



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

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“Tracking” Down the Gremlins

by Chip Meriam

Like most of us, I have encountered some difficulties when it comes to keeping my scale wheels on my scale rails. Sometimes these difficulties are downright mysterious – almost as if there are little, invisible “gremlins” running aimlessly about my layout, derailing my rolling stock at the most inopportune times and places, with no discernible regularity or pattern.

My gremlins are equal opportunity hell raisers. They don’t just select switch points, rail joints, and S-curves as their targets. They strike straight tangent track and smooth 48” radius curves (*I model in HO*) with the same annoying frequency. Nor do they discriminate when it comes to rolling stock. Caboose, 83’ passenger cars, lightweight flat cars, loaded hopper cars; they’re all vulnerable to gremlinism.

The most frustrating gremlin trick is the “strike-hide-strike” sequence. This always involves me at one end of the layout and a derailment at the other end. You know; the end of the layout that’s on the other side of the duck-under, out around the workbench, down the narrow-

est aisle, and under the lift-out access hatch. Predictably, I crawl under the duck- under, walk around the work bench, side-step down the narrow aisle, lift out the access hatch, and assess the problem. While I’m standing at the scene, walk-around throttle in hand, I can run the re-railed train back and forth fifty times over what appears to be the offending spot and no derailment will occur. It won’t be until I have retraced my steps entirely that the next train through will derail at the same spot.

Grrrrrrrrr.....

I’ll admit that there are probably no gremlins at work (or play) on my layout – and that what seems random and unpredictable is really not. But without a simple system for cataloguing my observations, there’s no way to be absolutely sure! So what is my solution? The gremlin tracker or “Bad Order Log.”

As we know, derailments can be the result of any number of things: out of gauge track, out of gauge wheels, bolster play, side frame misalignment, off-center wheel

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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

Happy New Year!

While the holiday celebrations will be over by the time you receive and read this, I hope everyone had a wonderful Christmas and New Year and that 2015 will be a great year for all of us.

Allow me brief introduction as your new superintendent. I retired from the Navy in 1996 after 25 years of service. I worked for Foster Farms for about nine years and then switched to technical writing. I worked for a small company in Nevada City for a couple years and then started my own company. I have enjoyed trains and model railroading for most of my life. However, mostly it's been armchair and building of a few models. It's really difficult to build any sort of layout in the Navy (for obvious reasons). But I truly look forward to working with all of you to advance our hobby and to have fun together.

I hope you all join me in a hearty "Thank You!" to **Scott McAllister** for the excellent job he's done as superintendent. Probably the most challenging part of this job is arranging the meets and the clinics at each one. Scott has graciously offered to help me with this but I hope to get most of the help from all you good folks. We can't have meets if people don't step up and volunteer to help by either "hosting" a location or volunteering to give a clinic. Scott is also working hard to organize and arrange the 2016 PCR convention which we, Sierra Division, are hosting. Thanks are also due to **Bob Warner** for the excellent work he has given us as our Chief Clerk and to **Al Rowe** as our Paymaster. Also, a big "Welcome Aboard" and thank you to **Jim Firehock** for taking on the Chief Clerk job and to **Al Rowe** for continuing his excellent work as Paymaster.

To start the new year off with a bang, our first meet will be in Sacramento at the **Sacramento Model Railroad Historical Society @ 9:00 a.m. on Jan. 31**. This will include an opportunity to operate their trains with them. So whether you're an old hand or brand new to operation, come on out and have some fun running the trains. The Society members will be there to help and guide us. This will take up the morning. We'll then take a lunch break and meet at around **1pm** at the **1st Christian Church** on Folsom for a clinic by **Scott Inman** on modeling sugar beet loads as well as our contests and the door prizes.

While exact locations, clinics and/or tours, and other details are still being worked out, the schedule for the remainder of 2015 includes Modesto in May, Reno in August, and Chico in October. It should be a fun and informative year. I look forward to seeing you at a meet.

Gary Ray will be stepping down from Newsletter Editor within the next 2 years and is looking for a protégé or replacement to learn the job and take over before that time. Read his excellent article for an explanation of the duties and contact him if you're interested. In addition to Gary's help, I would be available to help and advise (or at the very least proofread) also.

The 2016 Convention is coming and will be here "in the blink of an eye." **Scott McAllister** is organizing this but no convention succeeds without help from everyone. There are dozens of jobs that will need to be done; please contact Scott to volunteer and see where you can best help out.

Looking forward to a great year – see you in Sacramento on Jan 31.

From the Editor

This issue marks the start of my 5th year as Short Line Editor. I mentioned to **Scott McAllister** that I would be willing to continue editing for two more years but then would like to retire (at 70). He felt I should start looking for someone to mentor as my replacement. Our new Superintendent, **Jim Collins**, had expressed interest and is a writer by trade. The prospect was exciting to see a professional take over. With Jim stepping forward to become Superintendent, he can understandably not do both.

