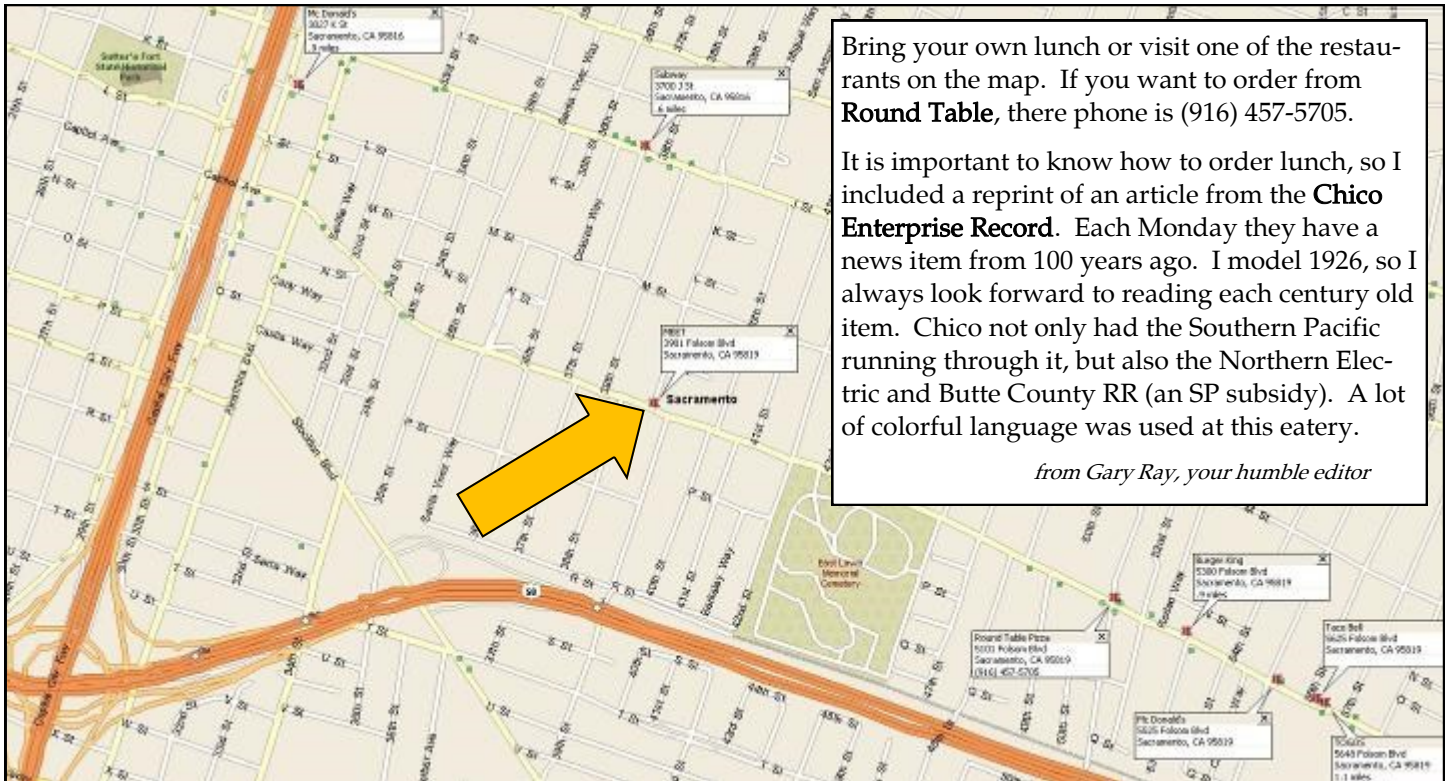
SHORT LINE

DEADLINES

Jan. 7 for the Feb. issue

April 11 for the May issue

July 3 for the August issue



Bring your own lunch or visit one of the restaurants on the map. If you want to order from **Round Table**, there phone is (916) 457-5705.

It is important to know how to order lunch, so I included a reprint of an article from the **Chico Enterprise Record**. Each Monday they have a news item from 100 years ago. I model 1926, so I always look forward to reading each century old item. Chico not only had the Southern Pacific running through it, but also the Northern Electric and Butte County RR (an SP subsidy). A lot of colorful language was used at this eatery.

from Gary Ray, your humble editor

A timid looking little man took a seat at the counter of a well-known Chico eating house and ordered hash and eggs. He looked bewildered when the waiter turned his face toward the kitchen and yelled vociferously: "A mogul with two headlights."

A second later the little man said, "Beg pardon sir, I'd like to have those eggs turned over."

