



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

Inside This Issue

Build a 120 Ton Crane	1
Call Board	2
From the Super	2
From the Editor	4
Halloween Mystery	6
August Meet Report	7
Contest Winners	7
More from Wolf Creek	11
Time Table	14
October Meet Info	14
Maps for October Meet	14
Tips of the Trade Hobby	17
PCR Convention Registration	18



BUILDING THE GOULD/TICHY 120 TON HO CRANE

by Gary Ray

SUB-ASSEMBLIES

I had an old Gould kit but the Tichy is probably identical. Just take your time, check the orientation of each part and the sub-assemblies go together quite easily. I used MEK as a solvent for the styrene and applied it with a 3/0 brush.

The only changes I would make to the sub-assemblies would be to use wire grabs instead of the fragile and oversize ones that came with the kit. I had the rear of my car hit while transporting the model and it rolled forward in its case. There is still one missing grab on top deck to be replaced. If replacing them with wire, I'd do it at the start of instructions 3 (prior to assembling floor).

Probably the hardest part was fastening the rollers to the outriggers (step 3-16-C). Very delicate and it took several tries. I found attaching one end and then gently moving it into place once the other end starts to set (a few seconds) worked well.

I left the couplers installed after step 3-14.

When assembling the cab, be sure the cap IS SQUARE (step 7-7)

The Gould instructions did not tell where to attach truss rods. I found the Tichy instructions online and they had added that step (9-24).

PAINTING, RESEARCHING, DECALING, AND WEATHERING

Construction went smoothly to this point and I painted and weathered the sub-assemblies. I used PanPastel for weathering after applying decals. Weathering involved three different layers of pastels with a very light overspray of Model Masters flat finish in between.

See "Crane" - page 5

Sierra Division Callboard

PCR business or questions:

PCR President

Pat LaTorres
duhnerd@pacbell.net

(530) 317-7456

Director, Sierra Division

Tom Van Horn
tomvca@aol.com
(209) 626 0352

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

Superintendent

Jim Collins
jimcol@charter.net

(209) 566-0935

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

Chief Clerk

James Firehock
amtrakmanjim@hotmail.com
(916) 505-9692

Paymaster

Al Rowe
HOFUNAR@aol.com

SHORT LINE Editor

Chip Meriam
chipmeriam@comcast.net
(530) 899-2609

Contest Chairperson

Gary Ray
gerber1926@gmail.com
(530) 873-0626

Membership Chairperson

RJ Myers
(775) 772-7531

rj@a2dreno.com

For Golden Spike or NMRA

AP Certificate questions:

Achievement Program

Dave Bayless
(530) 887-8880

Webmaster

Gus Campagna
gus@campagna.com
(707) 664-8466

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 95926 or by email to :

From the Superintendent

National Model Railroad Month

The heat and distractions of summer are rapidly disappearing into the rear view mirror. While we still have some hot days, as we head into fall the temps are definitely dropping. And fall means November, which is National Model Railroad Month! I hope you are all enjoying the hobby and if, like me, you've taken something of a break to do other "summer things," then now is the time to start looking at the layout or workbench and start planning your next project. (Or maybe return to the one gathering dust.)

For those who were not able to attend, we had a fantastic meet in August. The meeting portion held at Fair Oaks Library went quickly but was highly enjoyable with close to 40 people enjoying Chip Meriam's excellent clinic on using the leftover coffee grounds and pods for various scenic purposes. If you send Chip an email (chipmeriam@comcast.net), he'll be happy to send you a pdf of the handout. Not as good as being there, of course, but you'll get the idea. We also enjoyed a really great model and photo contest with many excellent entries. See elsewhere in this newsletter for the results.

After the meeting, we adjourned to Hagan Community Park for a fantastic BBQ lunch prepared by Dan Moody. It was a great meal at a great price and after stuffing ourselves, I think most everyone enjoyed a very fun ride on the Sacramento Live Steamer train. I know I was surprised at just how long the ride was. Based on feedback, I'd say everyone had a fun time. We were also graced with the presence of our Regional President, Ed Merrin.