Therefore, I am still searching for an apprentice. We would start by just producing a page or two and learn how the newsletter is produced. I am happy to tutor someone with the idea of that person taking over after the next eight issues. I do much of the photography for the newsletter myself, but Jim has been wonderful in taking a like number of pictures of our meets and activities and I would assume the editor would not need to be responsible for photography.

There is nothing that says the format needs to stay like it is. When I took over, it was just one page informing members about the meets and the proceedings of the previous meet, often with no photos. **Jim Long** was writing the newsletter along with being Superintendent—a herculean task.

I stepped forward because as a first grade teacher, I had sent home weekly newsletters and felt this was a way to give back to the hobby I love. I had hoped to get members to switch from paper to digital and thought by offering additional content and in color, that we could get away from printing costs. Currently 83 of our 277 members subscribe to the electronic edition. I understand that for many the lack of high-speed internet service make it impossible to view the on-line version. I, too, did not have anything other than dial-up because I live far out in the woods. The purchase of a mobile device that allows high-speed

internet allowed me to offer my services. However, I'm looking toward canceling this services in the next couple of years to save money (over \$100/month) and would not be able to publish on-line like I do now.

A new editor can make the newsletter whatever he or she would like. I've been fortunate in the last couple of years to have people come forward with articles to publish. This really helps. Originally I was having to search the internet for content that went in the printed edition. It would be great if people would continue to come forward with articles no matter who is editor. Convention coverage and layout tours are something that I have included because I hoped it would generate ideas for other modelers and I was already going to conventions. I now help my wife with full-time care of her mother who lives with us and provide some care for my mother who lives next door and find that getting time out of town is becoming much more difficult, so you may see some future changes.

Our organization thrives because of volunteers. Hopefully someone will be willing to step forward to eventually become editor of the **Short Line**. Don't feel obligated to do what I have been doing; it will be your publication. Nor should anyone bemoan any changes. We need just to be thankful for someone volunteering to do what most of us aren't doing.

It has been a lot of fun, but also time consuming, being the editor and ushering in my version of Short Line. I have made many new friends and gained a lot of personal satisfaction from this activity. Just time to think about passing the torch.

If you would be interested, please email me or call. Remember, you have as much time as you need over the next two years and can take over as soon or as late as you wish.

DOWNLOAD CHIP MERIAM'S "TRACKING" PROGRAM

I have placed Chip's EXCEL program at:

<https://www.dropbox.com/s/fwvxk3594gxqwcq/Bad%20Order%20Log.xls?dl=0> Click "DOWNLOAD."

HINTS: When you first start the program in EXCEL, "enable editing" - yellow box at top. When you first save (I have EXCEL 2010 but saved as '97-2003), uncheck the "compatibility" box and then macros will work every time.

I looked for a **free EXCEL compatible program** and found one at: <http://www.kingsoftstore.com/spreadsheets-free.html>. The macro icons will not work, but highlight the entire sheet and do a manual custom sort by column for same functionality. Just not as handy as Chip's EXCEL macros, but it is **FREE!** Chip, thanks for the program!

GREMLINS FROM PAGE 1

sets, loose switch points, kinked rail joints, vertical curves, and on and on and on..... Furthermore, it may not be just one thing that causes that flat car to derail; it could be a combination of things. Clearly, keeping track of what occurs, where it occurs, how often it occurs, and what you've tried as a remedy can help go a long way toward more reliable operation. The Bad Order Log system is a simple method for doing just that – keeping track of your tracking.

My Bad Order Log is laid out in an Excel spreadsheet, but any available spreadsheet with basic capabilities should work equally well. Mine consists of eight columns: Order Number, Date, Car Description, Reporting Number, Location, Problem Identification, Remedy, and Status.

The **Order No.** is simply a sequential ID number assigned to the repair. This number will match a tag that is applied to the affected car.

The **Date** indicates when the car was tagged for repair.

The **Car Description** can be whatever you want it to be. I like to use the road name and car type, such as SP Flat.

The **Reporting No.** is self explanatory, but with a caveat: This is one of the columns we'll want to sort, so if you have more than one car with the same reporting number, you'll need to make some sort of modification so each entry will be unique.

The **Location** identifies the spot on the layout where the car exhibited a problem. In my example, SW3 refers to mainline switch number 3.

The **Problem Identification** is a brief description of what's going on and which end of the car is affected.

The **Remedy** is what repair was made.

The **Status** is used to keep track of progress on this particular repair such as "workbench", "testing", "fixed," etc.