"Blank the headlights," yelled the waiter.

A Butte County railroad engineer next took his seat at the counter.

"Wheat cakes and coffee for me," he said.

"Running orders!" yelled the waiter briskly and turning to confront the next one.

"A beefsteak well done."

"A hot box and have it smoking!" was the information given to the cook.

Some scrambled eggs, please," piped an old lady with trepidation.

"Wreck 'em on the main line!"

A Northern Electric brakesman put down his lamp and occupied one of the stools.

"Let's see your switch list," he commanded.

"Gimme a couple of battleships and a pan of murphys on the side and a string of flats on the siding," he ordered.

It was the waiter's turn to look mystified.

"Cut the row car off the java train," continued the brakesman, "and switch me a couple of life preservers next feed tank, you better add the auxiliary to the full capacity."

"Say," interrupted the waiter, "I've only been her a week, you left me behind at the first stop."

"Excuse me," apologized the brakesman. "I thought you were an old hand. Gimme a couple of pork chips and some fried potatoes and a side order of wheat cakes. Then for the second course you can bring me a cup of black coffee and some doughnuts. Fill up the lunch bucket too. Put the coffee in the bottom and fill the upper deck with sandwiches and pie."

-Chico Daily Enterprise, Sept. 10, 1913

Reno Meet Memories

By Gary Ray

35 members were present. Members had a chance to operate on **Kevin Caldwell's** N-scale **Squirrel Valley Railway Co.** modular switching layout. **Dick Witzens's** long string of stock-cars earned him a first place ribbon, with **Walt Schedler** in 2nd and **Jim Petro** in 3rd. **Norm Morris** won first place in the photo contest (and tied for 3rd). There was a second place tie with **Dave Mussatti**, **Bob Warner**, and **Jim Collins**. The other 3rd place winner was **Walt Schedler**. **Len Raley** shared his creative weathering techniques for his laserkit yard office. Superintendent **Scott McAllister** and Clerk **Bob Warner** hosted a drawing for door prizes. Several members walked away with HO and N scale structures, rolling stock, scenery materials, and modeling tools.

Dave Mussatti, who is a regular contributor of photographs to the Sierra Division newsletter, presented a slide show on the **Slim Princess**, SP's narrow gauge in the Owens Valley. **Al Rowe** mentioned that we have a large deficit in division spending this year. However, our only fund-raiser, the **International Railfair**, is coming up in Roseville on November 9th and 10th.

We visited **Dennis Drury's** newly located **SP** layout after moving from Plumas Lake near Marysville. He had a dozen large (approximately 3'x5') mounted photos from the **Southern Pacific** offices at One Market Street in San Francisco.

We were such a large group that we split into two with one group going to **Jim Petro's** for a clinic on plaster rock casting and coloring and to see Jim's large layout. Those wishing to operate with car cards had the opportunity at **Jim Petro's**

Denver & Rio Grande. The other group visited **Jim Price's** huge layout depicting **SP** in the fall of 1954. It occupies 3 rooms of the house with the largest room being 35'x78'. All in all, a good time was had by all in attendance at the Reno meet.

The Sierra Division is always looking for presenters from both within and outside the division and is willing to pay for gas for anyone from another division. Contact **Scott McAllister**



One of block of 8 1st place cars by Dick Witzens.



Walt Schedler won 2nd place in weathering.



3rd place went to Jim Petro



Many thanks to **Dave Mussatti** for slide show of **SP** in Owens Valley, past & present.

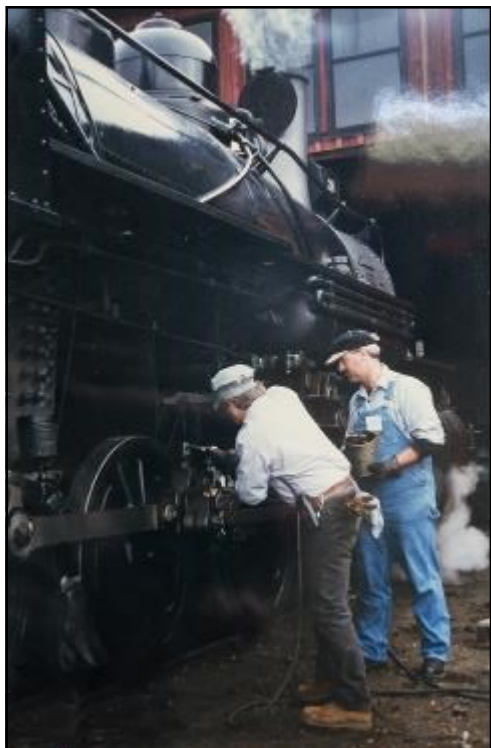


Left: Norm Morris finished 1st in photo contest.
 Above: Small scene on Jim Price's huge layout.
 Members were awed by it's vastness.

