



The World's Greatest Hobby!



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MODIFYING A COAL TENDER TO OIL

by Jim Collins

It is well documented that steam locomotives in the western states, once the transition was made from burning wood, were required to



Fig. 1

run on oil and not coal (especially in California). However, it is very rare to find a model that comes with an oil tender. Almost all show coal and those few that do have oil tenders are the rounded Vanderbilt style.

I suppose it's because of the unique look of the Vanderbilt but really, the majority of oil tenders were square. Someone with greater knowledge or research capabilities than I may know or be able to find out for sure, but looking at them, it sure looks like the oil portion of a tender was sort of modular and could be swapped out with an open one for coal, if needed, especially on the Western Pacific.

Several years ago I purchased a Bachmann 2-6-0 locomotive (Fig. 1 – Bachmann photo). It comes as UP #39 and is a very nice little engine. At the time I bought it, I had not yet

decided on a railroad and time period to model. Since then I've pretty well settled (bearing in mind how "flighty" I am) on the Western Pacific 1st Subdivision in the area around Portola and during the years from about 1939-1942.

Lucky for me the WP had one 2-6-0. It was originally the V&T's #24, the Merrimac. After being sold a couple of times, it came into WP's possession around 1916 and was given the number 123. There are no known photos of it as a WP engine which gives one some leeway in modeling.

Since I've never modified an engine before—actually, I've never modified anything before—I didn't want to attempt anything too drastic with this so I settled with just modifying the tender to oil and a couple other small changes to the loco it-

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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

Another **Indian Summer** in Northern California!

As I write this column to all of you, I keep hoping that cooler weather will descend upon us. Fall is my favorite time of year. Summer activities and travel are behind us, and it is time to focus on our favorite hobby Model Railroading. I hope some of you got to enjoy the events in Portola during **Railroad Days**. I am looking forward to seeing the results of your photos. I had the pleasure of attending the **WP Historical Society Convention** in Fairfield the following weekend. The presentations were amazing. If you are a fan of the **Western Pacific Railway** and its subsidiaries; make sure you try to attend next year. Also....don't forget **International Railfair** is right around the corner. From what I hear, the IRF committee has been working very hard to make this one of the best events in many years.

Employment Opportunities!

As many of you know, I have decided to step down as your Superintendent this fall. I had promised **Jim Long** that I would take over temporarily to get our Division back on track, and am now looking forward to new leadership. Several members have expressed interest in the position, and I hope that we have a healthy sense of competition at the October meeting in Sacramento. **Bob Warner** our Clerk is also stepping down this fall to spend more time with family. Please let me know if you would be interested in serving your division.

2016 PCR Convention

Jim Collins and I have been laying some of the groundwork for the 2016 PCR Convention that will be hosted by Sierra Division. We are actively seeking volunteers to be a part of the Convention Committee. **We are in need of a Registrar, Contest Chair, Layouts and Tours Chair, and Non-Rails Chair.** Please talk this up with your friends and family and let us know if you would be interested in helping.

I am looking forward to seeing all of you in Sacramento at our **Fall Meeting on October 11th.**

Agenda

Business Meeting

Approval of the Minutes

Paymaster Report

Membership Report

IRF

2015 Meeting Schedule

New Business

PCR Convention

Elections

Modeling & Photo Contests

Clinic 1 - Howard Shively - "Building Sturdy Carrying Cases for Your Rolling Stock"

Clinic 2 - Gary Ray - "Creating Realistic Looking Valley Oak Trees"

Door Prizes

Your Servant!

Scott McAllister

From the Editor

Many thanks to **Jim Collins** and **Jim Dieckman** for contributing their superb articles. **I am out of articles for the next issue**, so would like some of you to come forward with some. I'm glad to help edit text and pictures.

Besides entering our contests (page 9), **please bring something for show and tell** that you have been working on, even if it is not done. I've never built any of the **Jordan** car kits, so did two the other day and will share the end results.

Also, if **you have something sitting around that has outlived its usefulness to you, bring it to be used as a door prize**. I'm bringing two new \$20 scenery books.

It has been a busy time the last few months doing things for family, but I have managed to make progress on my layout.

Two sections have been disconnected from each other for three years and I finally connected them with the recently completed **Reed's Creek Bridge** in **Red Bluff**.



I wanted to use a computer generated switch list and had purchased **RailOp** (now not supported) and **Protrak**. I even entered cars and layout info into both and labored through pages and pages of instructions. In the end, I decided to use **RailOp** because it better fit my 1926 operating scheme (industry names rather than CLIC's and SPIN's). On August 18, I had four friends come

up to both operate and find unresolved issues with my 100+ hand-laid turnouts. I knew there were some issues because I built most before even trying a single one. I've since become much more adept at building them and only another 150 or so to go. There were some issues that have been corrected as the crews left **PostIt** notes in problem areas. Initial use of **RailOp** worked great, but there are some programming situations that need to be looked at. I am thankful for great support from an online group. I'd like to thank my friends (**Al Wood, Phill Simpson, Klaus Keil, and Bill Stansell**) for gently pointing out the errors of my ways.



Reed Creek Bridge (trestle behind goes to Diamond Match which actually crossed Sac. R.) above Gerber, below, Red Bluff.



To prepare for my first operation session, I cleaned all the track, included a **Bright Boy** at each town site along with instructions on inputting DCC addresses in the wireless **EasyDCC** throttles, put picks all around, labeled every switch on the layout, and most importantly, bought pizza. It seems like everyone had an enjoyable time and I'm looking forward to my next session and hope to get some more layout built.

OIL TENDER FROM PAGE 1

self. Though it's a relatively simple process, there's not a lot of detailed info out there on what to do so I thought this might be helpful to those who are just getting started. If nothing else, you can all have a good chuckle from my errors (but hopefully learn something as well) as I've tried to document the whole process – warts and all.

Removing the tender from the loco and disassembling shell and coal sections.

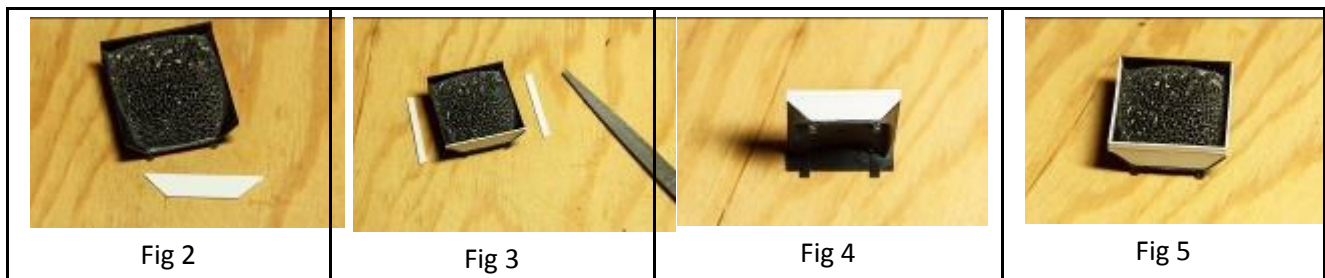
Yes, I know, it's pretty obvious to remove the tender from the loco, but doing so can, according to many articles I've read, be pretty tricky depending on wiring and such. This is a well-designed model though, and they easily separate. The wiring harness that connects them has a small plug. There's also a small strap that holds the harness in place on the tender. You just remove the two screws holding the strap (very tiny – I dropped and have never found one of them!), remove the plug, and then lift the drawbar off the pin.

Removing the tender shell is a little trickier. On the bottom and just behind the drawbar pin there is a single screw. Unscrew this and lift the front of the tender shell carefully; there are two tabs at the rear that then pull out as you lift the front. I then removed the coal section which was pretty easy. It's held in place fore and aft with small tabs that are easy to see/disengage from the bottom.

