



July 2015

# SHORT LINE

Sierra Division \* Pacific Coast Region \* National Model Railroad Association



The  
**World's  
Greatest  
Hobby!**

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By Chip Meriam

If you're at all like me, you frequently find yourself at natural stopping points, or should I say **pausing** points during the construction of just about anything – whether it be at the workbench or on the layout itself. Examples might include:

Time to allow the plaster or ground goop to set up a bit before “planting” trees.

The ten or fifteen minute setting time before joining two objects with contact cement.

Drying time for the diluted matt medium or watered down white glue applied to recently spread ballast.

OR – waiting for the glue to dry before moving on to the next step of construction.

These natural pausing points can be annoying if you let them, but they can also be excellent opportunities to perform some small task that may or may not be related to the current project. The little ten to fifteen minute pauses are perfect for handling unrelated chores such as unloading the dryer, walking out to get the mail, or making a quick sandwich for lunch.

If you're fortunate enough to have someone else doing your laundry or making your sandwiches, these can be perfect times to take a gander at your bad order list (*remember the one described in the February 2015 Short Line?*)

See “Glue” page 4

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

## Sierra Division Callboard

*PCR business or questions:*

### PCR President

Pat LaTorres  
[duhnerd@pacbell.net](mailto:duhnerd@pacbell.net)

(530) 317-7456

### Director, Sierra Division

Mel Jones  
[papamel@sbcglobal.net](mailto:papamel@sbcglobal.net)

(775) 815-0486

*Sierra Division business, questions, or  
to volunteer to give a clinic, for mem-  
bership problems,*

### Superintendent

Jim Collins  
[jimcol@charter.net](mailto:jimcol@charter.net)

(209) 566-0935

*To volunteer your layout for a tour or  
"Timetable" entries:*

### Chief Clerk

James Firehock  
[amtrakmanjim@hotmail.com](mailto:amtrakmanjim@hotmail.com)

(916) 505-9692

### Paymaster

Al Rowe  
[HOFUNAR@aol.com](mailto:HOFUNAR@aol.com)

### SHORT LINE Editor

Chip Meriam  
[chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)  
(530) 899-2609

### Contest Chairperson

Gary Ray  
[gerber1926@gmail.com](mailto:gerber1926@gmail.com)  
(530) 873-0626

### Membership Chairperson

RJ Myers  
(775) 772-7531

[rj@a2dreno.com](mailto:rj@a2dreno.com)

*For Golden Spike or NMRA*

*AP Certificate questions:*

### Achievement Program

Dave Bayless  
(530) 887-8880

### Webmaster

Gus Campagna  
[gus@campagna.com](mailto:gus@campagna.com)  
(707) 664-8466

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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**, 2260 Cherry Glenn Ct., Chico, CA

# From the Superintendent

## Layouts Galore

Unlike last meet, our next one in Reno on August 1 has not been such a mess in arranging as the one in Modesto. I highly encourage all to attend as it should be a really great time. If you like visiting good layouts, this is the meet for you. Thanks to the great help of Jim Petro, you will have five layouts to choose between. Visit one or two or visit them all, they are all relatively close together. Additionally, at least one—Jim Petro's—will be open for operations too, if you'd like to drive a train around for a while.

After a morning of layout tours, we'll meet in the afternoon at the Sparks public library. Like most libraries, they have a room that can be used for meetings at a very reasonable rate. We have the room from 2:30 to 5:30pm but I don't know that the meet will necessarily run all the way till 5:30... we'll see. See the write-up elsewhere in this newsletter for all the details including addresses.

The PCR Convention in Newark ended last month on the 17<sup>th</sup>. I hope you had an opportunity to attend. I'm afraid I was very busy with work but I did get over there on Wednesday to help setup the display board to advertise the 2016 Convention which we are sponsoring. Thank you to Scott McAllister, Jim Dieckman, Richard Klammer, and Mary Moore-Campagna for helping get the big display board setup and posting various items to help publicize the convention. I also made it to a couple clinics and was able to help with the contest judging on Saturday. A fun convention, for sure.

Speaking of our convention, while we have most of the committee members onboard now, no convention survives or even comes close to succeeding without a fairly large group of volunteers to help handle all the details and who are the grease that keeps everything functioning smoothly. Our volunteer coordinator is Dan Evans. Please contact him and let him know what days you will be there and what you can do to help. His email is [mod2016volunteer@pcrnmra.org](mailto:mod2016volunteer@pcrnmra.org).

And I will put in a plug now (not the last) for people to help out and volunteer to be a judge for the contest. As I mentioned, I was a judge at the Newark convention. It was my first time but with Guiseppe running things and the help of other folks who have previous experience judging, it was both fun and enlightening. I **highly** encourage you to think about volunteering to judge and elsewhere during the convention.

For more information about the convention including contact info for committee members, visit the convention website at <http://www.pcrnmra.org/conv2016/index.html>. Oh yeah, and since registration is now OPEN, why not sign up today. The longer you delay, the more likely to forget or wait long enough to lose out on the early bird special pricing.

Our erstwhile newsletter editors (former and current) both live in Northern CA and are hard at work on the plans for the October meet which will be in the Chico area. I know some of what is coming and it should be a great meet also.

Though it may be a tad bit on the warm side, I hope to see you all in Reno this August.

# From the Editor

## You've Seen it Here Before

I suppose one of the traits of an editor is a need to check back through the archives to see if a theme or idea has been used in the recent past – lest he might create boredom amongst the readership by repeating something just published.