SQUIRREL VALLEY RAIL



Kevin Caldwell's smiles as he shares his N-scale Squirrel Valley Railway Co. modular switching layout. The Sierra Division really appreciates those who shared.



2nd place winners in the photo contest:
 Above: Bob Warner
 Upper right: Jim Collins
 Lower right: Dave Mussatti



3rd place photo contest winners were:

Left:
Walt Schedler
Right:
Norm Morris

We had 23 entries.
Be sure to enter October contest:
Steam or diesel locomotives.



Jim Hodos (left) and Dick Klammer (right) look over the photo entries.



Members enjoyed Dave Mussatti's slide show and handouts on the Southern Pacific Narrow Gauge in Owens Valley, both past and present.

If you would like to put together a slide show or digital media presentation (we have a digital projector), please let us know.





Left: Ed Powell, Kevin Caldwell (layout builder) and Jim Firehock look on with Brian Witt at the Digitrax controls.

Above: Dennis Drury give a hand a switching.

Below: Jim Firehock oversees the action.



Len Raley brought in his completed Northeastern Scale Models laser kit that the club handed out at it's May, 2012, meet. Many thanks to Len for writing this quarter's article on how he weathered it. **Members are always welcome to bring in a project for "Show and Tell", whether completed or not. And please, share you laser kit when finished.**



Gary Ray took this photo of the interior photo of SP #9 in Laws in 2012 and presented it to Dave Mussatti to say thanks for sharing his slides.



Bob Warner is drawing the first name for door prizes. I was told there would be even more at the next meet.



Superintendent Scott McAllister hands out door prizes to Mel Jones, another lucky member, and Jim Dieckman.



Other lucky winners included Mary Moore-Campagna, Frank Zila, Al Rowe and Kevin Caldwell (not pictured).



Dennis is using Siever's benchwork in constructing his new layout after his recent move to Reno.



After a delicious lunch that included brisket and pulled pork, members walked down to street to visit Dennis Drury's under construction Southern Pacific layout.

Dennis had said he had a surprise for us prior to the visit. It turned out to be a dozen large SP photographs that had hung in SP headquarters in San Francisco.

Sierra Division wishes to thank Dennis Drury and Jim Petro for organizing the super Reno meet. We are looking for hosts for the February, May, August and October meets for 2014. Let Scott know if you can help.



Jim Petro demonstrated how he does his plaster rock castings. He poured a casting and then colored the casting with acrylic tints.

Above: Judy Champlin touring Jim's layout.

Left: Scott McAllister and Larry Champlin.

Below: Brian Witt helps others with car card operations. Jim Collins is new to operations and gives it a try.



Jim Price is a Union Pacific employee who models Southern Pacific from Oakland to Reno in the transition era. This massive layout occupies 3 rooms in the lower level of the house, with the largest being 35' x 78'. Oakland Mole occupies it's own room. The layout has over 2000 cars and operation sessions include operations where track has not yet been laid.

The modeling is excellent. Inspiration is drawn from photos that are placed around the layout. Much of the track is hand laid. Jim draws his track plans by hand and a large (perhaps 3' x 5') set of drawings were propped up against the layout. Eventually the layout will be double decked.

Jim, thanks for making your layout available for members to tour.



Can you guess what year Jim models? How about the time of year?





Jim models the fall of 1954. The auto-racks are loaded with brand new 1955 models.



MODEL RAILROADS OF THE PCR

by Gary Ray

This is the third of a report on the **PCR Iron Horse Express Convention** held in Dublin, CA, from April 3rd to the 6th, 2013. The two previous issues of **Short Line** contained the rest of the coverage. So much to see and write about, so little time. There were so many great layouts, I will need one more issue to share all of them. I hope you enjoy visiting these layouts and gain some ideas from the coverage. **If you Google most of the railroads, especially the clubs, you will find many related sites for each with videos and/or pictures.**

There were many opportunities to operate on various layouts. Consider signing up for an op session at one of next year's **PCR convention in San Luis Obispo** when the schedule comes out. You can register for **Coast Rails 2014** now at a discount. The form is on the last page of the newsletter.