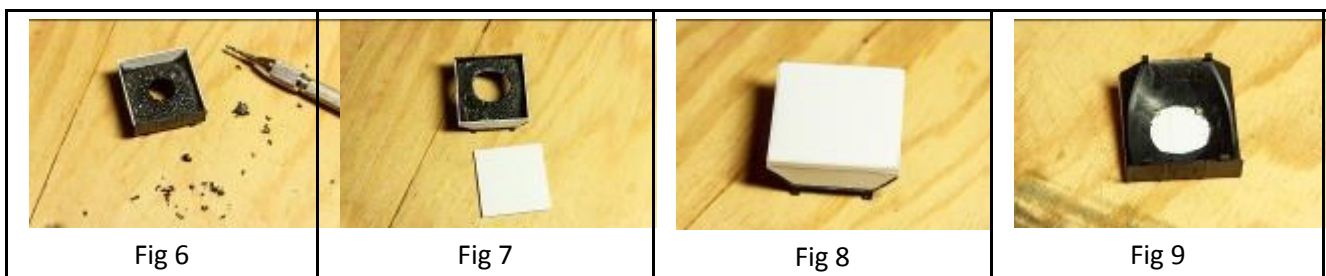
The coal was designed to be easily accessible from the cab so it has no lip at the front. However, an oil container is enclosed and square on all sides (on the Western Pacific). To model this, I needed to close off the open front and make all sides equally high so that I could then add a "roof" and an oil port for servicing.

Changing coal to oil

I used .040 styrene for the sides and .060 for the "roof." I simply cut a piece to match the shape of the back wall and two small extensions for the sides and glued them in place with cyanoacrylate (CA) glue to bring all to the same height. (Figs 2-5)



However, the "mound of coal" still was higher than the sides so I needed to reduce its height. This was fairly simple to do – I just drilled a hole in the center (Fig 6) and then widened it using files and a rasp (Fig 7) until the coal level was below the wall height enough that I could add the .060 styrene top. I glued it in place with CA also (Fig 8-9).



Now comes the first error. In my hurry (never hurry, – it's a hobby, what's the rush?), I had ordered what I thought was a cool looking access hatch. I glued this in place in the center of the oil section (Fig 10). Unfortunately, after looking at other tenders and finally engaging a couple more brain cells, I realized that this was actually a water hatch, not an oil one (bummer!). So, the project got put on delay while I researched, found,



Fig 10

and ordered an oil port from Precision Scale Co that looked more or less correct for the time.

I managed to pry the water hatch off the styrene without doing too much damage (luckily I hadn't loaded it up with glue). There were two holes, though, that I had to close with a little plastic putty and sand smooth (Fig 11).

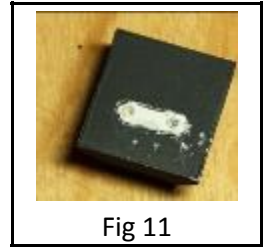


Fig 11

When the oil port arrived, it was a simple job to glue it in place (Fig 12).



Fig 12

One other detail on the original tender is the small pile of coal on the front edge representing overflow/spill from the main pile. Using my hobby knife and a file, it was fairly easy to carefully cut this section out and then glue in a small piece of .040 styrene to match and cover the hole (Figs 13-14). (You will note that I already started painting and weathering before I noticed the coal spill.)

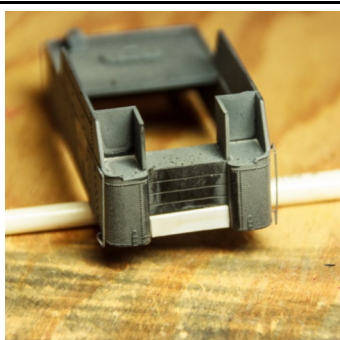


Fig 13

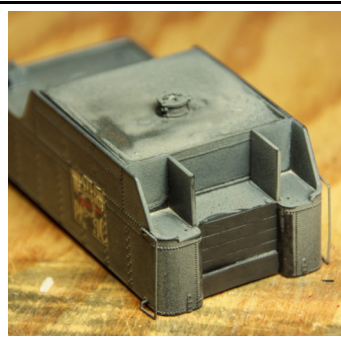


Fig 14

Painting and weathering

Next, I painted the shell with Polly Scale grimy black and then weathered it. First I tried Micro-mark's Rust & Dust. This was a little too much (Fig 15) so I washed a lot off and then continued using Pan Pastel chalks in various rust and grey colors (which we learned from a clinic by John-Henry Martin at our October 2013 meet). I also painted a couple of small oil spills using black oil paint (Fig 16). I wanted this engine and tender to look pretty well used. WP normally kept its

equipment in very good shape but this was the only 2-6-0 and by this time it would have been living on borrowed time and headed for the scrap yard soon.

After the tender work, I removed the main locomotive shell from the drive assembly. This is also kind of tricky as there's one screw hidden under a removable cap that is the top of the sand dome. Took me a while to find this (Fig 17 see arrows).



Fig 15



Fig 16



Fig 17

I then removed the cab from the rest of the shell (do this carefully – I rushed and broke off one of the small tabs that holds it in place) I drilled out the cast on water plugs on the loco shell and glued in some Precision Scale Co brass plugs that are bigger and more detailed (Fig 18).

I then painted over the red trim on the windows, masked all



Fig 18



Fig 19

the windows and airbrushed the cab and loco shell with grimy black and then a light grey to represent fading and steam/water spill. Lastly I added weathering using the Pan Pastel chalks also in various brown and rust colors, greys, and, of course, black for smoke soot.

After reassembling everything and adding

an engineer and fireman (Fig 19) I was very pleased to find that it all ran fine still on my test track. Looks pretty good on a small diorama, too .

Postscript

Grrrrr! I bought a small DCC plug that is designed for this loco. It works great with my Digitrack Zephyr except there is now a new problem. The module sticks out just a little far keeping the tender shell from seating correctly (Fig 20). Now I have to go back and cut out part of the shell and modify it so it will still look OK. Oh well, back to the work bench.

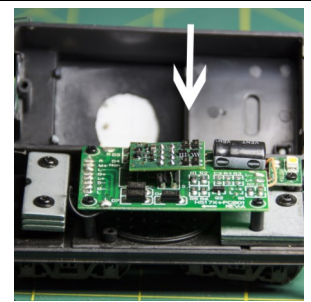


Fig 20



PCR CONVENTION TOURS

by *Gary Ray*

Last issue I shared contest photos, this issue has layouts that were open to tours during the 2014 PCR Convention in San Luis Obispo. I really appreciate all those who opened the layouts to the public. I always enjoy seeing what others are doing and get ideas that I can incorporate on my own layout. I also enjoy the opportunity to operate on other layouts and had two opportunities this time. I only wish I would have written this right after the visit but alas, procrastinated until now. Hopefully I do the layouts justice and you get some ideas from the pictures.

CENTRAL VALLEY MODEL WORKS

I had the opportunity to visit CVMW about 20 years ago when a friend of the late Jack Parker arranged a surprise visit for a small group of Chico and Paradise, CA, modelers.

When I first arrived, I was greeted by Heather Parker, the wife of Jack's son Jeffery who is the present owner of the business. She asked if I would like to see the shop area and I replied that I had an extended tour before. "Oh, but we had lots of new things." So the tour began and there is an impressive amount of new machinery used to create and produce their product. Later Jeffery Parker shared that he sometimes worked with his dad but had moved away for a while. He returned prior to his dad's death and now he and his wife are the two employees of the business.

Heather explained that she was responsible for a new twist on an old product. Mixing brown pellets with the black so track products come out in varying shades of brown and black. This is a wonderful change for me in that I use their mainline and branch line tie strips in some areas and have made jigs using their tie strips in conjunction with Fast Tracks point and frog filing jigs. (See the Feb., 2011, issue of Short Line, pages 6 and 7 and also go to Joe Fugate's site: http://siskiyou-railfan.net/e107_plugins/forum/forum_viewtopic.php?5125.40)



Jeff is in the process of expanding the original Northern Pacific layout that his dad built. Track has been laid but there is no scenery yet on that portion.