This month I will plead “guilty” to the former. I looked back through issues of The Short Line, from 2007 forward, just to be certain that my comments would not be more of the same old thing - again. Well, I discovered that the past two editors, Gary Ray and Donald Schmitt, penned similar requests repeatedly: “Please contribute pictures, stories, how-to articles, etc.” Not surprisingly, perhaps, that was to be one of the main points of this month’s column. For now, anyway, I’ll leave it at that. But I will draw your attention to the short article beginning on Page 1, “While the Glue Dries”. I’m looking forward to your contributions.

Another theme from past issues is the need to move, as much as possible, to an all-digital format. Our membership roster stands at 265. Currently, 151 are receiving The Short Line via US Mail. As such, only 43% of us are subscribing to the digital version – even though 75% of us have valid email addresses. The cost of printing, addressing, and mailing 151 printed newsletters is just under \$850 per year, at least while postage remains at 49 cents per piece. This cost does not include the value of the time required to fold, seal, label, and apply postage to the five-piece letters. Reducing the mailing list and increasing the electronic list makes sense, not only from a cost standpoint, but the presentation and content of the digital version is far better. The printed Short Line is 9 ½ pages of black and white. The electronic Short Line is upwards of 20 pages in **full color**. If you’re not already subscribing digitally, we urge you to do so. It’s easy. Just send an email to my attention at [chipmeriam@comcast.net](mailto:chipmeriam@comcast.net). Please put “Short Line” in the subject line.

Elsewhere in this issue you will find references to several upcoming events. Be sure to make note of these. They include the next Sierra Division meet in Reno, the NMRA National Convention in Portland, OR, the fall Sierra Division meet in Paradise, the International Rail Fair in Roseville, and the Pacific Coast Region Convention in Modesto. Volunteers for these events are always welcome—and are expressly solicited for the Rail Fair and the PCR Convention. If you have any questions regarding these events or want to volunteer to help, please send me an email message at the same address noted above. I’ll see that the right person contacts you.

As noted on page 5, we paid a visit to Tom Milam’s Wolf Creek Railway during our last meet in May. Be sure to see the complete, **full color**, digital version for an illustrated article about the Wolf Creek Railway.



<http://www.pcrnmra.org/sierra/index.html>

The upcoming meet, August 1 in Reno, will feature five layouts open for our visit. Many thanks to Jim Petro for arranging this and also for being one of the five hosts. On pages 8 and 9 you’ll find location maps for each pike. Additional maps, likely more detailed, will be available just before the meet. I’ll include them when I email the agenda for the meet.

Until next time, may all of your switches be lined for the main. See you in Reno.

Chip Meriam

and make a quick fix. Or, maybe, mix up that small bottle of acrylic paint that needs thinning before airbrush use. **OR**, if you’re clever, you can glue together the two parts of your construction project, then apply the ground goop where it’s needed, then apply the contact cement to those two objects, then apply the diluted matt medium to the ballast, then – “plant” your trees – join the two contact cement items – run the blow dryer on the ballast for a few minutes – and, finally, move to the next step of your project. Whew! That required some think-ahead planning! The ten to fifteen minute windows are easy to fill without this much forethought – but a list might help.

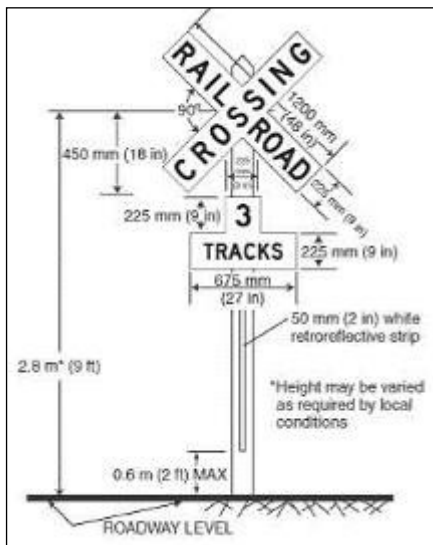
The focus of this column is the miniscule little projects or detail items that can be accomplished or installed while a natural pause occurs. I’ll start this discussion with one of my ideas. The next idea needs to come from a reader, or in other words, **you**. This is easy and painless. Just send me a simple description of something you add to your layout as a detail item; something you routinely adjust, repair, or clean; something you prepare for the next project; or something else. **BUT**, it has to be something easily completed in less than, say, 30 minutes.

Include a photo – or don’t – be as brief as you care to – or go into great detail. I can work with whatever you send me. So please, don’t be shy. Send to:

[chipmeriam@comcast.net](mailto:chipmeriam@comcast.net) or Chip Meriam  
– 2260 Cherry Glenn Court – Chico, CA 95926

## When You Come to a Stop, Look & Listen

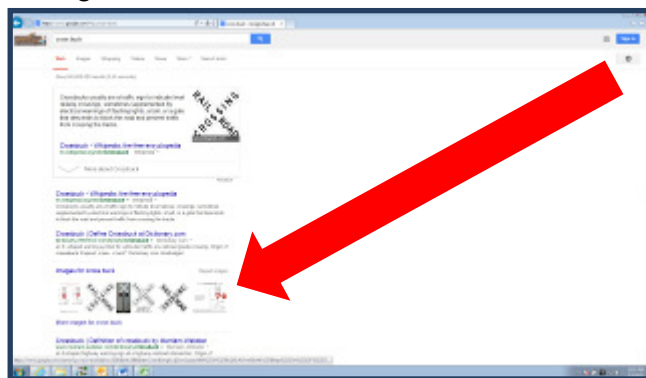
### Build a Cross Buck in Four Easy Steps



The drawing at the lower left provides the dimensions for the typical North American cross buck. The cross boards are 9 inches wide by 48 inches long, fastened to each other in the center at a 90 degree angle. The post is 6 inches by six inches and stands 128 inches tall from the ground surface to the angled tip. The “**TRACKS**” sign is 27 inches by 9 inches with a 9 inch by 9 inch square atop, centered for the number. The center of the cross boards is 108 inches up from the ground surface. The top of the “**TRACKS**” sign is 84 inches up from the ground surface.

