



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

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LAST RUN



GENE MAYER
Oct. 24, 1935
—
Mar. 6, 2016

Gene Mayer, Past PCR President Passes

Model railroading has lost a strong supporter and active participant with the passing of Louis E. "Gene" Mayer on March 6, 2016. Gene died peacefully from complications from his long battle with Diabetes, He was 80. Gene was a lifelong model railroader and a member of the NMRA and PCR for nearly 60 years. During those many years in this organization Gene touched the lives of thousands of others in the hobby while serving in nearly every leadership capacity in the organization. Gene was a tireless promoter of the Sierra Division, Pacific Coast Region and the NMRA and was a dependable worker in so many ways. Gene served as PCR President from 2003 until 2007 and as PCR Vice-president for four years before that. He served on the PCR Board of Directors from 1982 through 1986, a time of considerable turmoil in PCR when the region divided and PSR was established as a separate Region. Gene served Sierra Division as Superintendent in the 1990's and as Chief Clerk and Paymaster for over a decade. Gene was Chairman of the 1986 PCR Convention held in Grass Valley and the very successful 1991 PCR Convention held in Sacramento. In addition, he served on at least six other PCR Convention Committees. Gene was the Branch Line reporter for Sierra Division for ten years and served on a number of Sierra Division and PCR committees. Gene was the Branch Line reporter for Sierra

See "Gene" pg 6

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



Taking It To The Streets 2016
PCR Convention
Modesto, California
April 20-24, 2016

www.pcrnmra.org/conv2016



2016 NMRA Convention
Indianapolis, Indiana
July 3 - 10, 2016

www.nmra2016.org

From the Superintendent

Model Railroading Is Fun

I want to stress the importance of remembering that ultimately this is a hobby and the main purpose of any hobby is to enjoy ourselves and escape the monotony and/or exasperation with our daily and hectic lives, mostly by just having fun. How we define “fun” is, of course, a very individual thing. For many it is by crafting believable, highly-detailed and realistic layouts where we can operate our trains. For others, the modeling is not as important as the operating, so the track is there, but not so much the scenery, buildings, and other details. And for still others, it is the rail fanning and enjoyment of historical/prototype railroading. Of course for many, it is some combination of all the above. The point is that, as with most hobbies, we only get out of it what we put in, so I hope all of us are putting a lot into whatever aspect(s) of this great hobby we enjoy the most.

I would like to believe that you joined NMRA because you see it as another aspect of your hobby that you enjoy. But NMRA, with all that it brings whether that be national, regional, or divisional activities and products (such as newsletters) cannot work without the effort of volunteers. One such volunteer who truly did a lot for our hobby and especially for our division, is past Sierra Division president and past PCR President, Gene Mayer. In case you didn't see it elsewhere, Gene passed away on March 6, finally succumbing to the diabetes he's been fighting for many years. Please see the article on Gene and his contributions elsewhere in this edition.

We had a great turnout for the February meet in Sacramento. I thank everyone for their participation. One important step was to confirm by voice vote that your current officers will continue in their positions. Jim Firehock is our able secretary, Al Rowe is our conscientious treasurer, and myself, Jim Collins, as Superintendent – thank you for your continuing faith in us (though admittedly, for many it's more along the lines of “better ye than me”). I also wish to thank Chip Meriam for the outstanding job he's been doing as our Newsletter Editor and for agreeing to continue in that role. You should see all the inventive ways he's developed to remind me that my column is due (or, more often, overdue).

Also at the meet we had a wonderful and fascinating presentation by Jim Zeek about Placerville and all the industrial and train-related operations that went on there during the 1800s and early 1900s. I wish I had not been interrupted so many times with personal phone calls as the parts I heard were truly very interesting. I believe everyone enjoyed Jim's presentation. Unfortunately, it seems maybe someone enjoyed it so much that they may have accidentally (I hope) borrowed Jim's book on the Southern Pacific. If you were at the meet, please check everything you brought to make sure it didn't somehow wind up with your stuff. Please contact me or Chip Meriam if you find it.

After Jim's presentation, we took a lunch break and then had another really great one by Klaus Kiel on the United States Army Transportation Corps activities in Europe during World War II and after. Being both a train buff and a military enthusiast, it was double the fun for me. Klaus also had models for many of the cars and locomotives he discussed, which made it even more instructive. A big thank you to both gentlemen for taking the time to prepare and give these talks!