Bad Order Log

There are currently 1 cars OK
 There are currently 7 cars testing
 There are currently 3 cars needing repair

Sort Keys		Sort Keys			Sort keys		Sort Keys	
Order No.	Date	Description	Reporting No.	Location	Problem Identification	Remedy	Status	(bench,test,OK)
1	04/20/12	SP Flat	30259	SW3	Derails at SW3 coming out of loop - non brake wheel end	Check gauge (new wheels in)	test	
2	04/25/12	ATSF Caboose	999831	SW9	Crawls rail at frog SW9 - westbound- see tab for correct end	Check gauge/alignment	bench	
3	04/25/12	GM&O 40' Box	21190	SW9	Picks switch point - westbound	Check gauge/alignment	test	
4	06/10/12	MILW 50' Box	2144	Coarsegold	Excessive Wobble	Tighten bolster screw-check center	test	
5	07/05/12	SP Flat	30259	SW5	Picks switch points - east bound SW5 - non brake wheel end	Check gauge (new wheels in)	bench	
6	10/01/12	ONT 40' Box	90075	SW3	Derails at SW3 coming out of loop - brake wheel end	Changed out wheels - Car marked	test	
7	01/15/13	ATSF 50' Box	8742	SW1	Drops to ties at wing rail - brake wheel end	Check gauge/alignment	test	
8	06/05/13	ATSF Flat	93302	SW5	Picks switche points - westbound - brake wheel end	Check gauge (new wheels in)	OK	
9	01/18/14	SP Bulkhead Flat	23507	SW3	Derails at SW3 coming out of loop - brake wheel end	Check gauge/alignment	test	
10	08/15/14	SP Tank	60683	Lorriton 1	Glad hand drags at crossing	Adjust glad hand	test	
11	09/10/14	BN Bathtub Gon	648579	SW5	Climbs inside rail during facing point shove - west bound	Check gauge/alignment/car weight	bench	
12								
13								
14								
15								
16								
17								
18								

When I observe a derailment (*a gremlin strike??*) that warrants further attention, I pull the car off the rails and affix a sticky note with a brief description of the problem. This is usually just something like “derailed at switch 5, eastbound, non-brake wheel end.” Later, I will affix a numbered tag to the car near the appropriate end, and enter the bad order/repair into the spreadsheet. For tags, I use masking tape cut into small squares with numbers in each square.



The number on the tag corresponds to the **Order No.** in the spreadsheet.



Now I have an organized record of what happened to what car and where. When (*not if*) I encounter other problems, I tag them and add them to the log. When the repair track starts to get full I'll gather up the affected cars and take them to the work bench where I can read the log entry and know what each car needs. Not only does this organize the car repair process, but it also builds an archive from which I can glean what types of repairs have worked and what types haven't been very effective. Other useful aspects of this spreadsheet are the **Sort**

Keys. There are eight columns that can be sorted to provide some useful insight.

Sorting by **Description** will give you a pretty good idea which type of car attracts the most gremlins.



Sorting by the **Reporting No.** column will group together all the repairs made to a specific car. If a car shows up multiple times it may need some specialized attention or, perhaps, replacement.



Sorting by **Location** will quickly identify potential trouble spots in the track work.



Sorting by **Problem** will give you an idea of what is most troublesome on your layout.



Sorting by **Remedy** can help determine what is most likely to need repair. This little bit of information might help with preparing a cars for their first service on the layout.



If you sort by **Status** you might learn which repairs you accomplish more or less efficiently (*or where you might tend to, shall we say, procrastinate??*). Also note that a status tally appears in the upper right corner of the spreadsheet heading.



You can also sort by **Date** or **Order No.** to get the data back in its original order after sorting by one of the other columns.



Note: the **Sort Keys** are limited to sorting by only one column. However, using Excel's sort function (under the Data Tab), you can combine criteria to create more intelligent sorts. For example: You can sort by Location and Problem to identify what goes wrong most frequently at which location(s).

So there you have it: organized chaos in one simple spreadsheet. If you like what I've shared here, I will happily send you a copy of my Excel template. I have it saved in Excel 97-2003 Workbook format. Request via email to:

chipmeriam@comcast.net

SEE "FROM THE EDITOR", PG. 2, FOR HINTS AND ANOTHER DOWNLOAD LOCATION

Oct. 11 Meet

Photos by Jim Collins and Gary Ray



The meet started with Dick Ollendorf telling us about the N-Scale National Convention to be held in Sacramento in 2015. More information and registration can be found at:

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



27 members attended and Ed Powell made sure everyone received a door prize ticket and.....



every member won a prize! Gary Ray did a hands-on workshop on "Making Realistic Valley Oaks" and Howard Shively demonstrated "Making Low Cost Storage Boxes."





RJ Myers won 1st place with his building diorama. Mary Moore-Campagna won 2nd with her still under construction car shed. Gary Ray won 3rd with his sand house. Gary also shared Jordan truck he had made custom decals for. Members are encouraged to bring in projects they are working on to share at meets.



Dick Kruetzer and his finished valley oak.