Dave Bayless and Ed Merrin

As noted, fall is upon us and that means model railroading and lots of it. Not only will we have our normal October meet on October 8, but November is also the month for the International Railfair (IRF) at the fairgrounds in Roseville. This year it will be held on November 12 and 13. This is our once a year fund raiser (the money we get from dues is a pittance) so we need plenty of folks to help staff both the ticket booth and the information booth with time-saver. Scott McAllister is organizing this so please contact him to volunteer. He can be reached at scooter923@att.net. This really is an important function for us. I should point out that as a volunteer you get free entrance to the fair with special parking that is monitored. Not a bad deal for a few hours work as the fair is always a lot of fun with usually tons of vendors offering every model railroad item you could think of and often at great prices.

I have an email from one member pointing out that many of the younger folk have to work on Saturdays and asking if we could hold meets on Sundays sometimes. I am asking for input on this. It could probably be arranged but I'm not sure there is a real need. If you support this or do not, please speak up (send me an email: jimcol@charter.net). We can discuss at the October meet.

Ct'd. on Page 3

From the Superintendent, ctd.

Speaking of which, for our fall meet, we'll be heading to Chico for a fun and interesting day. Please see the agenda provided elsewhere in this newsletter. Please note that (for those who live south of Chico, which is most of us) there's also the opportunity to view a couple of terrific model railroads on the way up or back in Yuba City (Michael Andrew's O-scale) and Colusa (Walt Schedler's HO-scale). It should be a really great time that you don't want to miss.

I look forward to seeing you all in October and also to seeing many of you at IRF as volunteers and enjoying the show.



James Railcar Services

Sierra Division is privileged to have an opportunity to visit and tour a unique facility, James Railcar Services, located north of Chico on the Union Pacific Main Line at Anita Road. A map and directions can be found on page 14.

James Railcar cleans, repaints, repairs, and services covered hoppers. This facility has an on-site capacity of about 30 such cars and is constantly receiving cars in need of service and turning refurbished cars back out to revenue service.

Sierra Division will be taking a tour of this facility at our October 8 meet in Chico. Details can be found elsewhere in this edition of [The Short Line](#).



From the Editor

Builders' Notes, Ideas, and Dates

This issue brings together the work of several contributors. First, Gary Ray shares his construction notes from building the Gould/Tichy 120 Ton Crane. The completed model earned 1st place in the August modeling contest in Fair Oaks. Gary offers step-by-step advice on assembling a complex and somewhat intimidating kit. Thanks to Gary's article, those of us who are considering building this kit won't have to reinvent the wheel – or the pulley.

Second, we have another installment on the Wolf Creek Railway of California by Tom Milam. Tom and his railroad have previously appeared in the July 2015 issue, "Life of a Railroad Dispatcher", and the December 2015 issue, "Railfan Day on the Wolf Creek Railway." We published a stand-alone track plan of the Wolf Creek in April 2016 and here, in the October 2016 issue, Tom provides us with a narrative of the development of the track plan and the building of the railroad.

Finally, in "Tips of the Trade-Hobby", we have a couple of innovative ideas for using the round plastic screen found inside a Keurig K-Cup®. Finding a use for these little screens was a challenge presented during a scenery clinic at the August meet. In this "Tips" column, we share ideas from Dave Hilmes and Dave Bayless.

We call your attention to the "Timetable" on page 15. We have several events coming up:

October 8, 2016 will be the Division Meet in Chico.

The Northern Nevada Layout Tour is scheduled for November 4, 5 & 6, 2016 (see below for more information).

Our annual fund raiser, International Rail Fair, will be November 12 & 13, 2016 in Roseville.

February 11, 2017 will be the Division Meet in Modesto.

The Pacific Coast Region Convention will be in Bakersfield April 19 – 23, 2017

See you in October!



The Northern Nevada Layout Tour will be Nov 4-5-6, 2016

There should be about ten or fifteen layouts open for tour in the Reno area. For an idea of what to expect, see the April 2015 **Short Line**, page 11.

Those interested may contact Jim Petro for information. Also, look for a downloadable booklet in the PCR calendar about Oct 15.