Of course, we also had our usual model and photo contest. Lots of great entries in both areas. See the photos elsewhere in this issue.

Why do I discuss the meeting? It is for those were not able to attend so you get a feel for what you missed and in the hope that this will inspire you to make it to the next one in May.

Speaking of which, we have a really great meeting planned for May. It will be held in Sacramento again. For those who recall, last year in February we were able to attend an operating session at the Sacramento Model Railroad Historical Society. Based on comments I heard and the general feeling I got while there, I believe everyone had a fantastic time. Well, we're going to do it again on May 7, the first Saturday in May.

From the Superintendent, ctd.

We will meet at their facility at 9:00am. The address is 1990 Grand Ave. Sacramento. These days, most folks have a GPS of some form so it's easy to locate, but I will include a map when the agenda is sent out next month. Here's a couple photos from last year to give you an idea.



Gary Ray & Klaus Keil Working in the Yard



A Portion of Their Well-scened Double Level Layout

The operating session will run until around noon and then, as we did last year, we'll enjoy a BBQ lunch with the Society folks. They cook a mean burger, believe me. As I recall, it was \$5 for a burger, bag of chips, and a soda; I'm sure the price will be comparable this year. Please plan now to attend; opportunities to run trains and join an operating session on large and well-made layouts like this one are just too rare.

After lunch we will meet over at the First Christian Church on Folsom for another presentation by Jim Zeek. This time Jim will be talking to us about box factories, a very common industry in the early 1900s. I am sure it will be fascinating, as always, and there will be lots of modeling tips.

This time, I promise to remember the raffle tickets and prizes. Sorry for forgetting in February.

I cannot finish this without first reminding you all that the 2016 PCR Convention is just around the corner. If you have not yet registered, do it now. There are some really great tours planned that include both a tour of the Sierra Northern's shops in Oakdale and an excursion out to Warnerville. This is pretty rare. Lots of people have probably ridden the train out of Jamestown, but how many have been on the one that leaves from Oakdale? There is also a M&ET tour and, very special, a tour of the Port of Stockton and the Central California Traction shops there. These days, access to the port is highly controlled so this is a terrific opportunity that doesn't come along very often. Read more at the outside activities page of the website: <http://www.pcrnmra.org/conv2016/outside.html>.

There are also dozens of great presentations scheduled. These are both PCR clinics and presentations about the Western Pacific for the Feather River Rail Society with whom we're holding a joint convention. You can read about all the scheduled presentations on the clinics page <http://www.pcrnmra.org/conv2016/clinics.html>.

We also have a number of great layouts available for visiting during the convention. You can read about them and see a few photos at the layouts page: <http://www.pcrnmra.org/conv2016/layouts.html>. It's going to be a really terrific convention and, since we're the sponsoring division, one you shouldn't miss. If you haven't already, register today: <http://www.pcrnmra.org/conv2016/registration.html>.

Hope to see you all at the convention in Modesto and then at the operating session at the SMRRHS in May!

From the Editor

Getting Off The Flat Spot

From time to time, and perhaps more frequently than I care to think, I get stuck. I find myself confronted with so many modeling projects that I can't choose just one and get started. I'm sure you've been there too: You have been looking forward to finishing the trackside scenery in the cut separating the two sides of town, but before you can proceed there's that loose rail joint that needs to be soldered. But wait, you're out of solder and your MicroMark shipment isn't due to arrive until Monday afternoon. So you turn your attention to adding weight to that last string of boxcars that have been spotted on the RIP track for the past four months. When you reach for the first boxcar to bring it to the workbench you are reminded of, and confronted with, how much dust accumulates in four months. Not wanting to attack the dust right now, you open your notebook to write yourself a reminder to dust the entire layout. On the page adjacent to where you jot down your dust note, you spot a hastily sketched schematic for wiring a bi-polar LED to display red, yellow, or green. That LED circuit is to be part of the searchlight signal that is to be installed trackside in the cut that separates the two sides of town. The same cut that needs the scenery completed before the signal can go in. The same scenery that is being held up because of the loose rail joint. The same rail joint repair that is being held up because the solder hasn't yet arrived. The solder that should be in the same shipment as the NJ International searchlight signal head, mast and relay box. After contemplating all this you just no longer have any ambition for adding weight to boxcars. Besides, it's almost time to go cut up that chicken for tonight's dinner.