Heather is also a modeler and is constructing a small N-scale layout.

Heather Parker hopes to encourage children to model with her N scale layout.

Visit <http://www.cvmw.com/> to see Central Valley Model Works products and more photo albums.



Many parts are now available in mixed brown and black tones like these fences.



PCR Convention | Page 11

HOW I SPENT MY SUMMER

by Jim Dieckman

I blame it all on Ed Pultz. I had been talking with Dick Klammer, because I knew he had taken a number of cross country trips on Amtrak, about an Amtrak trip my wife and I were planning to Chicago. We were admiring Ed's passenger train model at the lone meet and discussing our trip when he suggested, "Why don't you write about it for the Short Line?" Darn! I'm trying to go on vacation and now I have homework!

My wife, Jean, and I had taken a number of trips on Amtrak but never overnight. This would be an exciting first. I know there are many of us who know more than me about the operations of the prototype. I won't try to compete with that knowledge. This is from the perspective of a passenger.

We boarded the train in Sacramento, already running almost an hour late. Behind the two engines were a sleeper, two coaches, the lounge car, diner, and three more sleepers. We were in the penultimate sleeper. Each sleeper had ten roomettes and five bedrooms.

Our roomette was small, but pretty much what I expected. The two seats facing each other were larger than first class airline seats, and since they faced each other, we could use the opposite seat for a footstool, (with Jean's agreement). In the evening, after dinner, the car attendant set the room up for sleeping. Since Jean is shorter at 5'3" than I, she got to sleep in the upper bunk. And, yes, the lower bunk was more than long enough for my 6'3" frame. The only space problem was what to do with our suitcase. We brought two, one in the

storage area on the lower level, and the other with us in the roomette. We were able to snuggle it in on the steps to the upper bunk then relocate it at bedtime. Annoying, but manageable.

The biggest annoyance, though, was the condition of the track. I made a note to myself: "From Sparks to _____, tracks are horrible, bounced me out of my seat." The problem was that I was never able to fill in the blank, the tracks never improved. I overheard a diner comment to one of the servers after a particular rough section, "Freight tracks?" The server's response, "Iowa freight tracks." To be honest, I could not tell the difference, Colorado, Iowa, Nebraska, Illinois, everywhere had rough track. The upper bunks have a webbing devise that is designed to prevent accidental falls out of the bunk. A number of people commented that they worked. Going over switches were by far the worst, especially at speed. I was literally bounced out of my seat on more than one occasion.

I would be remiss if I didn't say something about speed. The conductors did a good job of keeping us informed about delays and slow orders. There were a few that I did not expect. In Winnemucca we had to wait for an hour because crew coming on duty had



Amtrak west of Reno.

(Gary Ray photo)

SIERRA DIVISION

Next Meeting: Saturday, Oct. 11

Place: 1st Christian Church
3901 Folsom Blvd.
Sacramento, CA

Time: 10 a.m. to 4 p.m.

TIMETABLE

Oct. 11~ Sacramento

Nov. 8-9 ~ Roseville

Jan. 31~ Sacramento

SHORT LINE

Dec. 10 for the January issue

INTERNATIONAL RAIL FAIR

March 6 for the April issue

January 6 for the February issue

October 11 Contests

MODELING ~ Buildings — Enter one of your favorite buildings; can be kit, kit-bashed, or scratch-built.

PHOTOS #1 ~ Prototype track and/or structure in color. 3 entries per person.

PHOTOS #2 ~ I've added this second contest due to the cancellation of the August meet. **Members are**

encouraged to take photos at the Portola Railroad Museum. They are having their Railroad Days from August 8—10. However, photos do not have to be taken then. Any photos from the museum or of the line through the Feather River Canyon including Reno to Oroville can be entered. 3 entries per person.

PHOTOS ~ Pictures need to be at least 5" x 7" but not over 8" x 12". Photos can be color or black and white.

not had enough down time between assignments. Outside both Denver and Chicago we were slowed because of "congestion." In Denver we pulled into a stub track to allow another train to leave the station. This was interesting for a couple reasons. The conductor asked that all passengers be seated before starting the backup move. Then they had to bleed and recharge the brakes before backing. Another speed problem was the heat. According to the conductor, when the track temperature gets above 90 degrees, they are restricted to 10 mph.

We also experienced the other end of the speedometer. A number of times in Utah, eastern Colorado, and Nebraska, we were close enough to the interstate that I could see the 75 mph speed limit signs and see us passing the autos. That was impressive.

I noticed a number of other interesting things that we may want to consider for our layouts:

--Pretty much every yard or storage track we passed had spilled lading. There have been articles about this in the modeling press, but I was surprised at the extent of it. Everywhere were little piles of white, brown, even red "stuff."

--Through the Rockies and many foothill areas the cuts and cliffs are lined with rockslide detectors. They are a lot more extensive and numerous than I expected.

-- I knew that there needed to be buffer cars between

the engine and tank cars, but I had never seen them labeled as such. One tank train we passed had two OB boxcars behind the engine, each labeled "BUFFER CAR."

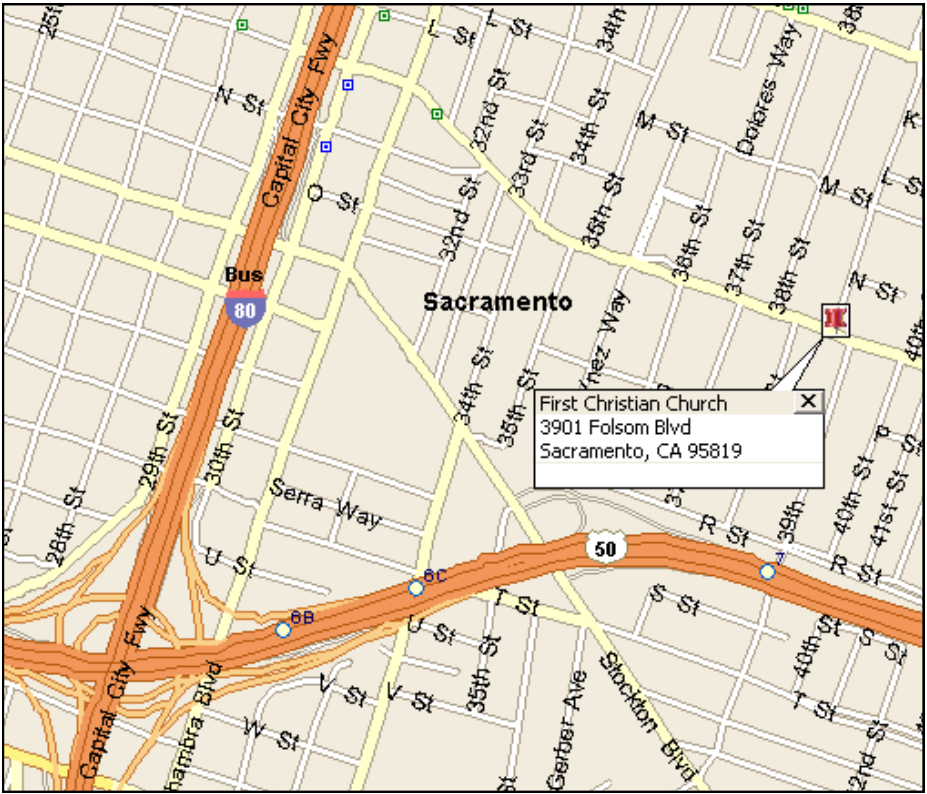
-- Another thing I saw in Colorado in the mountains, every switch stand had a broom standing next to it. They looked like silent sentries.

--And finally, every, and I mean every, spur, every siding that came off the main had a derail switch. I was only on one side of the train, so it may not have been every siding, but every one on my side did. There must be hundreds of types of derails and they were everywhere.