The first step to undertake is cutting the pieces: two cross boards, a post, and a thin sheet of styrene for the “**TRACKS**” sign. Note, the post should be cut taller than the 128 inches to provide a few extra scale feet to sink into the surface. Once these pieces are cut, you can take a moment to adjust the coupler height on that 40 foot flat car.

The next step is to print the surfaces for the cross boards and the “**TRACKS**” sign. This can be done with a computer using Word® or Excel®, or some similar program - or – an image similar to the one above can be photo copied. Just Google® “cross buck” and you’ll find hundreds of images.



If you use a computer program, you should be able to enlarge or reduce the images to the proper size. Otherwise, a commercial copy shop like FedEx Office® can accomplish this for you.

With the images sized and printed, you can cut them out with a sharp hobby knife. Then you can go “plant” those trees in the ground goop.

The third step is painting the wood pieces. The post can be stuck in a scrap piece of foam, in a small piece of wood drilled to accept the post, or even held vertically between the jaws of a clothespin. The cross boards and the “**TRACKS**” sign can be stuck to a strip of masking tape fastened sticky-side-up to piece of scrap wood or a sheet of waxed paper. The surfaces that are stuck to the

masking tape are those that will receive the printed signs, so they need not be painted. When the paint is applied, it's time to blow-dry that section of ballast.

The fourth step is to apply the signs to the wood cross boards and the styrene sign face, and then mount the boards and sign on the post. If you find that the paint is still a bit wet, you can go make yourself a sandwich and/or get the mail.

There you go, something to accomplish while the glue dries.

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## - May 2015 Modesto Meet -

### Operating Session

#### Tom Milam's Wolf Creek Railway

May 2 was the Sierra Division's second "event" for 2015. The morning found us at the home of Tom Milam for a tour and operation of his beautiful Wolf Creek Railway. Tom began construction of the Wolf Creek in 1980 and moved it to its present location in 1989. The Wolf Creek has since expanded into two other portions of Tom's basement. The layout features intricate geared locomotives, hand laid dual-gauge track work, scratch-built turntables, and tons of custom structures and scenery.



Tom Milam Provides a Little History of the Wolf Creek



Dual Gauge Handiwork at Frog Flat

Tom not only offered the Wolf Creek for an operation session, he also provided bottled water and homemade cookies for our refreshment. What a host! (*be sure to see the digital Short Line for a feature article on the Wolf Creek Railway*)

### The Afternoon Session

The afternoon session was held at the Sovereign Grace Baptist Church where we held a brief business meeting before we were treated to two "how to" presentations, a knowledge contest (guessing game?), and a door prize drawing. Chip Meriam narrated a slide show about how he scratch built a unique California Water Service Company pump station. Rod Smith demonstrated his modification of a Harbor Freight Bug Zapper to create a static grass applicator. Bob Cable quizzed all of us on the names of North American steam locomotive wheel arrangements (*Pacific, Mikado, Mountain, Atlantic, etc.*). Current Superintendent Jim Collins and immediate Past-Superintendent Scott McAllister drew winning door prize tickets.





The “Visual Aid” Portion of the Pump House Presentation Draws a Small Crowd



Rod Smith Discusses the Intricacies of His Re-Purposed Bug Zapper—aka Static Grass Applicator

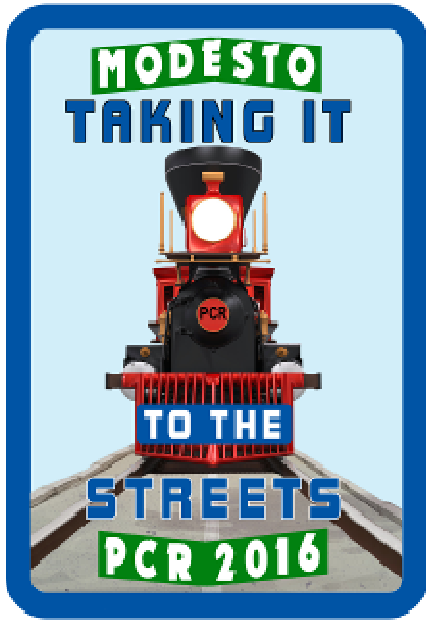
## VIEWS FROM THE MODESTO MEET



Bob Cable Chuckles As We Struggle to Come Up With the Name for a 4-10-10-4



Brian Booth, Visiting From Lafayette, Won the Wheel Arrangement Contest



April 2016  
Doubletree Inn  
Modesto, CA

We need volunteers to head up and serve on the following committees:

Contest, Boy Scouts, Banquet, Facilities, Non-Rail

Contact Scott McAllister—916-812-8767  
scooter923@att.net



Somewhere Out in the Valley

WP Geep running long hood forward (or shoving). The date, the location, and the photographer are a *mystery*.