Carquinez Model Railroad Society

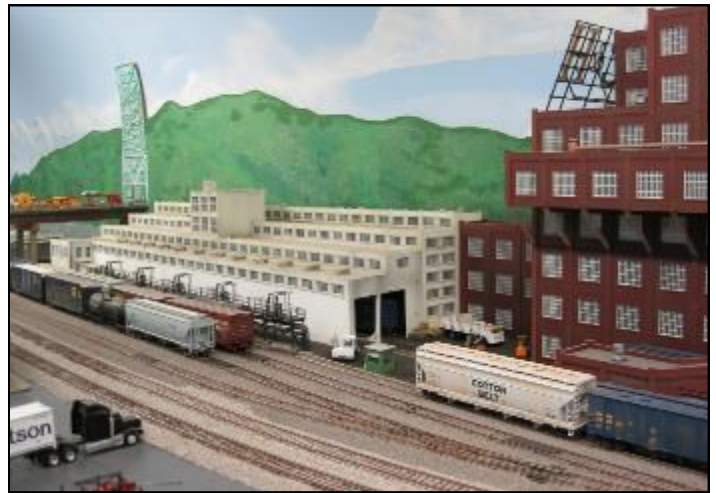
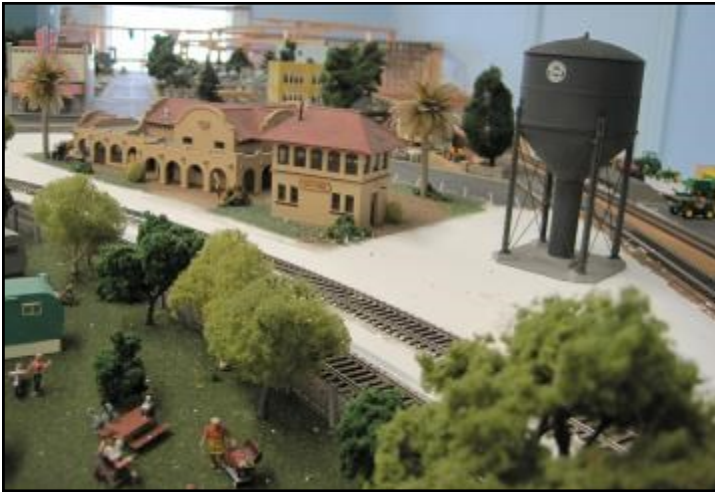
Crockett Central Railroad

The Crockett Central RR is housed in the top floor of the old Oddfellows Hall in Crockett; which they purchased. Its 3000 feet of track and 350 turnouts portray the Southern Pacific from 1950 to the present, allowing its 50 members to operate a variety of equipment over the North Coast Engineering DCC system. The main room is over 2000 square feet with a 16 foot ceiling allowing for 4 different levels. There are two 9' diameter helixes that connect to various levels of the layout. There are many highly detailed scenes already completed. They are always welcoming new members. For more information, go to: <http://www.cmrstrainclub.org/CMRS.html>









David Parks' Cumberland West

The Cumberland West is a model of the B&O and Western Maryland Railroads set in the city of Cumberland in 1953. The huge layout is in a 1200 square foot basement and features staging for 70 trains. All visible track is hand laid. The B&O has Color Position Light signals controlled by five towers with touch-screen CTC panels. Control is with Digitrax DCC and car cards are used for operations. About 1/2 the trains involve hauling coal. Seth Neuman installed a telephone system with 17 stations.

I had a chance to be the Ridgeley yardmaster and spent a very enjoyable afternoon there. This is one of the advantages of attending conventions. There were many opportunities to operate on various layouts. Consider signing up for an op session at one of next year's PCR convention in San Luis Obispo when the schedule comes out. You can register for **Coast Rails 2014** now at a discount. The form is on the last page of the newsletter.