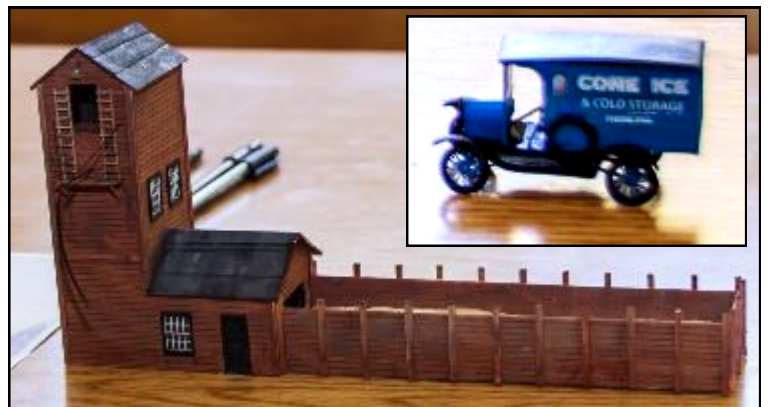




Photo Contest Winners

(counterclockwise) Track & Structure:
1st(Laws), Gary Ray; 2nd, Dan Evans;
3rd, Jim Collins. Portola & Feather
River Canyon Photos: 2nd, Gary Ray;
1st (canyon), Gary Ray.



SIERRA DIVISION

Next Meeting: Saturday, Jan. 31

Morning: Op Session @ Sac.
 Model RR Historical Soc.
 1990 Grand Ave.
 Sacramento, CA

Afternoon: Meet @ 1st Christian
 Church
 3901 Folsom Blvd.
 Sacramento, CA

Time: 9:00 AM to 4:00 PM

TIMETABLE

Jan. 31 ~ Sacramento

Modesto ~ TBA

Reno ~ TBA

SHORT LINE

April 10 for the May issue

July 10 for the August issue

Sept. 11 for the Oct. issue

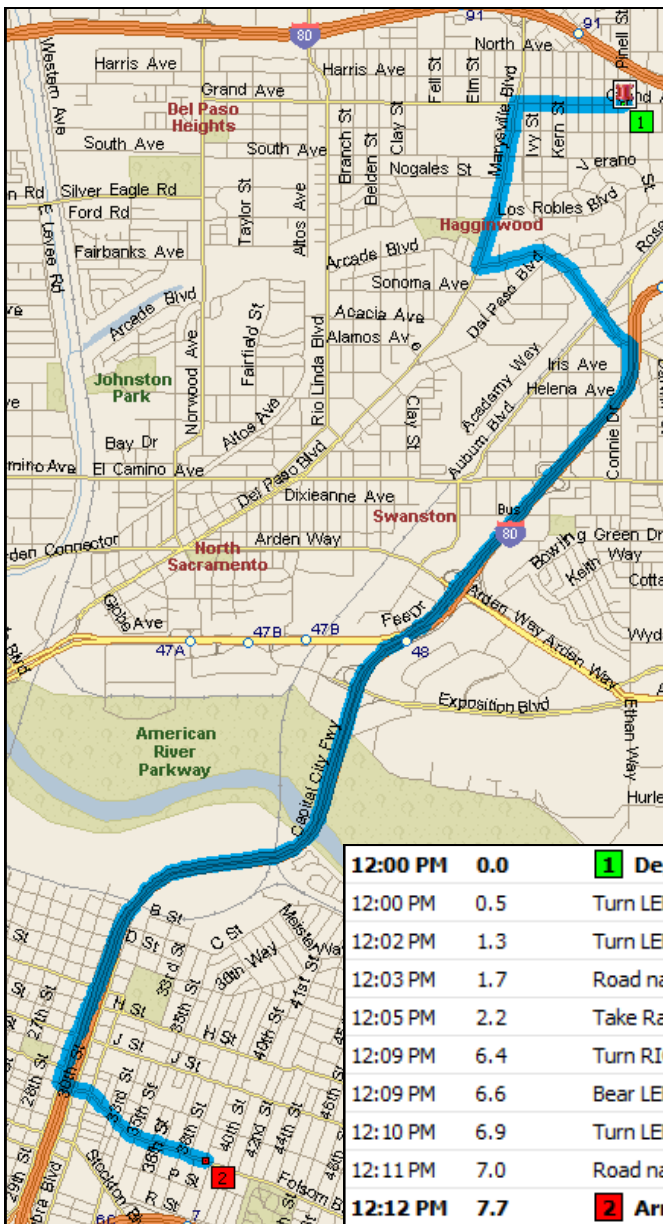
January 31 Contests

SHARING—Show & Tell

MODELING ~ Weathered Locos— Steam, Diesel, Gas, Electric—up to 3 per entrant

Bring some project you are working on whether; finished or not.

PHOTOS ~ Favorite RR Pic— For this contest can be **any size** photo taken by the entrant. 3 entries per person.



New Superintendent **Jim Collins** receives Superintendent badge from outgoing Super **Scott McAllister** at Railfair.