Can anyone help?

Photo submitted by Scott McAllister

# AROUND AND ABOUT

Dan Evans assists in the modification of one Scott McAllister's modules.



The August 1 meet will be in Reno, NV. Our first activity will be a visit to Jim Petro's HO Scale, Standard Gauge Railroad at 14580 Grey Rock Court ~ Reno ~ 775 852 5636. The layout depicts the D&RGW circa 1950s. Jim has not only been gracious enough to host us, but he has also arranged for four other layouts to be open from 10:00 until 1:00:

John Currie ~ S Scale, Standard Gauge, Northern Pacific circa 1955  
719 Caughlin Glen ~ Reno ~ 775 224 9725

Al Nelson ~ HO Scale, Standard Gauge, Santa Fe circa late 1960s  
338 River Front Drive ~ Reno ~ 775 448 6120

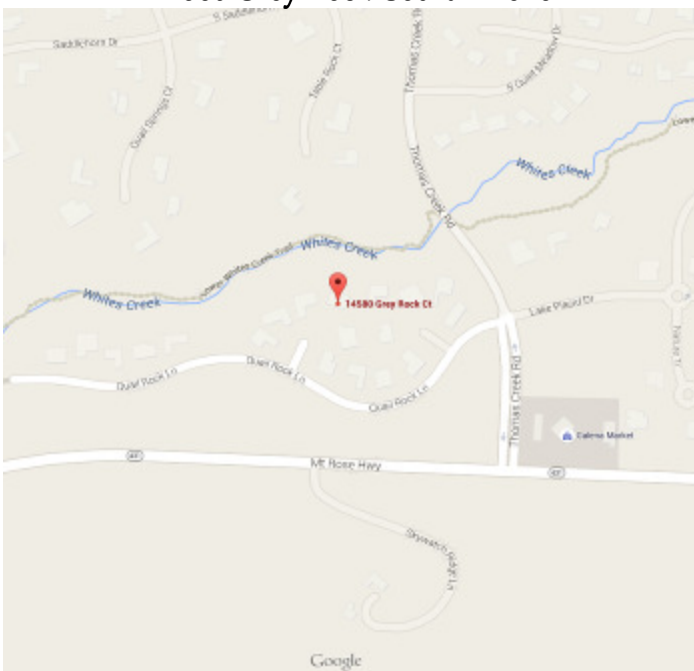
Bob Westphall ~ HO Scale, Standard Gauge, Western Pacific circa 1950s  
1595 Skyline Blvd. ~ Reno ~ 775 827 2309

Bob Norwich ~ O Scale, Narrow Gauge (30"), Post-War Nevada circa 1930  
2075 Solari Drive ~ Reno ~ 775 853 3496

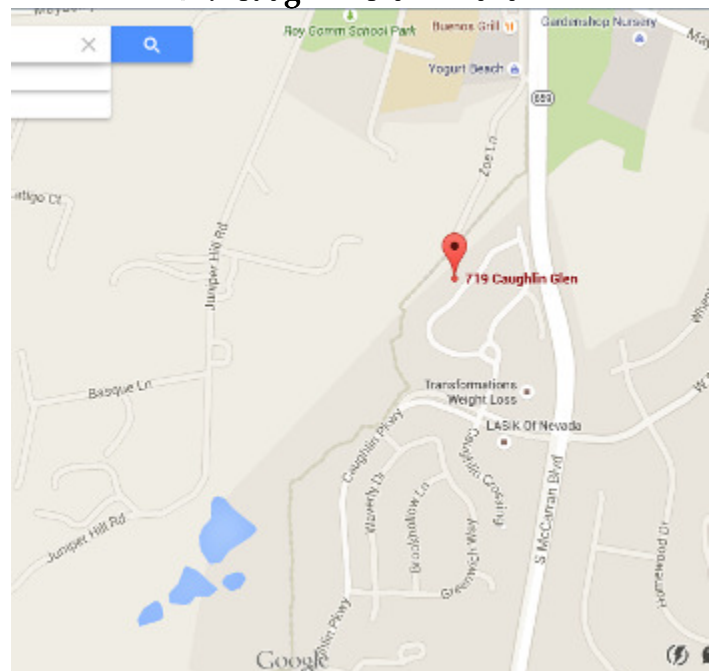
The afternoon session will be held at the Sparks Library ~ 1125 12th Street ~ Sparks, beginning at 2:30PM. Please see above for the contest categories. We had no entries for these contests in Modesto, so let's all try to compete in at least one of the categories. Also, raffle prize donations will be gratefully accepted. "Scale neutral" items are preferred, but this is not meant to be a limitation.