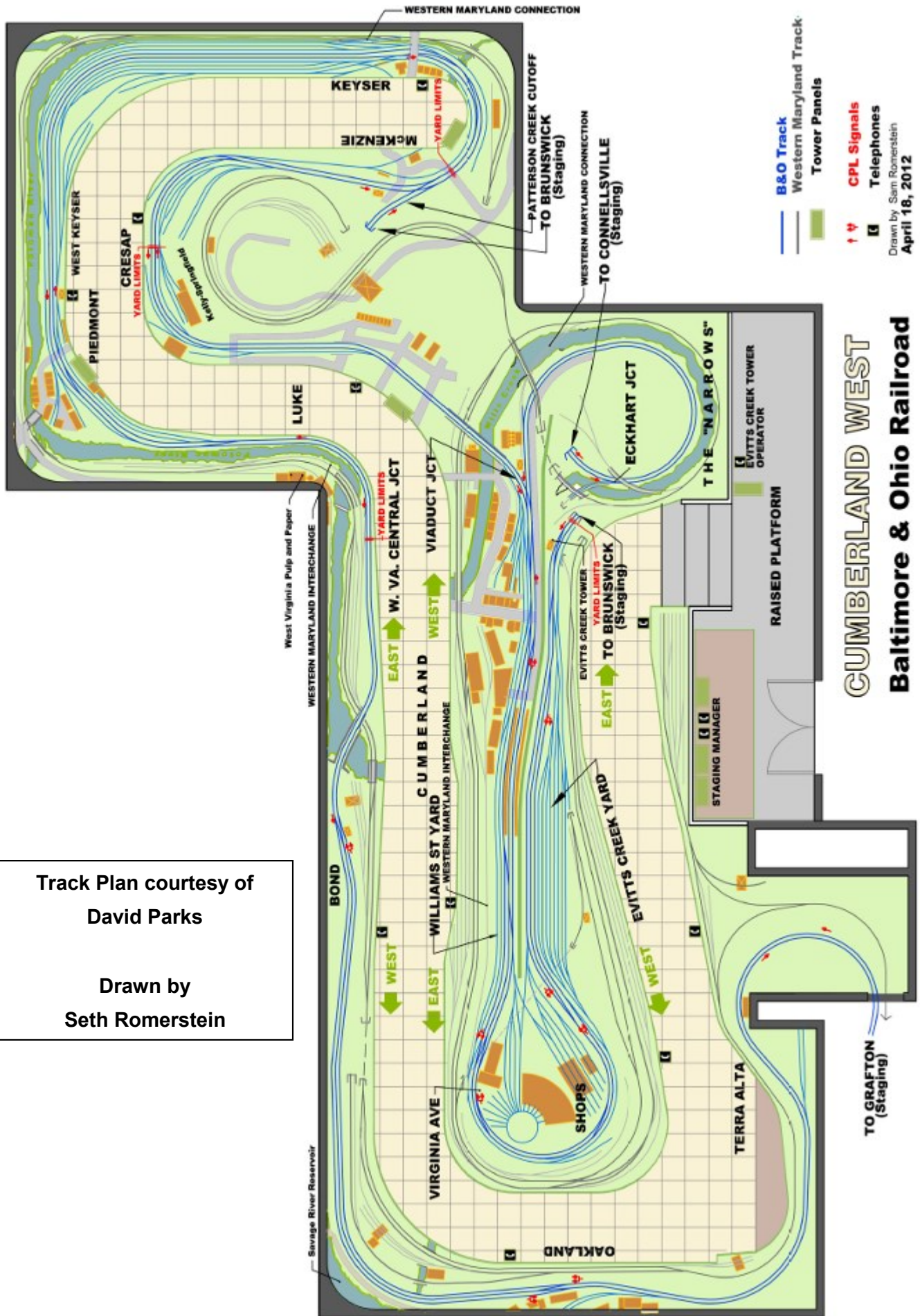
For more information and beautiful pictures on David Parks' layout, go to: <http://dpcw.borail.net/index.html>