Jpetro328@gmail.com

775-852-5636

"Crane" - from page 1

I use a 1/8" wide stiff bristled brush for most of the weathering. In some places along seams I used a microbrush. After weathering, a brown/black wash of grease was applied to gears and winch areas, thin white wash where steam leaked.

Decals are not included in the kit. I printed mine on an ALPS. The SP fonts I made using Fontographer after scanning in letters and numbers from SP Standard drawings found in **Vol. 2 of Bruce Petty's SP booklets** (now out of print). I was unsure of letter placement because no one seemed to have the information after posting to several online groups and searching the web. I did have a photo of a new Central Pacific crane in 1912 and then a 1932 photo of one that had been renumbered.



1912 Crane



1932 Crane

I also found this information about dates of renumbering:

Industrial Works Build # 2245 120t W 05-10 Southern Pacific #696 to #7016 to #7150

2247 120t W 06-10 Oregon & California RR #668 Southern Pacific #668> #7004 10-07-31>#7010(3rd) 05-69 **2248**

120t W 06-10 Southern Pacific #695(1st)>680 02-11-27 >7005(1st) 12-12-32>7020(4th

2249 120t W 07-10 Southern Pacific #611>721(1st)>7010(2nd)>710

2347 120t W 07-12 Central Pacific #615> Southern Pacific MW #615>7024 11-27-31 to #7090

2348 120t W 08-12 Southern Pacific #616>7025(1st)>7020(2nd)>7033(4th)>7150 California State RR Museum Sacramento, CA 05-8 Pacific Locomotive Assn. Fremont, CA 2009

3036 120t W 1916 Texas & New Orleans MW #5846 Southern Pacific #58346

Since I model 1926, that was a year before renumbering began and I assumed that S.P. was appropriate rather than SPMW (Southern Pacific Maintenance of Way). See the photos – courtesy of **Bruce Petty's Maintenance of Way Equipment** booklet and shared with permission.

Bruce suggested the roof may have been Tuscan red because of the lighter color in the 1912 photo. My crane is due to be repainted in 1927 when it is renumbered. If you are painting for another line or later date, there are plenty of prototype pictures on-line. I used a little Floquil brass paint for the builder's plate on the cab. I was going to make a decal for the builder's plate that is on the frame from an actual photo but decided not to. I did make decals for the boom to match the photo, but decided against applying them – boom repainted once. I had to make up my own history. I still need to add some more grease with the brown/black washes and then use Floquil gloss in those areas. I did that to the gears, but I'm not sure how well you can see it in the photos.

FINAL ASSEMBLY

This is the area that I deviated the most from the instructions. When attaching the large hook, the pins have raised areas and would not go in – even with force! I shaved the ridges off (there are 4) and then but a dab of MEK on the outside of the pin, allowing the hook to swivel. If I were to build again, I would install the hook prior to attaching the boom.

I would also attach the small hook prior to installing the boom.

The boom had the same problem with the attachment pins. These apparently were designed to hold the boom in different positions. I just fixed mine in place – but not yet.

I threaded all the thread that is included for cable. I had to enlarge the holes. In step 5 it was suggested to use a needle. I ended up using a .007 drill bit, aligning it with each pulley. I would do this at step 5, not after they are attached like I did.

See "Crane" - page 6

"Crane" - from page 5

I followed the directions for the cables – 10 holes! What a nightmare. And then I tried to fit the cables under the operating levers (step 12). No way. The kit was designed with a removable cab and a drum inside of it to raise and lower the boom. I don't see how you could ever make the cables tight. At this point I put MEK on the boom, making the hook just above an idler car. Be sure to decide the height carefully – for instance look at the 1934 picture of the Relief Car. I propped the boom up until the plastic set. Then I reluctantly pulled all the thread out except for the first pair of pulleys. I used a toothpick to place some ACC on the thread where it touched the pulleys. Then I threaded the next pulley and ACC'ed. Continuing this procedure and alternating sides gave me tight pulleys. I did not try to run them through to the back of the cab. Instead, I just ACC'ed them to the bottom of the floor.

I had talked with a friend that started a Tichy kit but stopped because he was intimidated by the cables. I found it easy to do once I made the modifications. Also, carefully study the drawing for step 11. Each pair of lines is only one cable in this exploded 3-D drawing. At first glance I thought they were two cables. Once you realize the pulleys are one above the other in the same frame on the model, you are ready to go.