As comical as this may seem, it is funny because it is rooted in reality. And the reality is that we tend to squander a lot of our modeling time fussing over such things while accomplishing nothing. So how do we prevent these situations or deal with them if they occur anyway? My best suggestion is to just do it. I've found that, nine times out of ten, just getting started goes a long way toward accomplishment. It's "getting off the flat spot". Once you get the whole train rolling, inertia does much of the work. How do you get off the flat spot? Write in and let me know. With your permission, I'll share your wisdom in these pages.

Thank You Contributors

I've been rattling around the Sierra Division for a little over a year now. In that year, I've observed and wish to thank several folks who have contributed to this publication and/or offered clinics at our meets:

Tom Milam—Wolf Creek Railway Stories, Gary Ray—The Gerber Subdivision, Klaus Keil—Car Lighting Circuits and the USATC in Europe, Jim Collins—Tender Oil Hatch and Bug Zapper Grass Applicator, Jim Zeek—Placerville History and Railroads, Rod Smith—Bug Zapper Grass Applicator, Scott Inman—Sugar Beet Industry in California, Bob Cable—Wheel Arrangement Quiz.

Thank you to all the above for your creativity, your willingness to share, and your effort.

To the rest of us: Do you have something to share? Our Division Superintendent is always looking for clinic presenters and, as you must know, I would love to publish your story(s). Check out "While the Glue Dries" in the July 2015 issue, or "Tips of the Trade Hobby in the December 2015 issue." Ready—Set—CONTRIBUTE! Thanks.....



April 20—24, 2016 Doubletree Inn
Modesto, CA

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



“Gene” FROM PAGE 1

Division for ten years and served on a number of Sierra Division and PCR committees. Gene was also a long-time and dedicated supporter of International Railfair and an active member of the Sacramento Modular Railroaders. He also had an HO home layout, the Freeborn & Western. Gene was often listed among the winners in the Freight Car category at PCR Contests and was known for his freight car loads, especially hopper loads, a topic he gave clinics on at Division, Region and National events. Gene received the PCR Presidents Award in 1987 and the prodigious John Allen Award in 1991. Gene and his wonderful wife Mary were fixtures at model railroad events, with Mary providing extra help for Gene in recent years when he was confined to a wheel chair for periods. Gene will be greatly missed by the organization, but most especially by his many friends. Gene was always a voice of reason in times of controversy and his calming influence well be missed by all.

(Several PCR members contributed to this article. Our thanks for their permission to reprint it here. ed.)

February Meet—Sacramento, CA

Approximately 30 members attended the Sierra Division Winter Meet on Saturday, February 13, in Sacramento. The meeting ran from 10:00AM until 3:00 PM with a short break for lunch. The membership informally voted, without dissent, to have the incumbent division officers continue for another year. A review of the division by-laws revealed that nominations for officers should take place at the third quarterly meet and a formal election should be held at the fourth quarterly meet. The membership agreed to follow the by-laws, with formal nominations and an election later this year.



Superintendent Collins Explains the Voting Procedures as Division Members Listen Intently



Jim Dieckman was on hand to report on the success of the 2015 International Rail Fair that was held in November in Roseville and Scott McAlister provided several updates on the upcoming PCR convention, Taking it to The Streets, slated for this coming April in Modesto. The Sierra Division should be well represented at the convention with several volunteers. Our own Chip Meriam will be presenting a workshop about simulating stucco siding on a 1929 era pumping station. If you can help during the convention, please let Scott McAlister know immediately. You can find Scott's contact information at the bottom of page 5.



Chip and His Pumping Station

February Meet—Sacramento, CA (ctd.)

Tom Van Horn spoke about his experience in the NMRA and his desire to represent the Sierra Division as Director. Tom's name did not make it on to the ballot, but HE IS AVAILABLE AS A WRITE-IN. If you Have not already done so, be sure to mail in your ballot. Or, if you like, you can vote online through the PCR-NMRA website:

www.pcrnmra.org/

Whether you mail in a ballot or vote on line, be sure to do so no later than **APRIL 15, 2016**. Due to Emancipation Day in Washington, DC, our income taxes are not due until April 18. But the PCR is not quite as benevolent as the IRS.....