Track Plan courtesy of David Parks

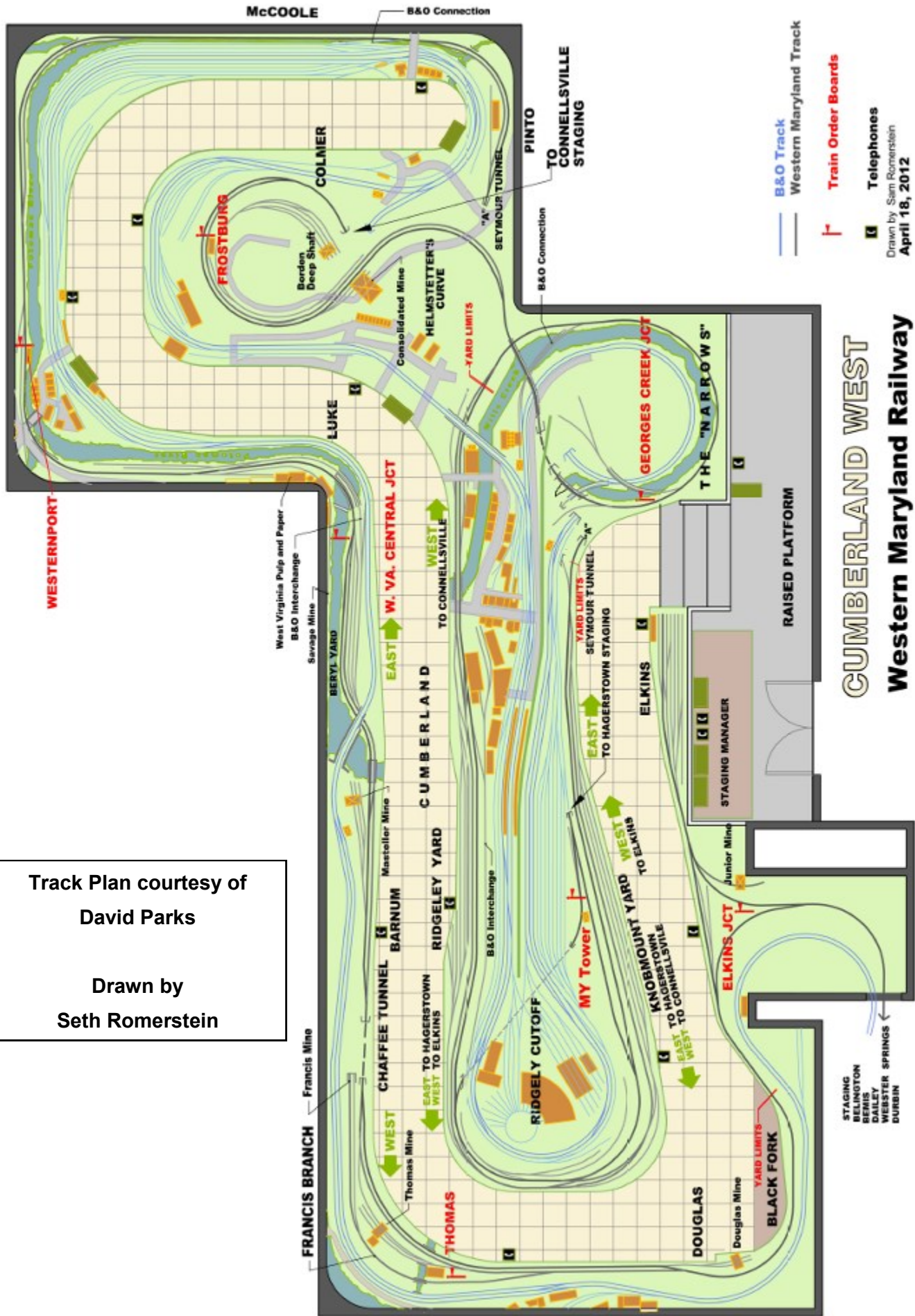
Drawn by Seth Romerstein



CUMBERLAND WEST

Baltimore & Ohio Railroad

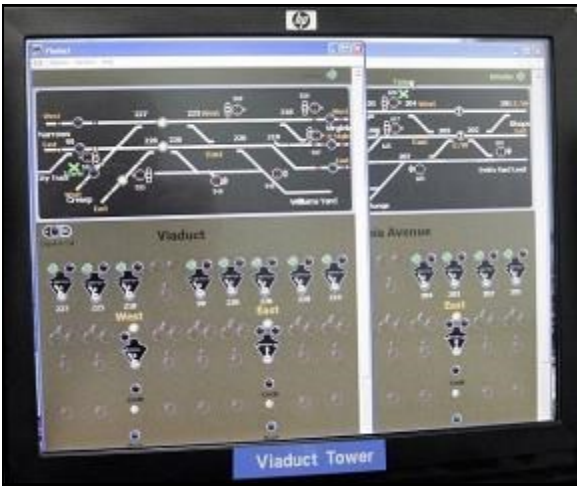
Track Plan courtesy of David Parks
 Drawn by Seth Romerstein



CUMBERLAND WEST
Western Maryland Railway

Drawn by Seth Romerstein
 April 18, 2012





Touch Screen control panel.