**SEE YOU AUGUST 1**

**14580 Grey Rock Court ~ Reno**

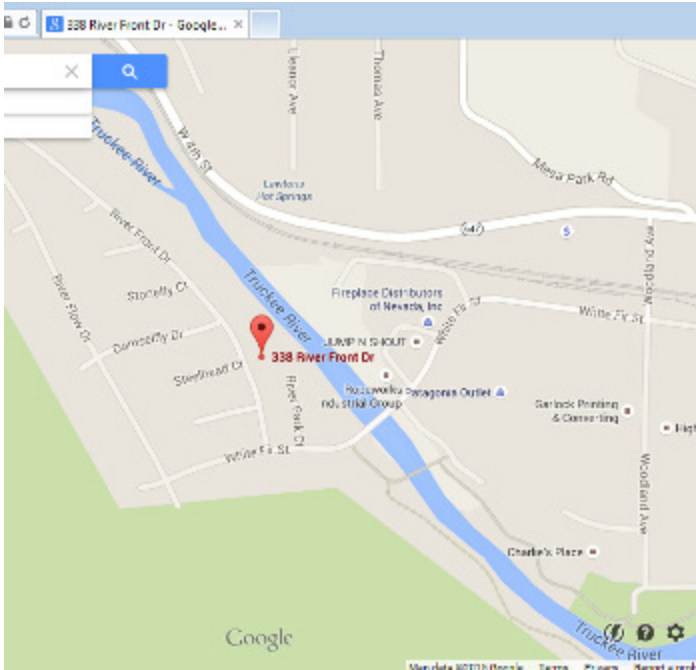


**719 Caughlin Glen ~ Reno**

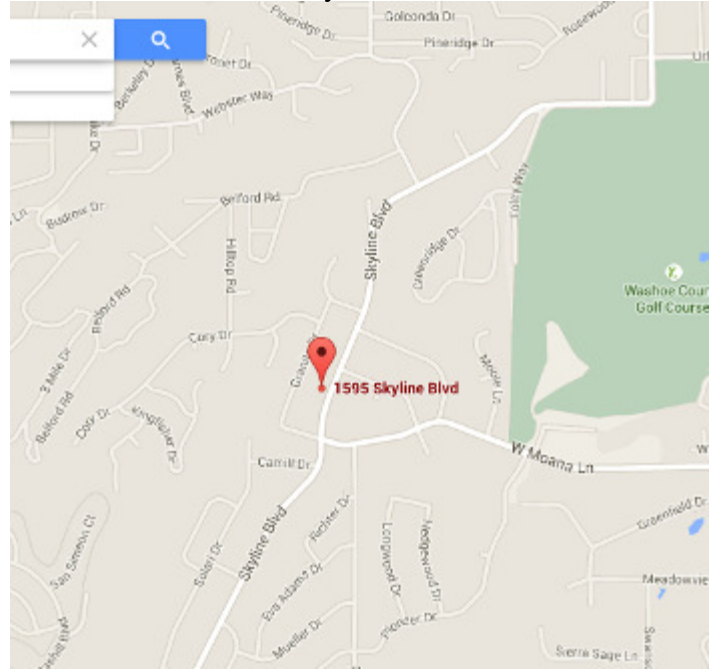




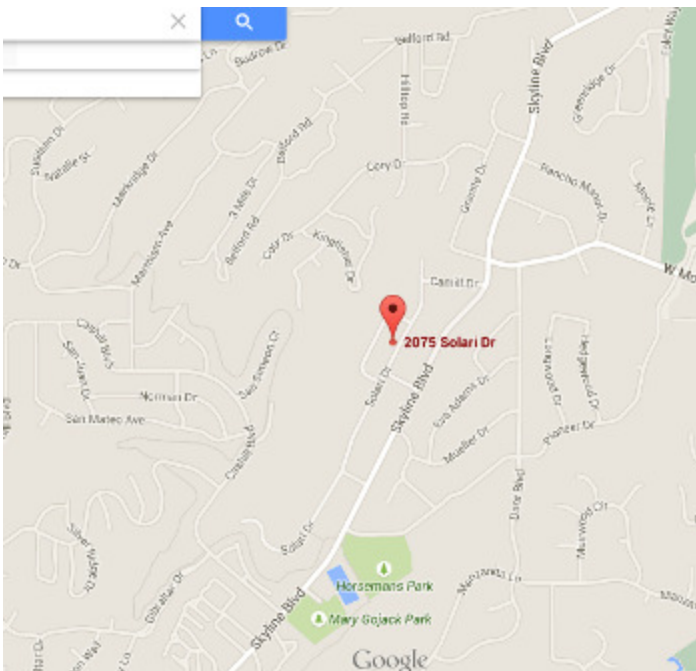
338 River Front Drive ~ Reno



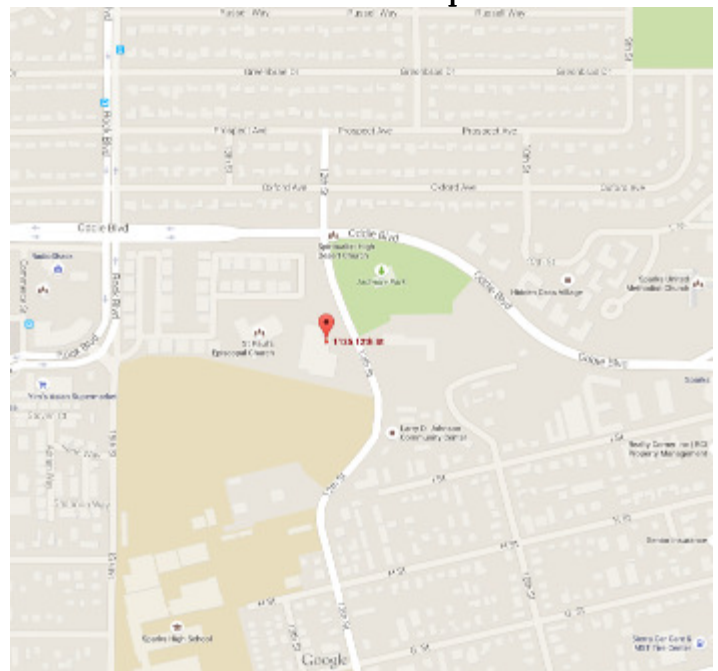
1595 Skyline Blvd.