Klaus Keil entertained us with a fascinating history of the United States Army Transportation Corps activities in Europe during World War II. His superb presentation was a live and in-person version of his written and illustrated article,

“Military Rail” that was published here in the December 2015 issue of The Short Line. Klaus also shared a display of several USATC models of rail cars and locomotives from the World War II era.



Tom Van Horn Addresses Division Members



Klaus Shares His Favorite Topic with the Sierra Division



Models of Some of the USATC Equipment Used in the European Theater—WWII

February Meet—Sacramento, CA (ctd.)

Jim Zeek provided an illustrated history of Placerville and the rail lines that served it in the late 1800s and early 1900s. Jim's presentation included a slide show historic photographs of the Placerville area, its industries, and its rail facilities.

Among the many resources that Jim brought to share was a book on the Southern Pacific. Unfortunately the book did not make it home with Jim. We think it was last spotted on the table where the contest photos were on display. We're hoping that someone picked it up by mistake or found it left sitting on the table after Jim had departed for the day. If you know where the Southern Pacific book might be, please contact Chip Meriam or Jim Collins and one of us will see that it finds its way back to Jim's library.



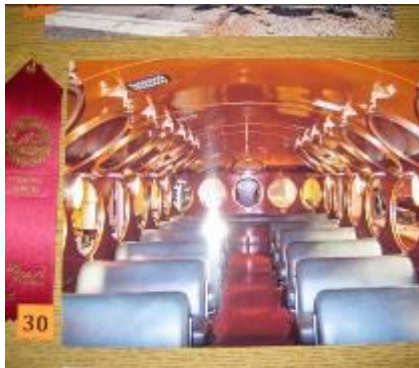
Chip: chipmeriam@comcast.net Jim: jimcol@charter.net

The February contests were prototype photos – any rail subject, and modeling - freight cars. We had quite a few entries in both categories and our Contest Chair, Gary Ray, was quite pleased with the participation. Gary has asked me to extend his heartfelt thanks to everyone who brought an entry.

Our photo contest winners were Walt Schedler, 1st place; Gary Ray and Tom Van Horn, 2nd place; and Ken Martin, Walt Schedler, Jim Collins, 3rd place



1st Place—Walt Schedler



2nd Place Tie —Gary Ray



2nd Place Tie —Tom Van Horn



3rd Place Tie—Ken Martin



3rd Place Tie—Walt Schedler



3rd Place Tie—Jim Collins

February Meet—Sacramento, CA (ctd.)

Our modeling contest winners were David Adams, 1st place; Ken Martin and Judson Reeves 2nd place; and Dick Witzens, 3rd place.



1st Place—Dave Adams



2nd Place Tie —Ken Martin



2nd Place Tie —Judson Reeves



3rd Place—Dick Witzens

The next Sierra Division event is scheduled for May 7th. The fun starts at 9:30AM at the Sacramento Model Railroad Historical Society clubhouse, where we can enjoy a morning operating session. Once again, the Sacramento club will have lunch available for a nominal charge. After lunch, the meeting will move to First Christian Church on Folsom Blvd. Contests for the May event will be modeling – diesels, and photography – layout scene or diorama (modeling and photography must be your own).



Wolf Creek Railway of California

Another great reason to go to the PCR Convention in Modesto:

Tom Milam's Wolf Creek Railway will be on tour!

If you missed the May 2015 Meet, here's your second chance to visit this beautiful layout.

(see last page of this issue for the Wolf Creek track plan)



PCR/FRRS
Taking It To The Streets
2016 PCR/FRRS Convention
Modesto Doubletree by Hilton
1150 Ninth Street Modesto, CA
April 20 - 24, 2016

RETURN FORM AND PAYMENT TO:
 Taking It To The Streets 2016 PCR Convention
 c/o Jim Dieckman
 305 Alta Vista Ave
 Roseville, CA 95678