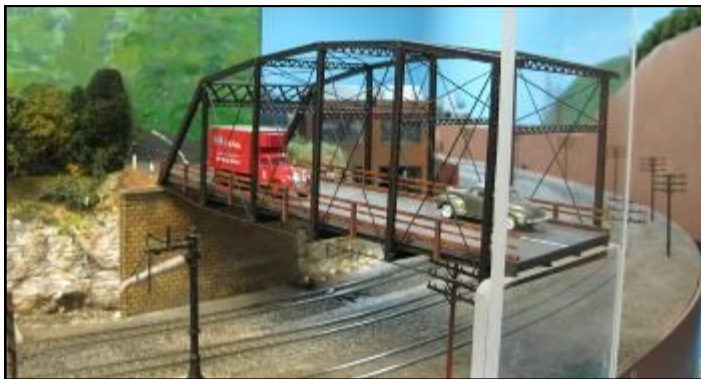
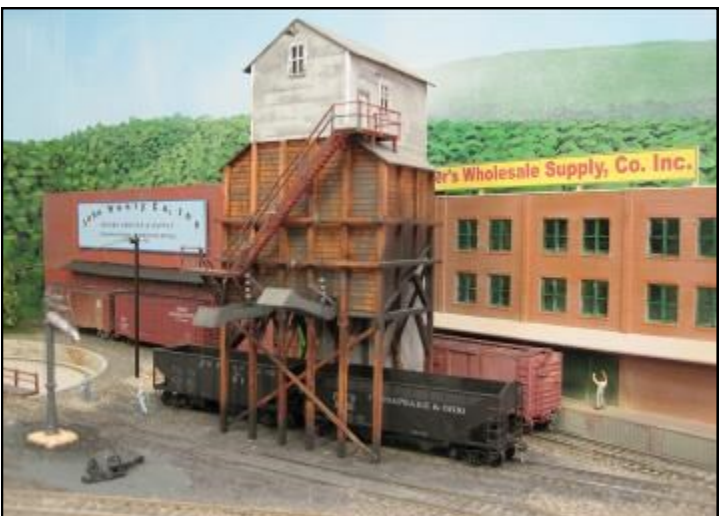
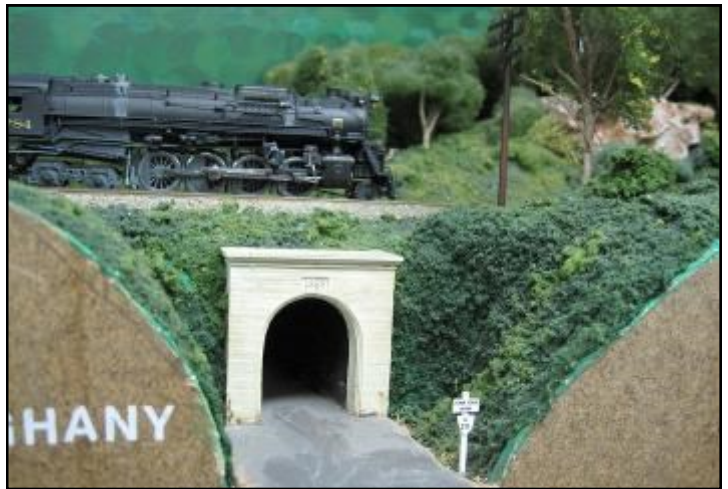
Some of the electronics.



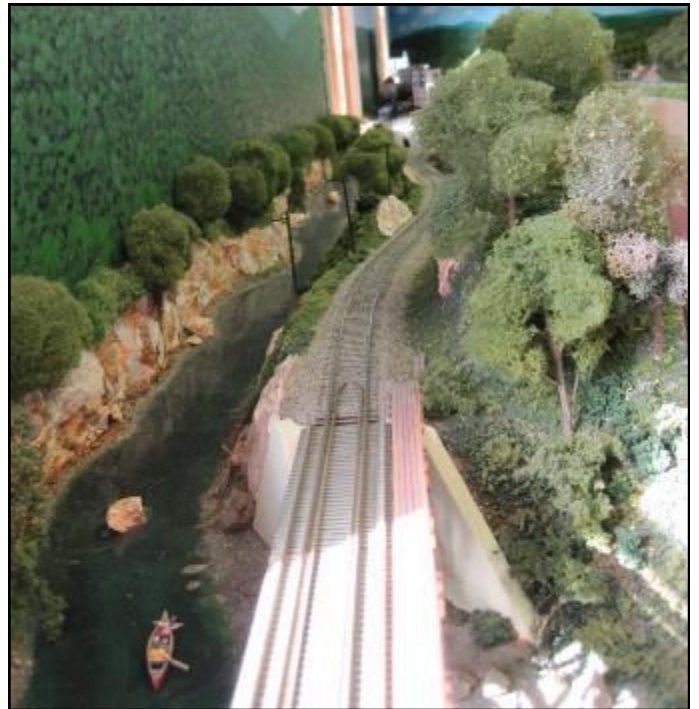
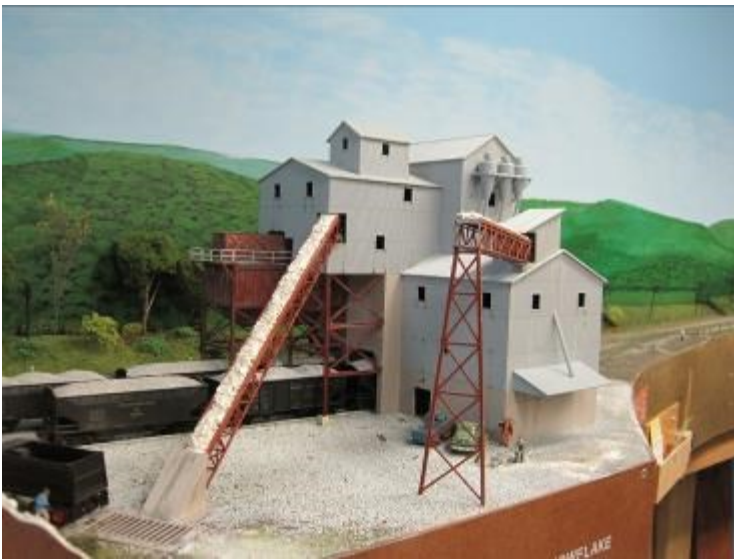
All photos on this page are by Sam Romerstein. (printed with permission from David Parks)