The final suggest step is to snap in the small roof section. I did not want to snap and since the boom is not moving, I just cut off most of one tab and used MEK to fix it in a permanent position. I will be adding chains to secure the boom in the near future.

If you have one of these sitting around, hopefully these hints will encourage you to put it together. If you don't have one, they still seem very reasonably priced: Retail is \$28.50. Happy Modeling!

Gary

A Halloween Mystery



Photo by Bob Schott

Any idea where the prototype for this cemetery is located?

Hint:

This scene is from the Sacramento Model Railroad Historical Society main layout.



August Meet - Fair Oaks, CA

By Chip Meriam

The Sierra Division Summer meet took place August 13 with the first half of the meeting at the Fair Oaks Public Library. As usual, there was a short and concise business meeting, most of which was focused on the upcoming International Rail Fair to be held at the Placer County Fairgrounds November 12 and 13, 2016.



Superintendent Jim Collins Talks Up the International Rail Fair.



About 36 Sierra Division Members Attended

Contest themes for the August meet were Modeling - MOW Equipment, and Photography - "Workin' on the Rail Road." Between the two categories there were a total of nineteen entries.

In the Modeling Contest, First Place went to Gary Ray for his 120 Ton Crane.

Second Place went to Dick Witzens for his complete Work Train.

Third Place rendered a tie between Dick Witzens for his High Railer, and Dave Adams for his D&RGW Locomotive and MOW House Car.



First Place - Gary Ray



Second Place - Dick Witzens



Third Place Tie - Dick Witzens



Third Place Tie - Dave Adams

August Meet (ct'd.)

In the Photo Contest, First Place went to Tom Van Horn for his shot of a Tender Taking on Water.

Second Place had three winners:

Gary Ray for his Crew Change shot, Dan Mahoney for his Plow, and Dan Mahoney for his Friendly Fireman

Third Place also had three winners:

Dan Mahoney for his Dairy Plant, Walt Schedler for his REA and PMT Terminal, and Klaus Keil for his High Railer Fire Car.



First Place - Tom Van Horn



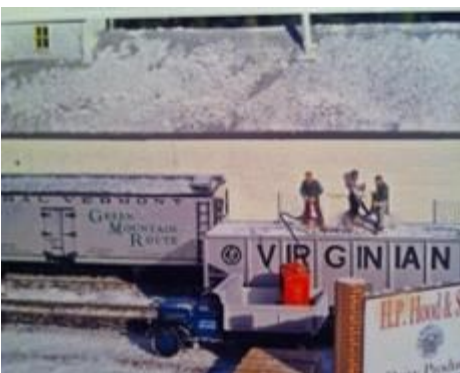
Second Place Tie - Gary Ray



Second Place Tie - Dan Mahoney



Second Place Tie - Dan Mahoney



Third Place Tie - Dan Mahoney



Third Place Tie - Walt Schedler



Third Place Tie - Klaus Keil

August Meet (ct'd.)

While the contest votes were being tallied, Chip Meriam gave a short presentation on using recycled coffee grounds to simulate bare earth. The coffee grounds were mined from spent K-Cup® pods, and Chip also offered ways to make use of the dismantled pod parts, like this scrap load made from the tops of the pods.



Chip Meriam Dissects a Coffee Pod
(photo - Jim Collins)



Scrap Load

Following the morning meet, our group gathered at Hagan Community Park in Rancho Cordova where we enjoyed a gourmet barbecue provided by Dan Moody and "Taste Buds." Hagan Community Park is home to the Sacramento Live Steamers, where the Sierra Division Members were guests for the afternoon. Live steam train rides were available for members and their families until about 3:00PM.



Our Luncheon Host - Chef Dan Mooney
(photo - Jim Collins)



A Hungry Young Modeler



Jim Collins Waits for the Next Train

August Meet (ct'd.)

Sierra Division's Live Steam Excursion

(photos by Jim Collins except as noted)



(photo - Chip Meriam)



(photo - Chip Meriam)



The next Sierra Division meet will be in Chico on October 13. Plans include a tour of James Railcar Service and four open layouts. Contest categories will be models - any equipment or structure; photos - any subject.