When our trip began I kept track of how late we were running, but we were never on time, so it became kind of moot.

So, would I do it again? In a heartbeat! There were some problematic things, but nothing to prevent Jean and I from taking the train again. Aside from the space to move around, the scenery, and the interesting passengers, what I found most interesting were the Zephyr's staff. Everyone was friendly and helpful. We even commented that the station staff in Chicago was clearly having too much fun doing their jobs.

Just, please, fix the tracks!



Map for October 11 Sierra Division Meet

FREE ADMISSION AND PARKING

for the November 8th & 9th

INTERNATIONAL RAILFAIR

in Roseville, CA.

This is your chance to volunteer to help Sierra Division with its only fund raiser by offering to work for a couple of hours. Contact **Mary Moore-Campagna** at marycmoore@campagna.com or call her at (415) 672-4806. Please help our division!



Nevada Northern Railway, Nevada Consolidate Copper Company and Kennecott Copper Co. recently rebuilt locomotive #93. Photo by Rev. Dr. Dave Mussatti.



Heather Parker shares one of Central Valley Model Works' new brown and black casting with Frank Zila.

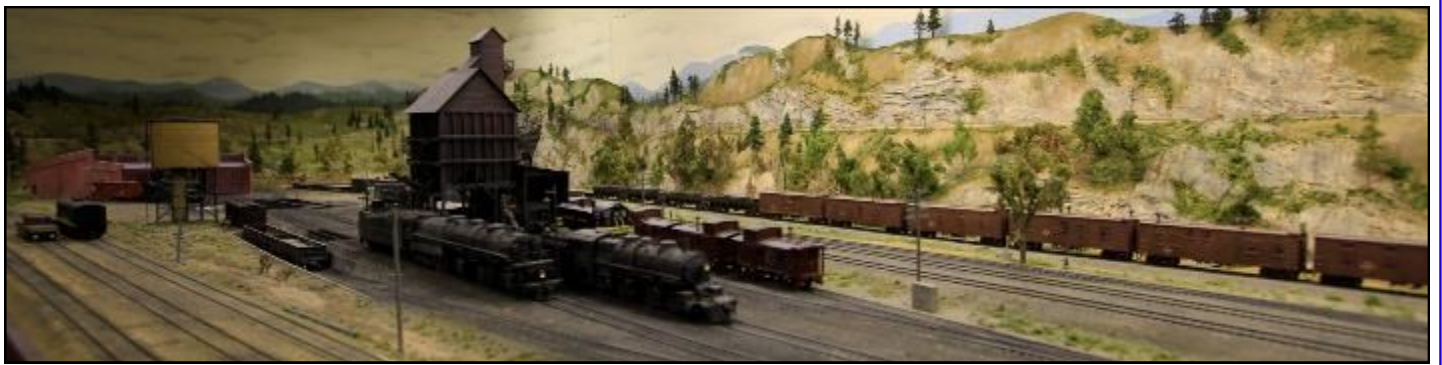


Some of the high tech equipment for making masters.



Jeff Parker at the throttle on his Northern Pacific layout. New section under construction is on the left.







This layout was built by the late Jack Parker, owner of **Central Valley Model Works**. It is now operated and being expanded by his son, Jeff, and Jeff's wife, Heather. It represents the Northern Pacific in Montana in the era from the early 1940s to the early 1960s. The often-photographed scenes depict Logan, Montana. While considerable "artistic license" has been taken with the actual arrangement of Logan, the layout allows the simulation of the actual operation of Northern Pacific trains going to and from St. Paul and Tacoma.

The layout room is a generous 17' x 50' plus an extra 8' extension on the east end for return loops. The track is, of course, Central Valley CVT. That product was designed and developed for and then used on this layout. Jack's good friend and fellow NP model railroader, David Coster, helped design the layout and also did all of the wiring. The layout features a great roster of detailed brass steam locomotives and these all are tuned and weighted to pull scale length trains..

Central Valley (www.cvmw.com) was started in 1947 by Jeff's father, the late Jack Parker. The company produces bridges, tie strips, detailing parts and rolling stock, mainly in HO scale, with bridges in N scale as well.

(Description from PCR website. I used the truss bridge parts in constructing the bridge on page 3.)



Thanks, Heather and Jeffery Parker for sharing. One of the perks of attending conventions is that sometimes discounts are offered like CVMW offered.

AT&SF RAILWAY CO.

Terry Taylor is building his rendering of the Santa Fe in the San Joaquin Valley from Calwa (near Fresno) to Richmond, circa 1953. He is actually modeling the railroad from Empire (just east of Riverbank) to Holt (just west of Stockton), but the multiple staging yards below the layout extend the layout both west to Richmond and east to Calwa. He also is modeling a mind's eye Tahoe & Tidewater Railroad which is loosely based on the prototype Central California Traction, Sierra and Yosemite Valley Railroads. On his layout the Tahoe & Tidewater runs from Stockton to an area near Lake Tahoe.

In addition to the numerous industrial switching locations for both the Santa Fe and Tahoe & Tidewater Railroads, there are major interchange yards with both the Southern Pacific and Western Pacific in Stockton with their respective tracks going to major staging yards in both the east and west, and there are also minor staging yards and interchange tracks for both the Modesto & Empire Traction Company and Sierra Railroads.

The minimum radius is thirty-four inches for the Santa Fe tracks. Turnouts are #8s on the mainline and #6s elsewhere except for some #4s in the Stockton Dock area operated by the Tahoe & Tidewater. The nearly one-hundred turnouts (for the roughly 1,200 feet of staging yards on the lowest level) are all located near the front of the layout and are controlled using Caboose Hobbies ground throws. Control is by North Coast Engineering DCC.

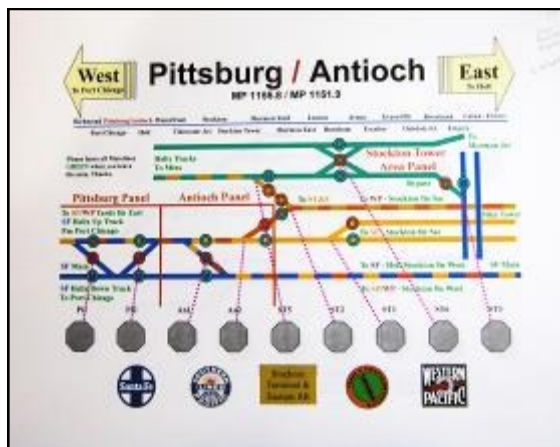
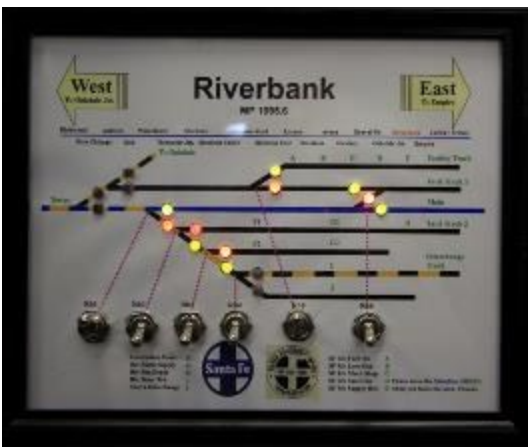
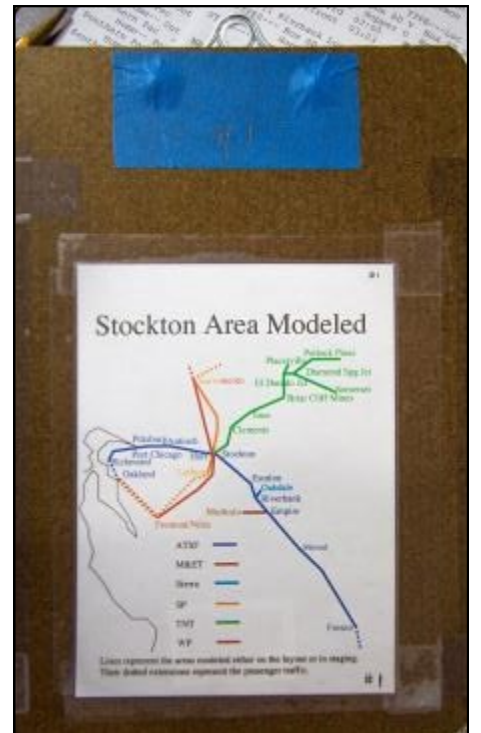
(Description from PCR website: www.pcrnmra.org)





Terry Taylor will be adding a second level but enough was done to host an operating session for some of the convention members. Below are pictures of some of the methods to make it easier for a guest crew.