12:00 PM	0.0	1 Depart 1990 Grand Ave, Sacramento, CA 95838 [1990 G 0.5 mi	
12:00 PM	0.5	Turn LEFT (South) onto Marysville Blvd	0.8 mi
12:02 PM	1.3	Turn LEFT (East) onto Arcade Blvd	0.3 mi
12:03 PM	1.7	Road name changes to Marconi Ave	0.5 mi
12:05 PM	2.2	Take Ramp (RIGHT) onto I-80 Bus [Capital City Fwy]	4.2 mi I-80-Br
12:09 PM	6.4	Turn RIGHT onto Ramp	0.2 mi J Street
12:09 PM	6.6	Bear LEFT (South) onto 29th St	0.2 mi
12:10 PM	6.9	Turn LEFT (East) onto Capitol Ave	0.1 mi
12:11 PM	7.0	Road name changes to Folsom Blvd	0.7 mi
12:12 PM	7.7	2 Arrive 3901 Folsom Blvd, Sacramento, CA 95819	

International Railfair



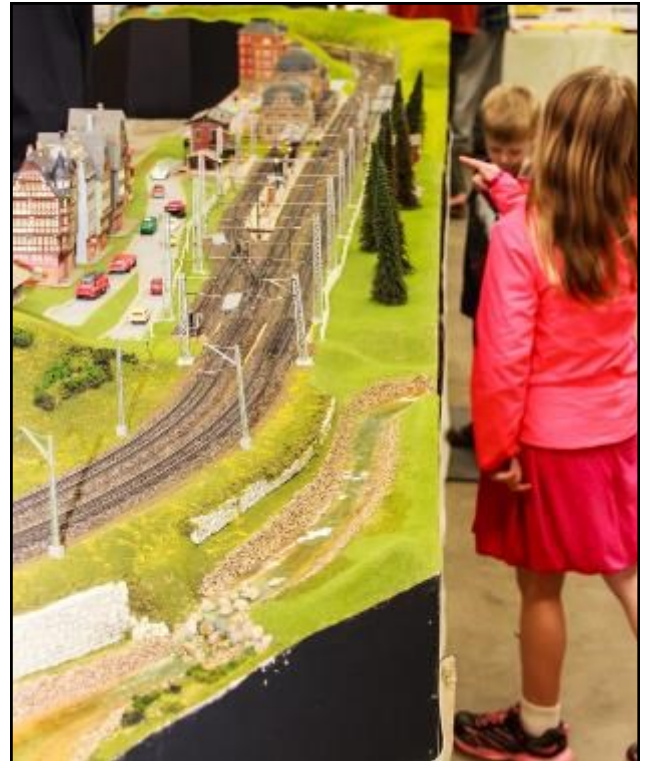
It is always great to see the next generation of model railroaders. **Cort Wilkerson** and his dad **Ryan** operate on the **Silicon Valley Free-moN** modular layout. Smiling volunteers like **Scott McAllister** make **IRF** a success.

The pictures of SVL below are compliments of **Ryan Wilkerson**. His older son **Cade** is in the first picture.





Perhaps some of these riders will get the bug to become model railroaders too! **Jim Collins** took this photo and the rest of the **Railfair** photos unless otherwise noted.

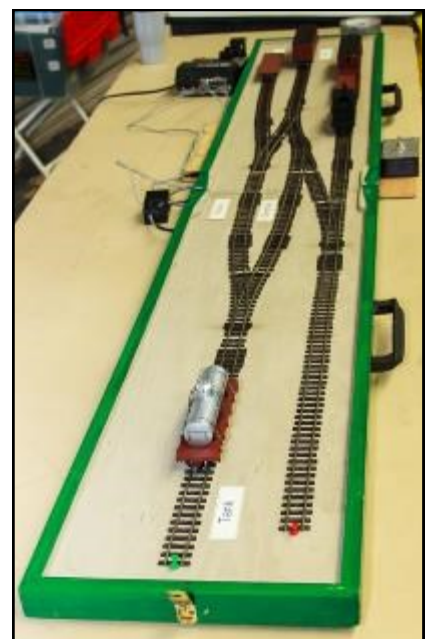
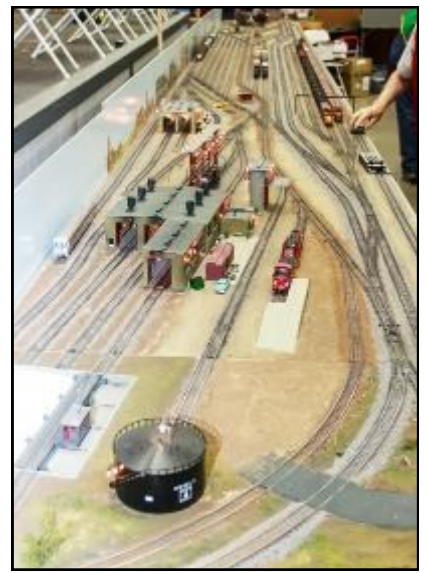
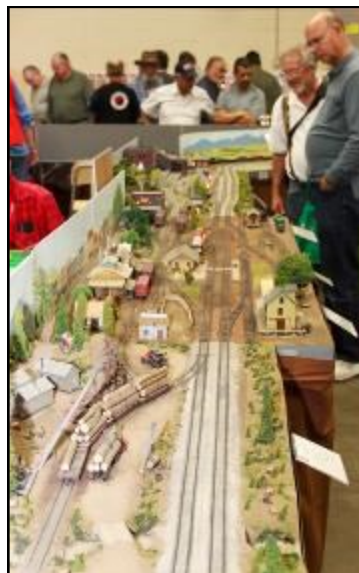