2075 Solari Drive



1125 12th Street ~Sparks



## SIERRA DIVISION

Next Meeting: Saturday, Aug. 1

10:00AM

14580 Grey Rock Ct.—Reno

2:30PM 1125 12th St—Sparks

(See page 9 for additional layouts)

## TIMETABLE

Aug. 1 ~ Reno

Aug. Nat'l. Portland, OR

Oct. 10 ~ Paradise

Nov. 14-15 ~ Roseville

## SHORT LINE

Sept. 10 for the October Issue

Dec. 10 for the January Issue

March 10 for the April Issue

June 10 for the July Issue



**International Rail Fair—Placer County Fairgrounds—Roseville, CA**

Saturday, Nov. 14 10:00AM—5:00PM

### August 1 Contests

**MODELING** ~ Non-Revenue Cars

**PHOTOS #1** ~ Black & White Prototype

Photos need to be at least 5" x 7" but not over 8" x 12".

**PORTLAND  
DAYLIGHT  
EXPRESS**

NMRA NATIONAL CONVENTION

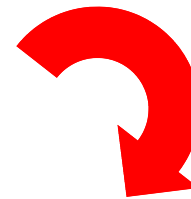


August 23 – 29, 2015

For information and registration

[www.nmra2015portland.org/](http://www.nmra2015portland.org/)

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**Have you changed your address or other membership information?**

**Notify Headquarters**

**e-mail: [nmrahq@nmra.org](mailto:nmrahq@nmra.org)**

**Phone: 423-892-2846 (8am–4pm ET)**

**Mail: P.O. Box 1328**

**Soddy Daisy TN 37384-1328**

# WOLF CREEK RAILWAY Of California

The Wolf Creek Railway of California was begun in June 1980. The portion of the layout with the towns of Wolf Creek, Colfax, Snakepit Junction, Frog Flat, and Empire City (9'-3" by 8'-9") was first built in my boyhood home. In 1989 I purchased this home and the layout has since expanded to its present configuration – adding the towns of Hangtown and Tuolumne City, an expanded Frog Flat, and the layout of my son, Seth, The Buffalo Creek and Grizzley Ridge Railway. Also, the Yosemite Lumber Company, both standard and narrow gauge (HOn30) line from Frog Flat to Tuolumne City and the Empire City Railway (HOn30) in Empire City were developed.



**Wolf Creek Railway of California circa 1926**

The layout track is Shinohara code 70 with number four turnouts (with a few exceptions) wired for multiple cab control. Turnouts are thrown on the Wolf Creek Line by twin coil switch machines. In 1996 I changed to DCC using North Coast Engineering DCC.

The Sierra Railway locomotives, numbers 18, 26, 30 and 32, were custom built by Al Massi from brass models. I had followed the Sierra Railway for years and I went to junior high school with Ted Rose, son of Al Rose, famed Sierra Railway historian. At that time the Sierra did not seem to be an operations based layout. I wanted a freelance steam line based on the general area of the Sierra Railway, so the Wolf Creek Railway was born in 1968. Meeting Al, I wanted the locomotives of the Sierra, but did not have the heart to have them lettered for the Wolf Creek. So to justify Sierra locomotives on the Wolf Creek, so the story goes, Wolf Creek purchased several locomotives from the Sierra, but have yet to re-letter them.

Many of the structures on the layout are scratch built. Some of the noted structures are the king post bridge in Frog Flat (best in show NMRA PCR 1998, 115 pts.), the queen post bridge in Frog Flat (Modesto & Empire Traction over Dry Creek – Modesto), and Warnerville water tank (Sierra Railway, PCR merit award, 86 pts.). Other buildings are scratch built or copied from kits such as Fine Scale Miniatures Brett’s Ice in Hangtown and Darmer’s Freight in Grizzley Ridge.