Host Terry Taylor



DK & PACIFIC MOUNTAIN RAILWAY

George Gibson's previous DK & Pacific Mountain Railway is long gone and a new layout is under construction. The new layout is based on a 1930s-era freelance railroad trying to make a go of it at the height of the depression. The railroad works lumber operations from a Pacific coastal town and hard rock mining operations in steep mountainous terrain. Money is tight and the age and appearance of the rolling stock shows it. All trains are powered by steam. No diesels operate on this layout except for tracking cleaning purposes.

The layout is both HO and HOn3. The HO mainline runs through a wharf area of the coastal town, the service camp of a logging operation and through the railroad's Westerly Classification Yard. The HOn3 mainline will serve numerous mines and milling sites, and is located on the upper shelf of the two-shelf layout. This upper shelf is also the location of the HOn30 loop for a small tramline that will serve the mines.

Also included in the den layout room is a high loop, a display shelf for running On30 cars and locomotives from the owner's collection. This display shelf also includes a loop of N-Scale track for running the owner's two "favorite trains": the Southern Pacific Daylight and the Santa Fe Super Chief.

An additional layout room (16 foot x 14 foot) has just been completed (adjacent to the den layout and in the garage). The mainline tracks from both the HO and HOn3 shelves have been realigned through the common wall. New bench work is under construction and track plans are being finalized. When completed, the mainline of both the standard and narrow gauge lines will more than double the size of the current layout. A second high loop, display shelf is currently operating. Two new classification yards are included in the new room and will serve as the easterly terminus for both standard and narrow gauge operations.

While the existing den layout has the ability to run both DC and DCC controlled locomotives, the new room is configured for only DCC. The layout uses NCE DCC power cabs for locomotive control, including sound. Scenes have added sound modules and all structures have lighted interiors. Photographic background murals from LARC Products are being added.

Scenery is slowly being added to the layout, with most underlying landforms in place in the den. Several bridges, trestles, and other types of crossings are in place and have been detailed. Several tunnel portals are finished and include interior details.

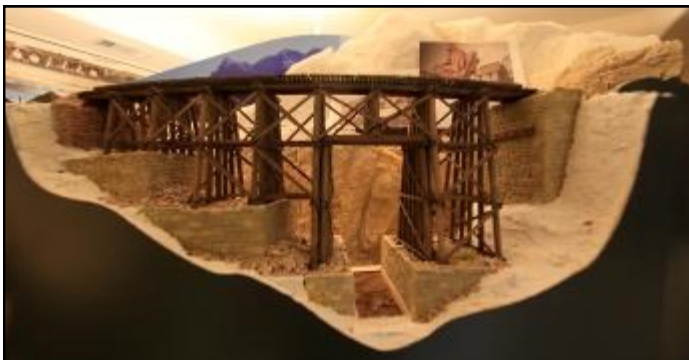
(Description from PCR website: www.pcrnmra.org)



Note the second level in the photo above of George Gibson's layout. George loves to build craftsman structures as evidenced around the layout.





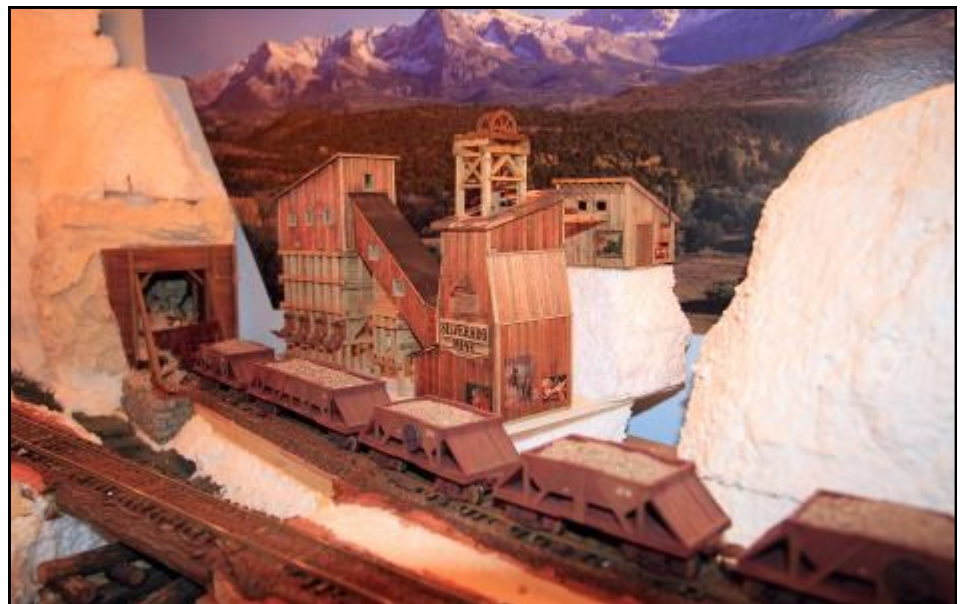


Work is well underway in the new room with many rugged canyons and creative views. Both HO and HOn3 can be found here.





Photo backdrops in the new addition really enhance the scene.



SANTA FE AND SP

Bill Obermeyer's layout blends Southern Pacific and Santa Fe operations in the mid-1950s, plus a little before and a little after. Motive power consists of Southern Pacific Black Widow diesels and Cab Forwards and Santa Fe steam and zebra-striped diesels.

The layout is in a purpose-built 24 feet x 17 feet room. The layout is a dogbone that drops down to two levels. The top section starts at a High Sierra lumber mill scene with three reverse, staging, and passing loops and then goes through bridges to reach Glendale, California. The line then descends down to a desert section that resembles Monument Valley, Arizona, with passing sidings in between. After going through the desert, it emerges onto a bottom level and makes it way to the bottom three reversing loops that feature a wharf scene where lumber can be off-loaded to ocean-going ships.

Minimum radius is thirty-two inches and all track is Micro Engineering Code 83. Except for two curved Walthers turnouts, all the rest are Micro Engineering #7 turnoutss. Layout is DCC with NCE controls. The room's backdrop features twelve long sections from BackDrop Warehouse that, with some difficulty, all match and blend together over a span of sixty feet.

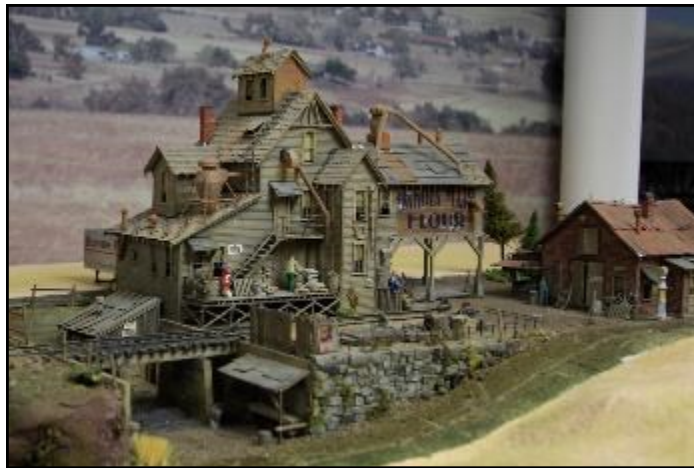
The layout was constructed by Bill with one exception: Rick Fulkerson was a tremendous help with his vast knowledge of electronics and made custom control boards for automatic turnout controls on the six reverse loops. Without Rick's help, this would have never been done!