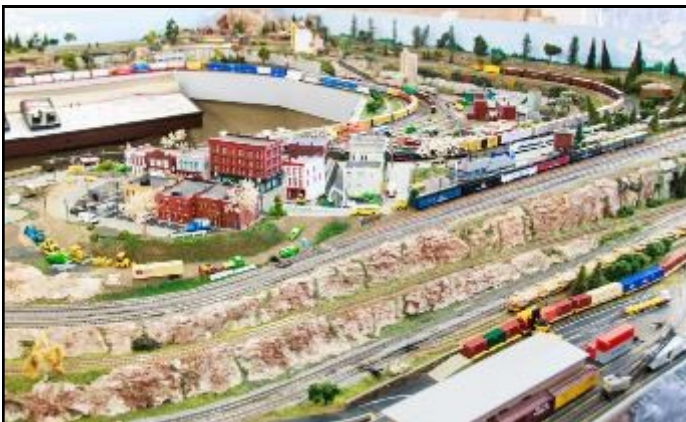
Public events like **Railfair** are where we get our future model railroaders from. I remember as a six year old visiting **Larry's Meat Market** that had a train going around near the ceiling, the outdoor layout at the **LA County Fair**, **Travel Town in Griffith Park**—all these and more helped feed my love of trains. **Find ways to share with youth.**





Sacramento Modular RR Club layout.





"On the Brink Live Steamers" photos by Gary Ray. Hope to see you at Railfair in November, 2015.



Making Valley Oaks

Oct. 11th Meet



Dick Klammer, Larry Champlin, Dan Evans, and Jim Dieckman making wire armatures.



(Clockwise) Howard Shively, Dan Evans, Jim Dieckman, Judy Champlin, Larry Champlin, Scott McAllister, Dick Klammer (twice).



Scott McAllister (outgoing Superintendent), **Jim Firehock** (new Chief Clerk), **Jim Collins** (incoming Superintendent), , and **Judy Champlin** working on their California valley oak trees.



Some of the trees completed at the workshop.
Pictures by Gary Ray and Jim Collins

Northern Nevada RR Tours

by Gary Ray

Thanks to **Jim Petro** for again organizing the **Northern Nevada 2014 Model Railroad Layout Tours** as a part of **National Model Railroad Month**. The tour is sponsored by the **Sierra Division**. Jim has been doing this for several years. This year the tour was shortened to two days from the previous three, but had more tours than ever. This year had 24 layouts on the list stretching from the Reno/Sparks to Carson City and east to Dayton and Fernley. The schedule was much better for out-of-towners because they only had to rent a room for one night. I was able to see all but three layouts during the two days.

Some of the layouts are in this issue, and the remaining ones will appear in the May issue of **Short Line**.

Many thanks to Jim and all those who opened their homes for the tours. Parts of the layout descriptions are borrowed from the tour guide.

Al Nelson

Al's HO layout depicts the late 1960's era of the Santa Fe in the Barstow, CA. It is housed in a 10'x22' finished garage area and currently includes a classification yard and a few industries. The plan is a double loop with some hidden staging and uses DC control.





Don Hankes

This is the first year that Don has had his HO layout on tour. The 22'x24', two levels, depict a fictional railroad off the California coast on two different island using car floats. Scenery is about 90% done, with outstanding swamp, river, and car ferry scenes. DCC is used for control of this 1930 to 1980's era layout.





Don Gustavson

Don is new this year and has two layouts. They reside in one large 30'x30' room and are unique in that they have been moved from other locations and are in the process of being reassembled. One is an HO_n3 layout set in the area of Como Colorado in the early 1900's and is DCC.

The other is standard gauge, 1950's, with D&RGW, ATSF, and UP occupying a 13'x30' space. Don said the hardest part of reconstruction was a deep canyon. The layout was relocated from Downey, CA. Don's other passion is being a Nevada State Senator.





Tom Venson

Tom (in foreground) is building the Rock Island between McFarland and Belleville, KS. He uses photos of the area to accurately model many scenes. His era varies from month to month. His HO layout is 24'x24' and uses NCE DCC. He is in Fernley and it was well worth the drive from Reno to visit.

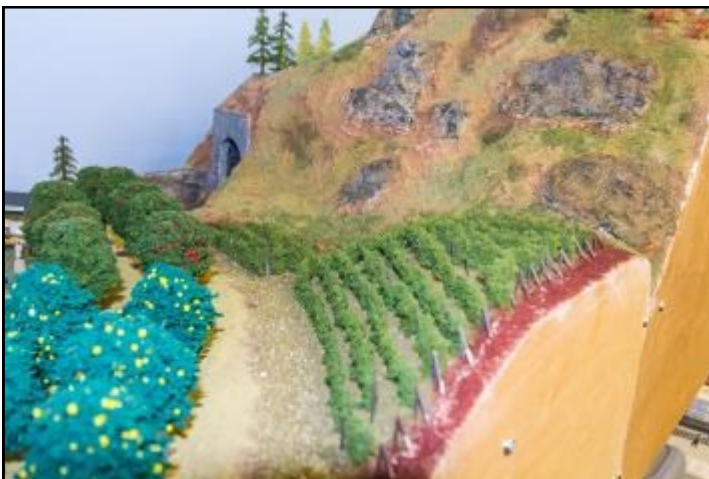




Frank Zila

Frank is building an HO western themed railroad in a 25'x25' space that was part of a six car garage. There is currently a large yard, engine facility, and some switching areas in a finished mountain section. There are reversing loops at each end.