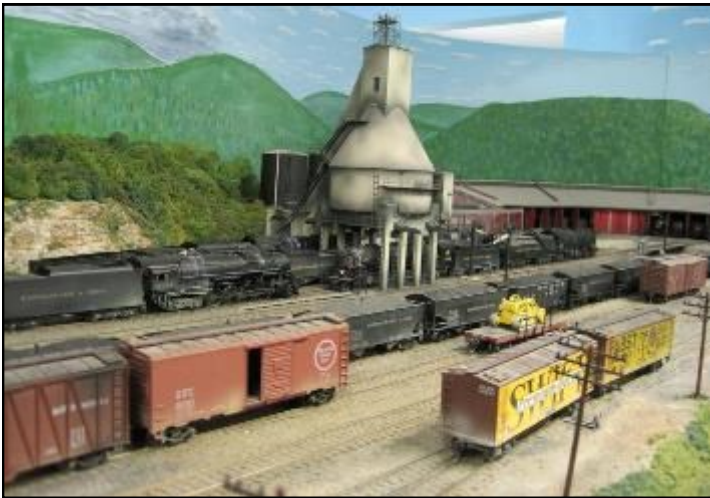
Andy Schnur's C&O Alleghany Subdivision

The C&O resides in a 22' x 48' room with 5 scale miles of track. The main line extends from Alleghany, Virginia to Prince, West Virginia. There is a branch line to Raleigh, W VA with 3 coal mines and some industries. Mainline industries include a large power plant, limestone quarry, produce distributor, lumber mill, lumber yard and coal dealer. Operation sessions last 5 hours. The scenery is beautifully done and 90% complete. There are many videos of the layout on [YouTube](#).



Chesapeake and Ohio Railway, Company											
EMPLOYEE TIME TABLE											
1936-1938 B.O. 104, January 1, 1937											
WESTBOUND (Road down)				STATIONS				EASTBOUND (Hearst)			
TRIP CLASS	DEPART CLASS	TRIP CLASS	TRIP CLASS	STATIONS	TRIP CLASS	TRIP CLASS	TRIP CLASS	TRIP CLASS	TRIP CLASS	TRIP CLASS	TRIP CLASS
97	99	155	3 16	STATIONS	14	104	156	92	98	92	98
Day	Day	Day	Day	STATIONS	Day	Day	Day	Day	Day	Day	Day
2:45	8:30		8:45	Alleghany Subdivision							
	8:35		8:50	Clifton Forge (contingent)							
			9:10	Alleghany, Va.							
			9:25	White Sulphur Springs, W.V.							
			9:40	Roanoke							
			9:55	Spood Lake							
			10:10	Alderson							
			10:25	Salmon							
			10:40	Avon (Hoard)							
			10:55	New River Subdivision							
			11:10	Hess							
			11:25	Meadow Creek							
			11:40	Quintana							
			11:55	Prince							
			12:10	Thomson (straggler)							
			12:25	Handley (straggler)							
			12:40	Pass Creek Subdivision							
			12:55	Prince							
			1:10	Shavers							
			1:25	Raleigh							
			1:40	Rockwell							







**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: Please fill in QTY and Total				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"/> Check** <input type="checkbox"/> Cash (Use website for credit card)				TOTAL		
** Make Checks Payable to: "Coast Rails 2014" No Refunds After April 9, 2014						