Layout is approximately twenty-five percent completed.

(Description from PCR website: www.pcrnmra.org)







Track cleaning cars.



LOS OSOS VALLEY RAILROAD

Paul Deis' Los Osos Valley Railroad is an HO scale 400 sq. foot double-deck, point to point layout. It represents the Southern Pacific Coast Line from San Luis Obispo to San Miguel in 1949. The layout is designed for operations and features hand-laid track, NCE DCC and sound equipped locomotives. Both ends of the layout have off-layout staging areas.

(Description from PCR website: www.pcrnmra.org)

Paul hosted three different operating sessions during the convention. I was lucky enough to attend Friday night along with five other gentlemen. I volunteered to be San Luis Obispo yardmaster as enjoy the hustle and bustle of the yard. Jim Betz was the responsible engineer for yard movements and when caught up with my yardmaster job, I would join in switching. For the most part we were able to keep up with traffic except for one train that had to wait awhile to get into the yard. No one yelled at me, so I guess I did an okay job of being yardmaster. A great layout that kept all six of us busy for a very enjoyable three hours.



San Luis Obispo yard where I spent the evening.
(below) Labels on all industry was very conducive to operations.



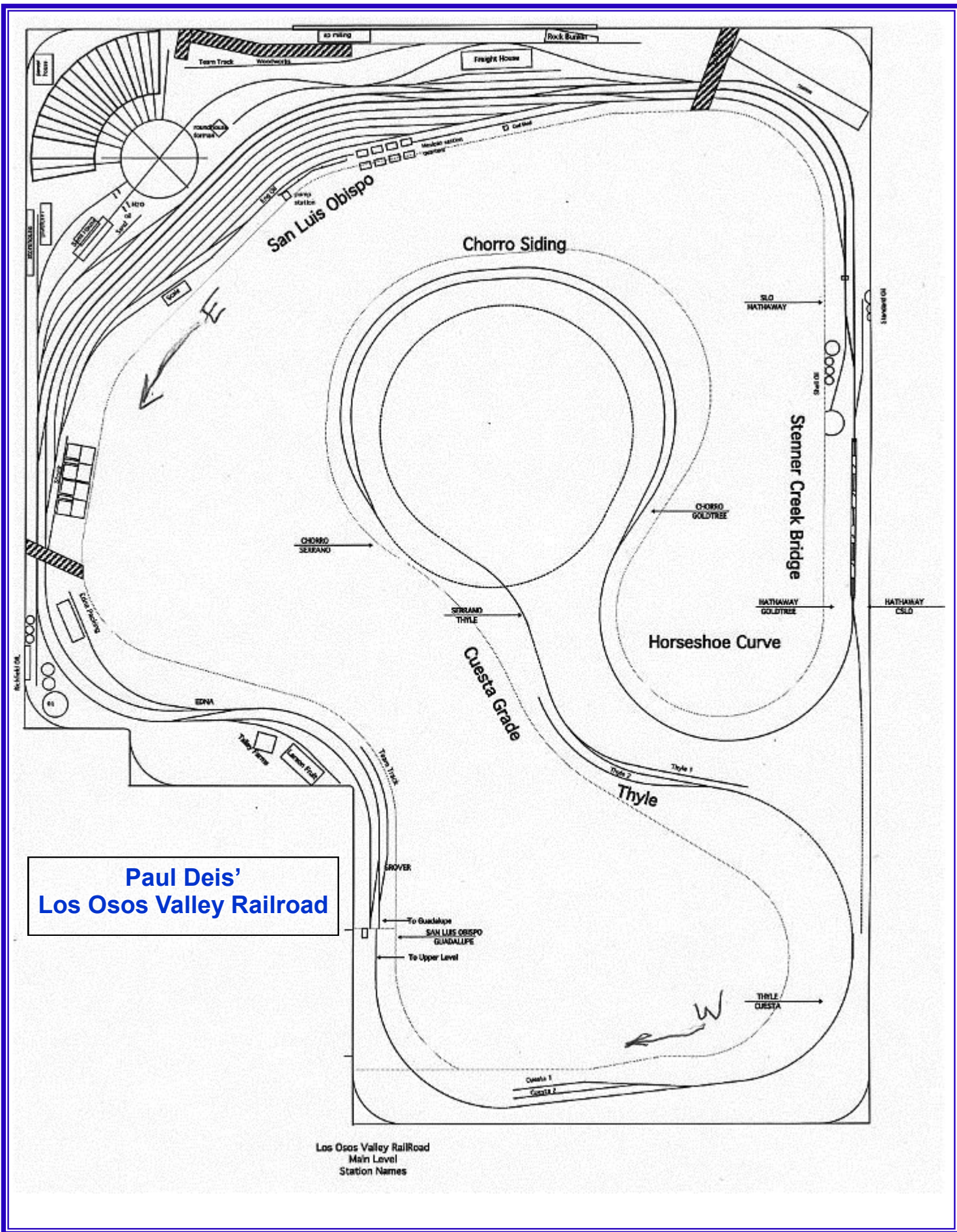


(Left) Paul used his cabinet making skills to construct a lift bridge that uses drawer glides. At the time I visited, he said it would receive some modification.

(Above) The layout is designed for operations with racks for the car cards.

(Below) Metal brackets support the center staging yard and loops and is being used to support the upper level.