Frank has done a wonderful job of modeling a grape vineyard. He has made a handy tool caddy out of an \$8 creeper from Harbor Freight.





Remember our contest building from 3 years ago? →



Nevada State Railroad Museum

Carson City, NV

by Gary Ray

While not part of the **Northern Nevada Model Railroad Tour**, my friend, **Klaus Keil**, and I could not pass up visiting the **Nevada State Railroad Museum**. Having many layouts we wanted to see as part of Sunday's tour, we arrived at 8:30 because when we **Googled** it, that was the hours listed. Turns out the actual hours are 9:00 until 4:30, Thursday through Mondays. Various rides are offered on many weekends starting in May and running through December. Visitors will find a steam train pulled by a 4-6-0, **McKeen** motor car, or **Edwards Motor Car** operating on a rotating basis. Check the website for dates. Rides for adults are \$8 for the **McKeen** or steam train and 1/2 price for children; \$4 for **Edwards**. Steam cab rides are available.

Our visit inside the museum started with a video display showing the railroads of Nevada. We enjoyed looking at all the displays and then off to see the equipment. A very knowledgeable young lady, **Cristol Digangi**, approached us and asked if we had any questions and then proceeded to share many interesting facts about equipment on display.

After touring the inside of the museum, we were given a behind the scenes look at equipment in the shop. I had asked for permission to take pictures inside the museum for the newsletter and that is how the offer of a special tour came up. I really appreciate the extra effort.

We had scheduled an hour for our visit and left after almost four hours. Check out their website:

http://museums.nevadaculture.org/index.php?option=com_content&view=article&id=412&Itemid=440

Equipment info can be found at: http://www.nsrp-friends.org/vt_equipment.html. I was told that this website maintained by the **Friends of the Nevada State Railroad Museum** is more up to date than the state website. I appreciate the kindness that **Cristol**, her husband **Matt Digangi**, and **Loren Jahn** showed us during our visit. I'd also like to thank **Chris de Witt** and **Wendell Huffman** in helping providing photos of the **McKeen** railcar and providing names. Truly a gracious group who love trains.





The **Virginia & Truckee #22**, the "INYO," was built in 1875 for \$9,065. She was nicknamed "Brass Betsy" because of the highly polished brass work. In the 1930's, she was purchased by Paramount Pictures and starred in many movies. She broke a spoke on one driver when brakes were rapidly applied during the filming of Disney's "Great Locomotive Chase." Here last movie stint was the TV series **Wild, Wild West** in 1965. In 1970, she appeared as the replica for CP "Jupiter" at the **Gold Spike National Historical Site**.

The State of Nevada purchased her in 1974 and she made here debut after a year of restoration in 1983. The museum operates her on some 4th of July celebrations.



The "JOE. DOUGLASS" is a narrow gauge 0-4-2T built in 1882 for the **Dayton, Sutro & Carson Valley Railroad**. Maintenance was done in the nearby **V&T** shops in Dayton.

In 1970, then owner **Bob Walton** of Los Altos, CA, began to rebuild the loco. It had been test-steamed, operated on compressed air a number of times, but never received a final boiler inspection and certificate. The museum bought it in 1994 with a very generous grant by the **Meadowood Mall** in Reno covering the cost of acquisition and moving.



#27 was the last new locomotive purchased by the **V&T** in 1913. It pulled freight and mixed trains and was well liked by the crews. The last major overhaul was in 1940 by the **SP** Sparks shops and received a steel cab from **SP 1458**. #27 was retired in 1948 but returned for the last run on the **V&T** on May 31, 1950. It was donated to the people of Nevada and displayed in Carson City and Virginia City. It has been cosmetically restored to its 1941 appearance.

Loren Jahn is a volunteer painter as well as a steam loco engineer at the museum. He gave a great tour telling many facts about the restorations in progress as well as the decorative painting that we did on the ceiling of the **McKeen** (right) as well as the other passenger cars.

Look carefully and you will see the initials of **William McKeen**, the **UP Superintendent of Motive Power** who developed the cars, in the artwork.





More of **Loren Jahn's** artwork can be seen on the coach that is on display in the museum. Loren paints everything by hand, no stencils are used. He is upside-down for most of the work.

The highlight of the tour for me was seeing the restored **McKeen**. I have a model of one on my **SP** layout. I had visited #22 in Carson City where it had served as a plumber's supply office. **The two McKeen photos on this page are courtesy of the Nevada State RR Museum.**



Rollout after restoration picturing Chris de Witt in the motorman's seat, Lee Hobold (with cigar), and Rick Stiver on May 9, 2010.