E-mail: mod2016registrar@pcrnmra.org
 Website: www.pcrnmra.org/conv2016

Visit the website to pay with PayPal or credit

Please Print

Registration Form

Last Name		First Name		Name for Badge		
Address			City		State Zip Code + 4	
Home Phone		E-mail Address		NMRA or FRRS #		
Registration Type (Please check one) <input type="checkbox"/> PCR <input type="checkbox"/> Non-Rail <input type="checkbox"/> FRRS				NMRA Region or Club Affiliation		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help more. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> WP <input type="checkbox"/> Other: _____						
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form if more than one)						
Last Name		First Name		Name for Badge		
Registration Type (Please check one) <input type="checkbox"/> PCR <input type="checkbox"/> Non-Rail <input type="checkbox"/> FRRS		E-Mail (if Different)		NMRA or FRRS #		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> WP <input type="checkbox"/> Other: _____						
FARES: <i>Please fill in Qty and Total</i>				Qty	Unit Cost	Total
Early NMRA Registration (until Jan 31, 2016) (registration, banquet, & PCR breakfast)					89.00	0.00
Normal NMRA Registration (after Jan 31, 2016)					99.00	0.00
Early FRRS Registration (until Jan 31, 2016) (registration and banquet)					89.00	0.00
Normal FRRS Registration (after Jan 31, 2016)					99.00	0.00
First Timer (PCR Members who have not registered for the past 5 conventions)					79.00	0.00
Non-Rail or Spouse Registration (spouse can be modeler; includes non-rail lunch)					89.00	0.00
Banquet only <input type="checkbox"/> PCR <input type="checkbox"/> FRRS					45.00	0.00
PCR Breakfast only					15.00	0.00
Youth Registration (12-18 years or student)					50.00	0.00
Day Fare (No Banquet) <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat					40.00	0.00
Convention Car (ea) [M&ET, HO-scale, 53' Evans Double Door Box Car from Atlas]					25.00	0.00
Convention Car (Set of 4)					90.00	0.00
Join FRRS (reduced rates for convention)		Active membership			25.00	0.00
		Family membership			40.00	0.00
Join the NMRA (must be member of NMRA or FRRS to attend)		6 month Rail Pass (allowed one time only)			9.95	0.00
		Full NMRA membership/PCR subscription			72.00	0.00
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash (Use website for credit card or PayPal)					TOTAL	\$0.00
** Make checks payable to: "PCR Modesto 2016" No Refunds After March 31, 2016						

SIERRA DIVISION

Next Meeting: Saturday, May 7

FIRST STOP

Sacramento Model Railroad Historical Society

1990 Grand Ave. Sacramento

9:00AM—Operating Session

12:00 Noon—Lunch by Society Members, (Nominal Charge)

SECOND STOP

First Christian Church

3901 Folsom Blvd.—Sacramento

1:00 PM (prox.) Business Meeting, Contest Judging, Raffle Prizes, Clinic (TBD), and Whatever Else Jim is Able to Put Together.