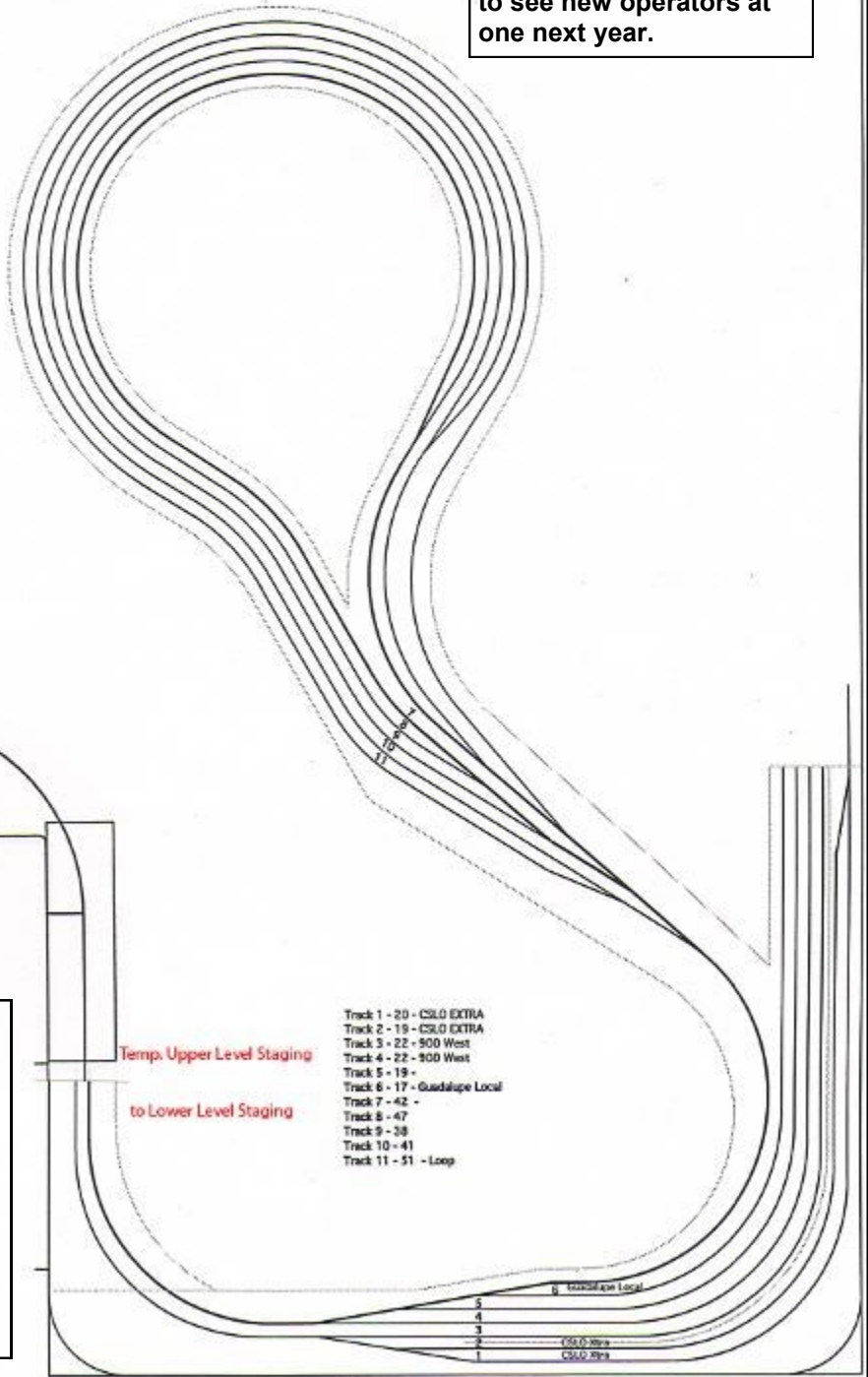




Thank you, Paul Deis, for opening up your layout for tours and operations during the PCR Convention. Any member can sign up to participate in an operations session at the conventions. A variety of skill levels are usually accommodated. Hope to see new operators at one next year.



STAGING
 (Temporary Upper Level)
Santa Margarita Sub
 (Lower Level)
Guadalupe Sub



Santa Margarita Sub
 Guadalupe Staging

Guadalupe Local

Extra SLO to Guadalupe & return

Whistle Signals

Sound	Indication
o	Apply brakes. Stop
--	Proceed
- 000	Flagman protect rear of train
- - - -	Flagman return from west
- - - - -	Flagman return from east
- - -	Train has parted
o o	Release brakes. Answer to any signal not otherwise provided for
o o o	When standing: back up When running: stop at next station
- - o -	Approaching public crossings at grade
-	Approaching stations
- - o	Approaching meeting or waiting points
o -	Inspect train line for leaks or sticking brakes
Many short sounds	Warning to persons or livestock on the tracks
- o	Warning at places where view is obstructed. Answer to a yellow flag

Train No. Extra # East - SLO to Guadalupe	
SLO (yard limits)	
<ul style="list-style-type: none"> • Obtain clearance from dispatcher • Service engine - take water, oil, sand • Check consist: cars for Stock, Edna, Grover, Oceano and Guadalupe only • Perform air brake test • Check train register, sign register • OS dispatcher on departure 	
Edna	
<ul style="list-style-type: none"> • Spot cars for Edna, pull outbound cars 	
Grover	
<ul style="list-style-type: none"> • Spot cars for Grover, pull outbound cars 	
Guadalupe Track 5 (yard limits)	
<ul style="list-style-type: none"> • Spot cars for Oceano, Guadalupe • Pull all loads • Turn train on loop. Run air brake test 	
Train No Extra # West - Guadalupe to SLO	
Guadalupe Track 5 (yard limits)	
<ul style="list-style-type: none"> • Obtain clearance from dispatcher • OS dispatcher on departure 	
SLO (yard limits)	
<ul style="list-style-type: none"> • Contact Yardmaster for track assignment • Check and sign train register, OS dispatcher • Cut off engine, service, and tie up in engine house 	

SANTA MARGARITA SUBDIVISION											
EASTWARD										Milepost Location	Timetable No. 1 October 2, 1949
THIRD CLASS			FIRST CLASS								
924 Freight	914 Freight	926 Freight		94 Starlight	72 Passenger	98 Morning Daylight	76 Lark	374 C. M. E.			
Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex.Sun.Mon	STATIONS	
10.30 PM	11.50 AM	7.15 AM		s1.37 AM	\$4.35 AM	s1.17 PM	s2.59 AM	s2.38 AM	252.1	SAN LUIS OBISPO	
7.45 AM	1.35 AM	3.45 PM		1.45 AM	4.55 AM	1.20 PM	3.10 AM	2.50 AM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex.Sun.Mon		

SANTA MARGARITA SUBDIVISION											
WESTWARD										Milepost Location	Timetable No. 1 October 2, 1949
THIRD CLASS			FIRST CLASS								
915 Freight	917 Freight	913 Freight	373 C.M.W		75 Lark	99 Morning Daylight	71 Passenger	95 Starlight			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex.Sun.Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		STATIONS	
4.20 AM	11.00 AM	7.55 PM	12.48 AM		2.35 AM	12.53 PM	4.35 AM	1.10 AM	252.1	SAN LUIS OBISPO	
2.50 PM	11.40 PM	10.15 AM	s12.23 AM		s2.10 AM	s12.50 PM	s4.15 AM	s1.00 AM			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

SORTED BY ARRIVAL TIME

		Arrive SLO	Depart SLO
373 WEST	C.M.W.	12:23 AM	12:48 AM
95 WEST	Starlight	1:00 AM	1:10 AM
94 EAST	Starlight	1:37 AM	1:45 AM
75 WEST	Lark	2:10 AM	2:35 AM
374 EAST	C.M.E.	2:38 AM	2:50 AM
76 EAST	Lark	2:59 AM	3:10 AM
71 WEST	Mail	4:15 AM	4:35 AM
72 EAST	Mail	4:35 AM	4:55 AM
926 EAST	Freight	7:15 AM	3:45 PM
913 WEST	Freight	10:15 AM	7:55 PM
914 EAST	Freight	11:50 AM	1:35 AM
99 WEST	Daylight	12:50 PM	12:53 PM
98 EAST	Daylight	1:17 PM	1:20 PM
915 WEST	Freight	2:50 PM	4:20 AM
924 EAST	Freight	10:30 PM	7:45 AM
917 WEST	Freight	11:40 PM	11:00 AM

SORTED BY DEPARTURE TIME

		Arrive SLO	Depart SLO
373 WEST	C.M.W.	12:23 AM	12:48 AM
95 WEST	Starlight	1:00 AM	1:10 AM
914 EAST	Freight	11:50 AM	1:35 AM
94 EAST	Starlight	1:37 AM	1:45 AM
75 WEST	Lark	2:10 AM	2:35 AM
374 EAST	C.M.E.	2:38 AM	2:50 AM
76 EAST	Lark	2:59 AM	3:10 AM
915 WEST	Freight	2:50 PM	4:20 AM
71 WEST	Mail	4:15 AM	4:35 AM
72 EAST	Mail	4:35 AM	4:55 AM
924 EAST	Freight	10:30 PM	7:45 AM
917 WEST	Freight	11:40 PM	11:00 AM
99 WEST	Daylight	12:50 PM	12:53 PM
98 EAST	Daylight	1:17 PM	1:20 PM
926 EAST	Freight	7:15 AM	3:45 PM
913 WEST	Freight	10:15 AM	7:55 PM

Yardmaster SLO

1. Confirm waybills match cars on hand
2. Insure proper locomotive is assigned for weight of train.
3. Assign helpers where needed
4. Rear helpers must be forward of caboose.
5. Block departing trains by town.
6. Assign arriving trains to track.
7. Call crews allowing time to service locomotive.
8. Assign SLO switch crew to work local industries.
9. Box cars consigned to grain loading must be spotted on clean out track for 1 hour.
10. Pull loaded stock cars 30 min before departure of assigned train.
11. Insure cars requiring weighing are routed to scale track.