Loren Jahn pointed out all the symmetry in the McKeen's design. As you look down along the windows, the oval pattern is repeated in the oval of the lights.

The brass fittings above each window are for holding it open—see the picture on the previous page with the windows latched open. At the time of that picture, the upholstery had not yet been completed.

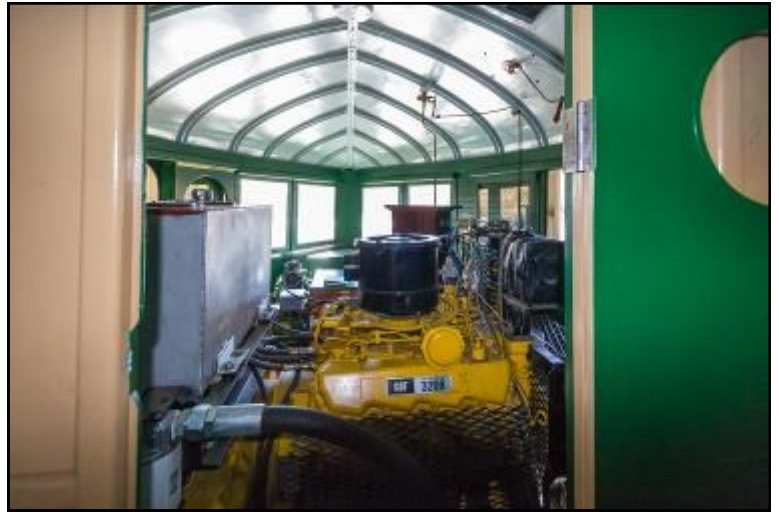


The 70' car sat 105 passengers.

The baggage and express area was 8.5' in length.



The McKeen has a larger diameter wheel on the front part of the truck. Looking back at the ceiling decoration on page 28, there is a large curlicue followed by a smaller one representing the larger wheel. Loren faithfully recreated the ceiling pattern.

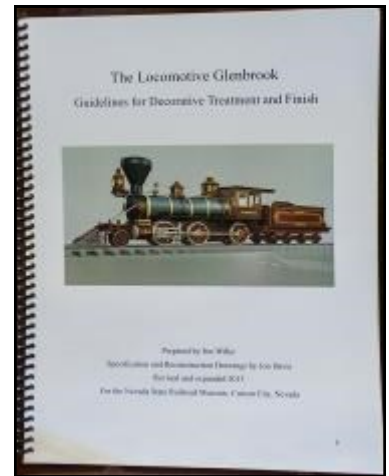


There is only one other surviving **McKeen** car, and if memory serves me right, it was purchased by another Nevada resident who plans on restoring it. No original McKeen gas motors could be found, so the museum used a **Caterpillar** diesel engine. When the first McKeens were built in 1907, they had 100 HP marine gas engines. Those built from 1910 on had 200 to 300 HP in-line 6 cylinder engines. They used compressed air to start them and many a time there was a frustrated motorman when the car would not start because of the lack of air reserves. The cars had no reverse gear, not uncommon to marine engines. Engines had to be shut down and restarted to go in reverse, with the camshaft be shifted to the reverse cam set. The engine was mounted crosswise and only the large front wheel was powered. The biggest problem with the McKeens was being underpowered, maintenance, and reversing. #22 had been purchased to provide twice-a-day passenger service between Minden and Carson City.



My friend, **Klaus Keil**, talks with museum volunteer **Matt Digangi** during our tour of the shops. Having grown up in Germany, he was excited to find a French box car that was built in the 1870's and operated on the **Paris, Lyons, & Mediterranean Railway**. Many WWI and WWII soldiers have memories of riding in cars like this called a 40 et 8 (40 & 8) car because the French military had rated the cars to carry 40 soldiers or 8 horses. In 1947 citizens of the US had a drive to provide aid to war torn France and Italy. The citizens of France responded with the "**Merci Train**" two years later. It had 49 cars, one for each state at the time, and one for DC and territories of Alaska and Hawaii. The cars were filled with artwork, antiques, books, and family heirlooms from across France.

Behind them is #401, the 1926 **Tucson, Cornelia, & Gila Bend RR** motor car. It was in regular operation until the end of 1947 and was then donated to Travel Town in Los Angeles. The museum acquired it in 1988.



Painting volunteer and guide **Loren Jahn** in front of the 1875 "GLENBROOK" which shows some more of his fabulous artwork.



A final look at the shops. Be sure to look at the **Friends of the Nevada State Railroad Museum** web page that has information about all of the museums holdings.

<http://www.nsrn-friends.org/nsrm11.html>

Much of the information I shared came from their web pages. Plan on spending a few hours at the museum in the near future.



Don't forget about the NMRA Convention in Portland, Oregon, August 23-29.

More info and registration can be done here:

<http://www.nmra2015portland.org/>