Above all: GREAT MRR FELLOWSHIP

TIMETABLE

May 7 ~ Sacramento

April 2016
PCR Convention
Modesto

May 2016 Meet
Sacramento

July 2016
NMRA Convention
Indianapolis

August 2016
To Be Determined

October 2016
Chico

SHORT LINE

June 10 for the July Issue

Sept. 10 for the Oct. Issue

Dec. 10 for the Jan. Issue

Mar. 10 for the April Issue

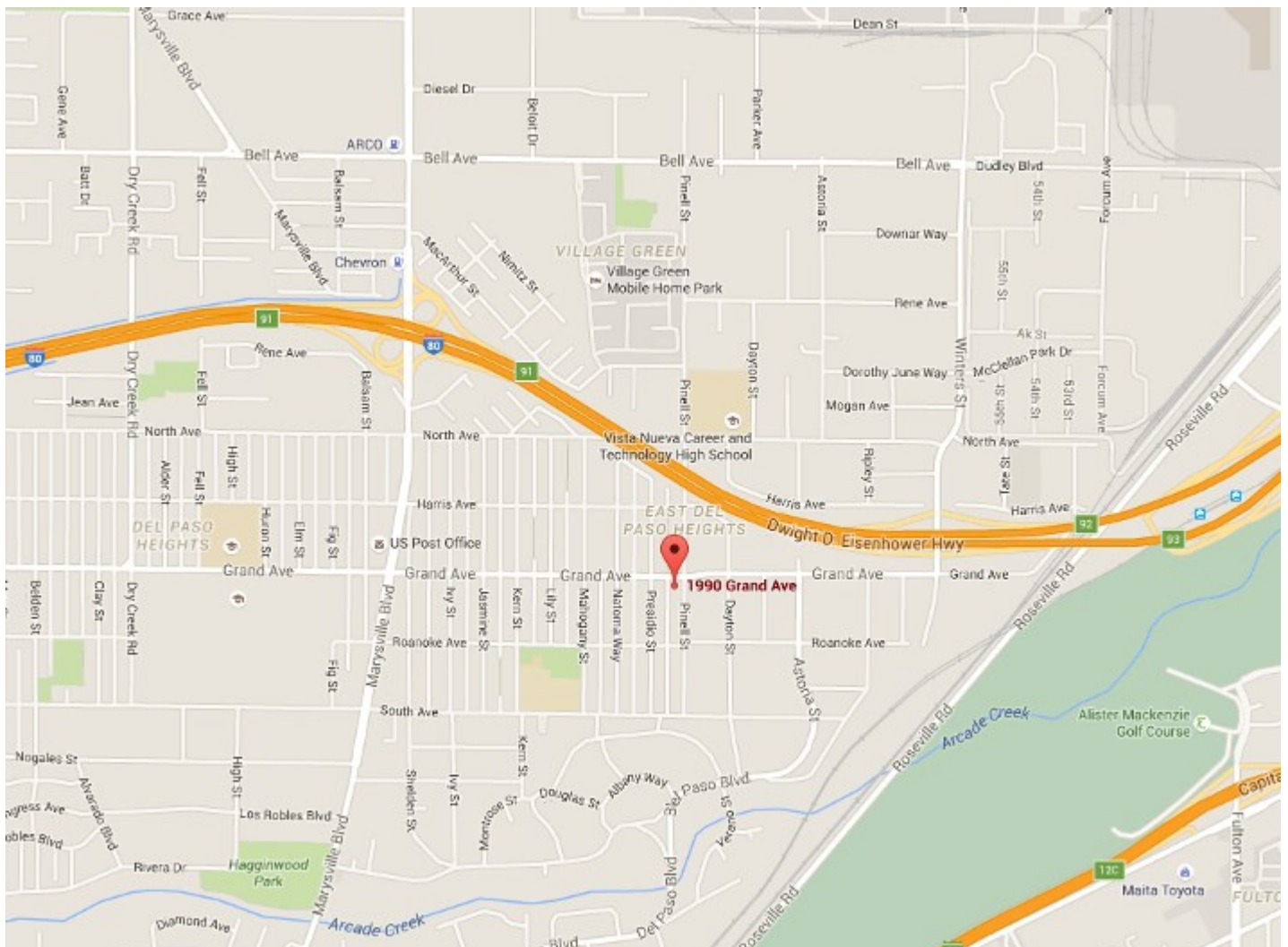
May Contest Categories:

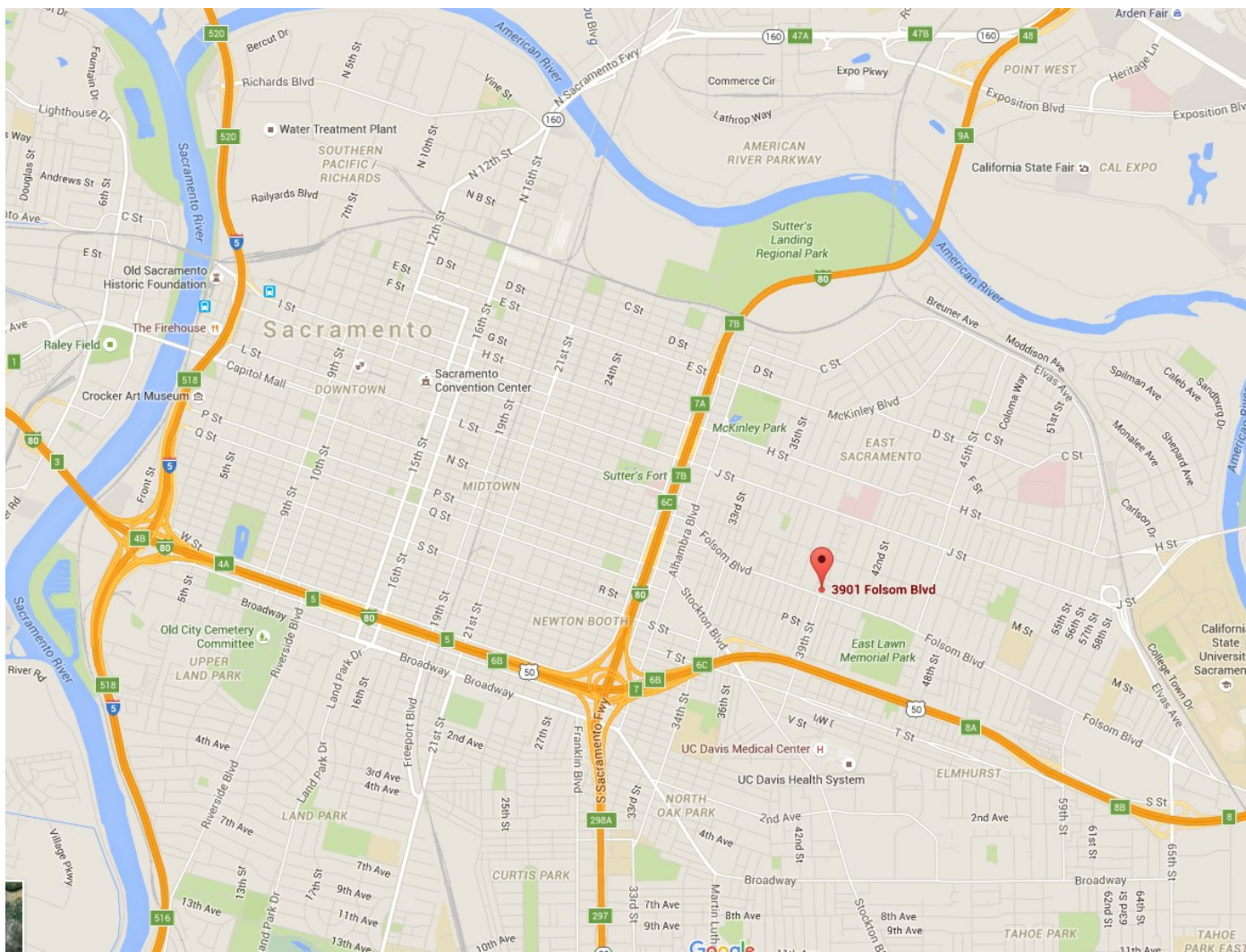
Modeling— Diesels

Photography— Model Scene

Must Be Your Scene(s)

(limit of 3 photos—at least 5 X 7 but not over 8 X 12)





Tips of the Trade Hobby

Adding Weight to Flatcars—by Chip Meriam

You may have gleaned from my “From the Editor” column that I have been thinking about adding weight to freight cars. In fact, I’ve been doing more than just thinking. I’ve recently added additional weight to my entire boxcar fleet, cabooses, and a handful of tank cars. For the most part, the weights can be placed, out of sight, in the interior of the car. But what about flatcars?

The obvious method is to place a load on the bed of the car. The load can either conceal or be the weight. In fact, I did just that with a bulkhead flatcar. My inspiration came from the first-place model contest winner, Dave Adams’ railroad tie load (see page 9). Instead of ties, I loaded my car with miniature pulpwood fashioned from Crepe Myrtle twigs. However, I don’t want a load on every flatcar. I think empty flatcars are cool! The only place to put weights, out of sight, on an empty flat car is under the floor—and I’ve discovered two methods for doing so:

I’ve used small lead fishing weights (split shot) flattened and shaped to fit between ribs of the undercarriage. These can be held in place with an array of different adhesives.