Train #	Spots
914, 924, 926 E	Via Guadalupe
913, 915, 917 W	Via King City
SLO WEST	Rock Bunker, Team Track SLO, Freight House, SP Milling, Standard Oil, Shell Oil, Deis Woodworks
SLO EAST	Richmond Oil, Sand, SP Stores, RIP, Eng Oil
Guadalupe Local	Stock, Edna, Grover, Guadalupe
King City Turn	Cuesta, Santa Margarita, Atascadero, Templeton, Paso Robles, San Miguel, King City
CSLO Main	Camp SLO

At the start of the session, I was given the above set of instructions along with the train schedule on the previous page. The instructions were very clear and including blocking order for each location. I had wished that there were signs for East and West and also suggested a line diagram like shown below. I think Paul is making those changes. Thanks for a wonderful time.



YAKIMA VALLEY TRANSPORTATION CO.

Hilding Larson's 12' x 20' HO layout represents the Yakima Valley in Eastern Washington featuring Union Pacific and Northern Pacific trains. In overall concept, this layout exemplifies the UP from Hinkle Yard in Oregon to Spokane, WA. At Wallula there is a branch line running up the Yakima Valley, through Zillah, to Yakima. The NP main line parallels the Union Pacific up the valley. This is the visibly modeled portion of the layout. The UP branch interchanges with the NP and Yakima Valley Transportation Company at Yakima, and has a large amount of adjacent trackage with the NP in Zillah. The UP, NP and YVT locals and switch crews move freight on the layout.

The layout features staging, operating yards and traction. Operations are point-to-point with up to three crews required to move trains. Control is NCE DCC.

(Description from PCR website: www.pcrnmra.org)

I was lucky enough to attend an operating session on Hilding Larson's layout Saturday morning. During the convention he held four operating sessions lasting 3 1/2 hours for six crew members each session. My job was the Wallula yard and Wallula Heights industry. I received paperwork that described the job and a switchlist. Hilding uses Minirail to generate switchlists but said he will be changing in the future.

Hilding has a sequence of eleven jobs that are attached to clipboards that hang in the hallway. When a job is completed, the board is returned to the hall and a new job assigned. During my visit I was able to get to a second job that ran trains over the entire layout. Paul has a beautiful start on scenery, much of it along rivers.



This is Wallula yard where I was first assigned.

An overall view is below. Jim Betz previously worked with me at Paul Deis' layout.





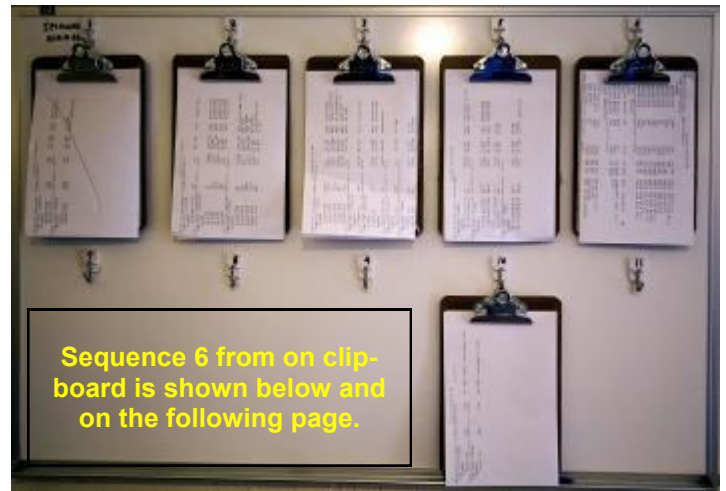
Signs help operators locate industry. Note clipboard with switchlists under arms.







Trains either direction had a 15 minute fast time to wait for Kalen Bridge to come down before crossing.



Sequence 6 from on clipboard is shown below and on the following page.

Sequence #6

JOB: Wallula Local

OVERVIEW: Switch Wallula Hts, Kennewick, Hedges, Richland, and PFE dock.

Work Job in three parts. First PFE, 2nd Wallula Hts., Third Kennewick, Hedges, Richland

Pick up engines from Turntable track.

1) Work PFE dock as required.

2) Assemble cars for Wallula Hts and make a run to pickup / setout at Wallula Hts.

Return to yard, put Hinkle cars on track 3 or 4, Spokane cars on track 1

3) Assemble cars for Kennewick, Hedges and Richland. Head out for Kennewick. Wait at Kalen Bridge for 15 minutes for bridge to come down,

Make pickups / setouts at Kennewick, Hedges and Richland.

Return to Kalen Bridge, wait 15 minutes for bridge to come down.

Place cars for Hinkle on tracks 3 or 4, Spokane cars on track 1

Put power on Turntable track.

WEST: Union Pacific

Hinkle Yard

Wallula Yard

Yakima Branch:

Kalen Bridge

Kennewick

Richland Jct.

Hedges

Benton City

Sunnyside

Grandview

Zillah

Parker

Yakima

Wallula Hts

Spokane

EAST

3/20/2014 8:51:14 PM

SWITCHLIST FOR TRAIN---WALLULA LOCAL 6

TOWN STOP---WALLULA

PICKUPS

WALLULA Yard	SPKX	130	OIL TNK	empty	Chevron Oil
WALLULA Yard	NJZX	824	OIL TNK	empty	Phillips Petrol
WALLULA Yard	IBPX	700	MEAT REF	empty	Iowa Beef Trk 2
WALLULA Yard	MKT	100301	FOOD TNK	empty	Iowa Beef Trk 1
WALLULA Yard	URT	23099	ICE REFE	empty	PFE Dock Wallula

Train should leave this town with 5 car(s)

TOWN STOP---WALLULA

PICKUPS

PFE Dock Wallula	PFE	6393	ICE REFE	empty	Hinkle Yard
PFE Dock Wallula	PFE	30524	ICE REFE	empty	Hinkle Yard

SETOUTS

PFE Dock Wallula	URT	23099	ICE REFE	Carnation Wheat
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Train should leave this town with 6 car(s)

TOWN STOP---WALLULA HTS

PICKUPS

Iowa Beef Trk 1	UTLX	86116	FOOD TNK	empty	Hinkle Yard
Beef Palace	UP	47630	STOCK	load	Hinkle Yard

SETOUTS

Iowa Beef Trk 1	MKT	100301	FOOD TNK	KATY RED TANK
Iowa Beef Trk 2	IBPX	700	MEAT REF	IBP REFER

Train should leave this town with 6 car(s)

TOWN STOP---HEDGES

PICKUPS

Chevron Oil	CONX	190	OIL TNK	load	Hinkle Yard
Phillips Petrol	UTLX	76976	OIL TNK	load	Smith Oil

SETOUTS

Chevron Oil	SPKX	130	OIL TNK	OIL TANK
Phillips Petrol	NJZX	824	OIL TNK	OIL TANK

Train should leave this town with 6 car(s)

TOWN STOP---WALLULA

SETOUTS

WALLULA Yard	CONX	190	OIL TNK	Conoco 3 dome tank
WALLULA Yard	UP	47630	STOCK	YELLOW STOCK
WALLULA Yard	PFE	6393	ICE REFE	SP/UP
WALLULA Yard	PFE	30524	ICE REFE	
WALLULA Yard	UTLX	86116	FOOD TNK	BLACK TANK CAR
WALLULA Yard	UTLX	76976	OIL TNK	BLUE TANK CAR



Thank you Hilding Larson (yellow shirt) and all the others that opened their homes and businesses during the 2014 PCR Convention in San Luis Obispo, CA. Unfortunately, I did not get around to all those that were on tour. Just too many great clinics, tours, and op sessions to get to do everything.

You can sign up for the 2015 PCR Convention to be held May 13-17. Go to:

<http://www.pcrnmra.org/conv2015>