**King Post Bridge - Best in Show PCR Modesto 1998.**

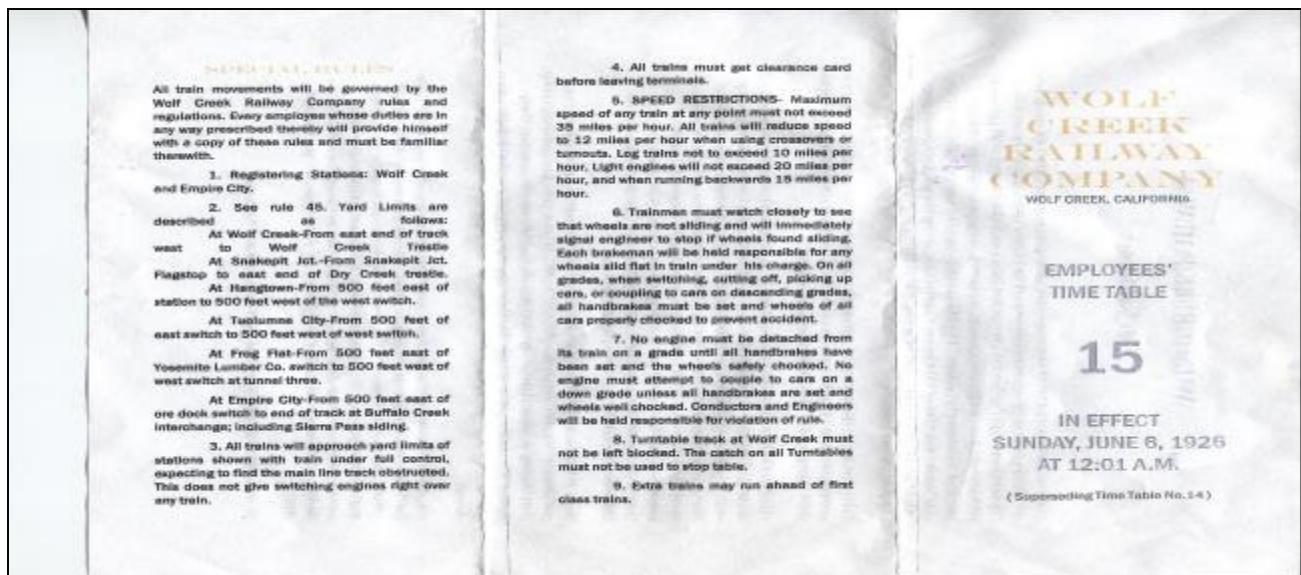


**Queen Post Trestle on the Modesto and Empire traction over Dry Creek , Modesto, California**

I have always been interested in operations. I started with a simple car card system. In 1981 I met Les Gregory. He had a computer generated system of his own programming that I used until recently when I discovered JMRI Decoder Pro. The operations section has been fun to work with.

A group of local modelers, Les Gregory, Mike McReynolds, Jerry Baldwin, Will Hillier, and myself have weekly operating sessions on a round robin basis. My son lives in Colorado Springs, but we use his layout to interchange with the Wolf Creek Railway. All of us are using the Ops program on JMRI

**Tom Milam—Wolf Creek Railway of California**





Grizzley Ridge on the Buffalo Creek and Grizzley Ridge Railway



Overall View of Grizzley Ridge



Wolf Creek Engine House



Wolf Creek Station

# LIFE OF A RAILROAD DISPATCHER

Or the events of hosting train night on the Wolf Creek Railway

January 29, 1927.....train night on the Wolf Creek Railway. Earlier in the day a telegram was forwarded to the Chief Superintendent with the news our most experienced locomotive engineer , Mikey aka Ring O`Fire had contracted a rare disease; the dreaded kooties. We understand this may be detrimental to his membership in the "Women Haters Club ". A call was made to the boomer engineers of TERRA and the call board was open to run on the Wolf Creek Line instead of the Hangtown and Grizzley Ridge Railroad.

The crew started to arrive around 6:30pm. Les (SUMA) and Will (The Shack) arrived about the same time. They were invited into the charming home of the Superintendent to wait for Jerry (Two-Wire) to arrive. After some small talk and pleasantries the small crew headed to the Basement Empire minus Jerry.

The Dispatcher was busy at his desk typing train orders and switch lists, and filling out clearance cards and track warrants. The Shack was assigned the "Yardmaster" and headed to Grizzley Ridge engine house to handle the throttle of the mighty Shay of the Buffalo Creek and Grizzley Ridge Railway. His job was to assemble his train in Grizzley Ridge and make his way to Wolf Creek. The Shack quickly read his orders and started about to make up his train. Within a short time he was pulling up to the depot. He entered to update his track warrant to proceed to Buffalo Creek. Having clearance in hand, The Shack effortlessly climbed aboard and into the cab. Ahead, the semaphore arm slowly moved down to signal the block ahead was clear for him and his crew to proceed. Slowly the drivers of the Shay moved. The locomotive worked to pull the slack out of the couplers, clunking loudly for each pair of knuckles pulling to move the massive cars. Once the Shack had the slack out of the train he sounded two long blasts of the whistle and the conductor yells "High Ball". Within minutes the last car disappeared into the tunnel, the semaphore arm moved back up to signal the block ahead was occupied, and all was quiet in Grizzley Ridge - at least for now. After a short time the "Yardmaster" approached the outer limits of Buffalo Creek, street running down Front Street, blasting the whistle at each intersection in town. The Shay's bell was clinking endlessly. The City fathers are considering a ban on railway trains blocking traffic and causing havoc on the fair streets of town. For now horses, buggies and model Ts have to dodge the train. The Shack pulled his train into the yard trackage to build the train for his ultimate assault on the rails of the Wolf Creek. The Shack must have picked up a greenhorn brakeman for the ranks of the Buffalo Creek and Grizzley Ridge Railway, as he ran many turnouts, causing derailments and an angry conductor to boot. Work stoppage was rampant on the Line. News of his turmoil traveled swiftly over the rails.

A few smiles away SUMA had received his orders to run the "Hill Job East" starting in Empire City and terminating in Wolf Creek. His road power was also a Shay, a 70 ton three truck number six from the Lima Locomotive Works circa 1897. Having years behind the throttle, SUMA settled into the cab, checking the pressure and taking a quick view of the water sight glass. The six was steaming on the ready track next to the engine house. Jasper, Wolf Creek's one legged brakeman, slowly moved the gallows turntable rails to align with the ready track. Kicking out the stop plate, the turntable jerked to a halt. SUMA gave two quick blasts on the whistle to signal the locomotive was moving ahead. The cylinder cocks hissed at each compression. As the Shay rode up the rails it creaked and groaned as the mammoth 70 ton locomotive inched its way onto the turntable. With a signal from Jasper to come to a stop, the six was centered on the table. Jasper moaned at first as he started to lean on the turntable pole to turn the six to the approach track.