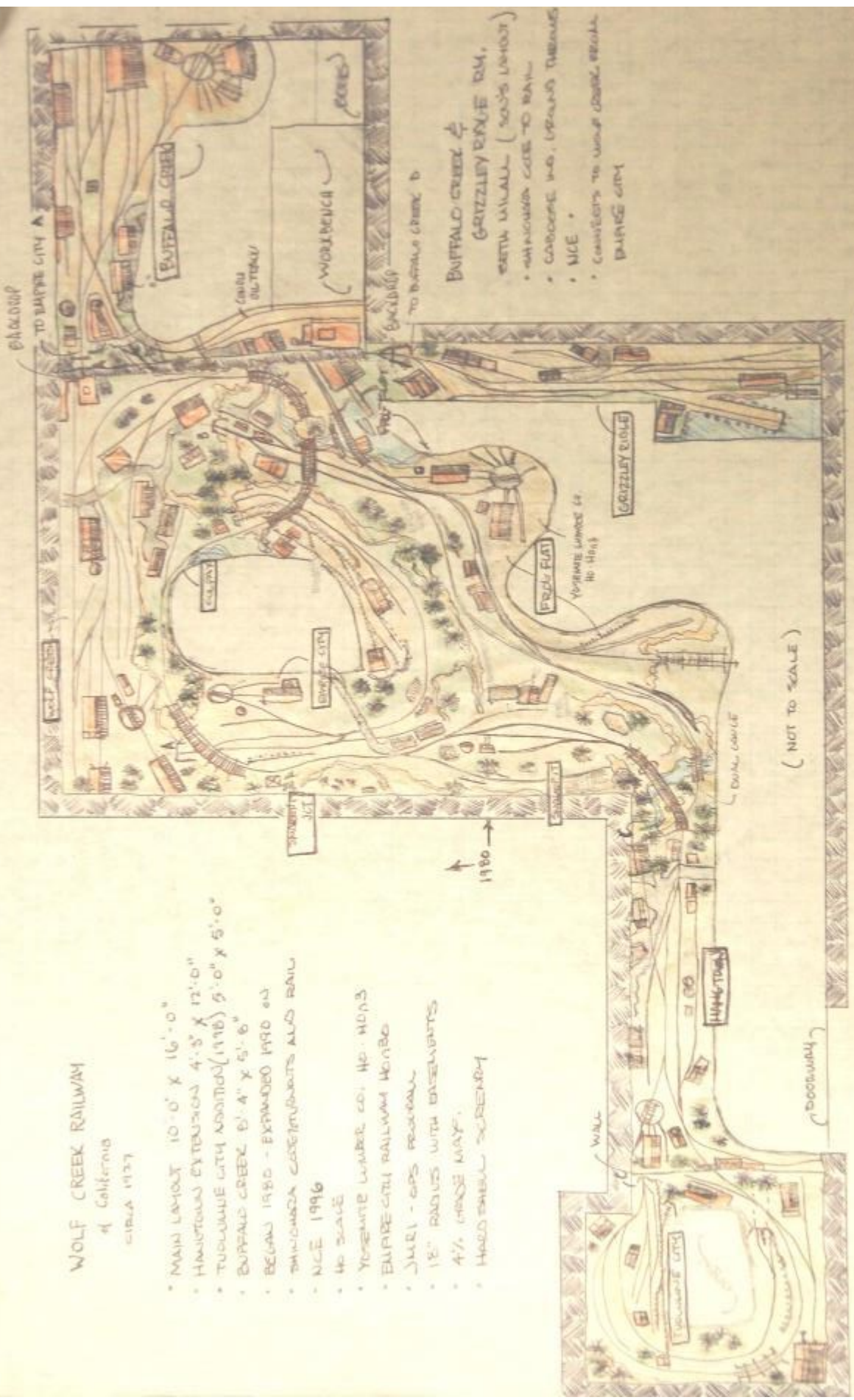
And, I’ve explored small magnets, such as those available from Magcraft® (www.rare-earth-magnets.com). These are especially suitable for “blue box” kits that have a steel plate to which they can be stuck. Just put them where you want them and they stay. If there’s no steel plate, small steel washers can be cemented in place and the magnets can stick to them.

There, isn’t that a weight off your mind?

WOLF CREEK RAILWAY

of California
circa 1977

- * MAIN LAYOUT 10'-0" X 16'-0"
- * HISTORICAL EXTENSION 4'-3" X 17'-0"
- * TULUMINE CITY ADDITION (1916) 5'-0" X 5'-0"
- * BUFFALO CREEK 6'-4" X 5'-6"
- * BEGAN 1980 - EXPANDED 1990 ON
- * SAN-DIAGO CONTRACTORS AND RAIL
- NICE 1996
- NO SCALE
- YOSEMITE LUMBER CO. NO. 1003
- EMPIRE CITY RAILWAY NO. 20
- JUREL - GPS PROGRAM
- 18" RADIIUS WITH BASEMENTS
- 4% GRADE MAX.
- HARD STEEL SCREWDR



TO BUFFALO CREEK 'B'
BUFFALO CREEK &
GRIZZLY RUN RAIL
WITH WALL (NO'S LAYOUT)
- HISTORICAL CREE TO RAIL
- CARPENTER NO. 1003 AND 2000
- NICE
- CONTRACTORS TO UNIFY CREEK FROM
DANCE CITY

(NOT TO SCALE)

T. William Zane