Two young boys ran up on the other end of the table to get a free ride. Jasper never even noticed the difference. Then maybe he was happy the boys were just having fun.

Creeping ahead, SUMA listened to his conductor's orders and watched for the brakeman's signals. There were very few cars to pick up in Empire City. Lacking also was a caboose. The crew complained to the yardmaster about having to ride in the cab with no creature comforts. SUMA suggested he could pick up the MOW box car and every one could ride in that for the trip to Wolf Creek. Old Luther pulled out his rule book and flipped through until he found that all Wolf Creek trains were to have a caboose for any movements outside yard limits. We think SUMA was happy not to have to work around a caboose for once on the trip eastbound. The conductor promised that they would add in caboose number two when they arrived in Frog Flat. Cooling of the drawbar will have to be out in the open until then, no peeing in the fire-box!



**Pair of Wolf Creek Cabooses**

The top speed of the Shay was fifteen miles an hour, but with Shack's train coming up from Buffalo Creek the conductor had SUMA knock on it as not to be set in the siding to let Shack's superior train pass. Well as you can attest, Mr. Ring O 'Fire, shays running at high speed can only lead to parts flying. How many pieces have you had to walk the track and find on the Sierra in your lifetime? The trip to Frog Flat was pretty much uneventful. The crew had a short break and back aboard. Not certain, but I think they ran ahead again without a caboose. A Two Wire move indeed. The train, a few cars longer now, tackled the four percent grade outside Tuolumne City . Cresting the grade, they would soon enter Hangtown, exhaust blasting at every revolution, inching the six forward with the sound of the Shack close behind. Fearing being stuffed in the hole, SUMA ratcheted the throttle forward. Thick black smoke poured from the stack.





### Hangtown

The drivers whirled like a pinwheel in a tornado. The sound of metal on metal made earth shattering noise, then BLAMM! The front driveshaft flies off into the air, narrowly missing the outhouse behind Miss Chole`s. Suddenly the outhouse door swings open and out stumbles Sheriff Link Appleyard, pants still down to his ankles, heading for Miss Chole`s back door, moon shining in broad daylight. No sooner had Appleyard entered the establishment than he was met by the lovely doves of Miss Chole`s and kicked out the way he came in.....pants down.

The Shay slammed to a halt, the cars jamming into one another. The crew dove out of the cab fearing the locomotive would be crushed like a can of spinach in Popeye`s right hand. Calmly, SUMA sat at his seat - waiting for the last car to settle back on the rails before he himself exits slowly down to inspect the train. His conductor was already up and checking all wheels are on the rails, as he is responsible for any wheel found flat. SUMA walked over to the brick engine house in Hangtown and calls the Superintendent, "Tom, I found this broken". The Master Mechanic, Busted Knuckles, is sent to Hangtown to check the damage and retrieve any and all parts displaced by the may lay. The number twenty-three is called upon to drag the six back into the engine house to repair the damage. Then the Shack arrives. SUMA, not missing a step, takes the consolidation number eighty-two from the engine house and skillfully works in tandem with his crew to get the "Hill Job" on to Colfax , only to find the shed roof covering the pit of Ron`s Rock bunker was too low for the locomotive to get under. SUMA had to back to Snakepit before Shack`s train finally overtook him. Though it may sound like a huge problem, Busted Knuckles soon has the six back together, even taking some time to do a little light maintenance on the running gear. Rest assured this was not the first time the drive shaft has flown off, nor will it be her last.

Now all hell breaks loose as casual faced Two Wire arrives in town. The dogs howl, the doves of Miss

Chole's quiver and faint hearted women of the Temperance League scatter. It has not been so long that the townsfolk have forgotten the DD tank car episode of the Sierra Foothills. Two Wire elects not to run a train as he is there just to broker a deal to buy a surplus three foot gauge locomotive from the Shack for his planned Sierra Narrowways Railway.

The Shack finally arrives in Wolf Creek to complete his run. He has several cars to set out. SUMA had a short run to Colfax to do some moves with the eighty-two gleaming in the sunshine.



Hangtown Engine House.



Hangtown Yard



Hangtown Oil and Works Hardware



Hartwells in Hangtown , In Honor of Fred Hartwell



Hangtown Yard



Colfax Station



Snakepit Junction



Snakepit Charity Mine



Snakepit Siding



Frog Flat Turntable & Engine House—Yosemite Lumber Co. HO & HO<sub>n</sub>3



Frog Flat in Foreground—Snakepit Upper Line



Frog Flat—Upper Line to Wolf Creek



Frog Flat—Hangtown on the Left



Empire City





**THE CREW LOUNGE** (*Tom Milam's Back Patio*)

*L-R: Jim Dieckman, Mystery Man, Jim Firehock, Al Rowe*

We have yet another mystery! Who is the fellow, arms folded, sitting to Jim Dieckman's left? A rumor has been circulating around the division that this might be the photographer of the geep on page 7.....

Our wholehearted THANKS! To Tom Milam for supplying the history, vignette, and pictures of his Wolf Creek Railway of California. This was truly a special treat.

Note: We weren't able to prepare a Wolf Creek Railway track plan before the publication deadline, so we will include it in a future issue—hopefully along with a few more photos and, possibly, another one of Tom's stories.