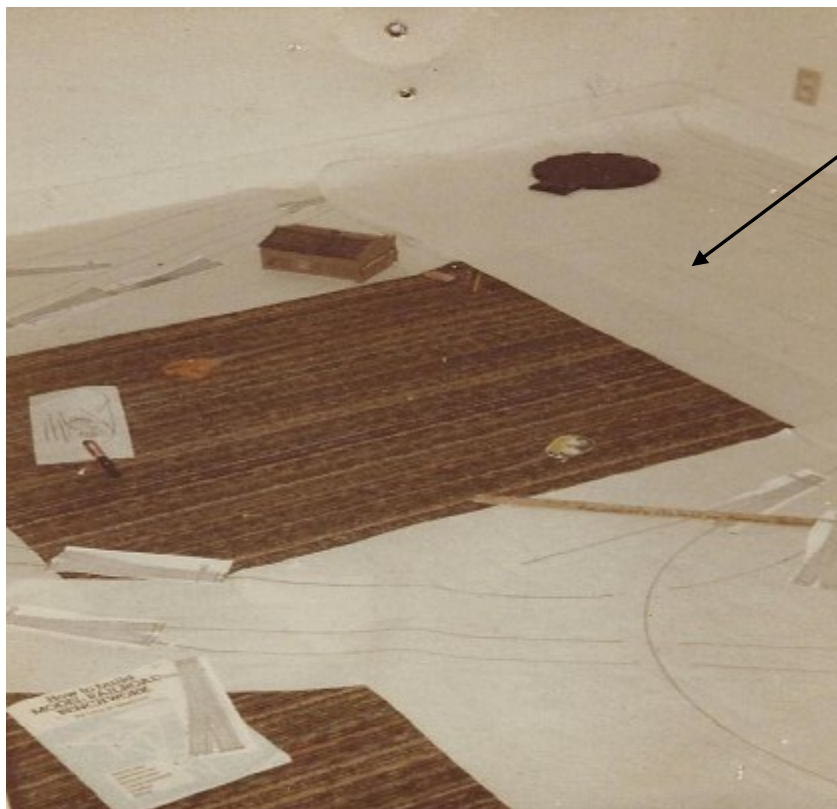
WOLF CREEK RAILWAY TRACK PLAN

By Tom Milam

Neither of the last two issues of The Short Line included a track plan for my HO scale Wolf Creek Railway. In this article you will find the track plan as it is today. Since there is not an article, per se, to go with the track plan, I've included a short history with a few photos.

I have often been asked how I came to name my layout the "WOLF CREEK RAILWAY". In 1963 my family moved to Grass Valley, California. My Dad purchased a grocery store in Cedar Ridge (Cedar Kress at the turn of the century). We lived not far away on Peardale Avenue, just up the hillside from the site of the Nevada County Narrow Gauge RR Peardale station. Just outside of Grass Valley was a creek named "Wolf Creek". That is where my railroad name came from. Wolf Creek Railway sounded really neat to a seven year old model railroader. I had heard stories from my neighbor about the narrow gauge trains that ran below our home. I thought at the time, what an odd name for a railroad, the NCNGRR, the Never Come Never Go. I realized years later what He meant. So that is the origin of my model railroad name, **WOLF CREEK RAILWAY of California**. I added the "of California" from a vintage photo I found years ago of the Sierra Railway locomotive #2, which included the words "Sierra Railway of California". It sets the region for my railroad. Like John Allen, I think of my layout as a miniature railroad transportation empire with people, mishaps, lively stories, and battling the Sierra foothills to reach the towns and people of the Wolf Creek Lines - as two of my stories that were published in The Short Line can attest.

I started this layout in 1980. This was my fifth layout (starting with my first four by eight circle of track at six years old). In my home there was unused spare bedroom I could use to build a small 8'-9" by 9'-3" model railroad layout. I drew many track plans to fit the room. Most of these were four by eight feet with an extension for a branch line. When I finally got to laying the track plan on the floor in full size, I changed to an around-the-walls design with a duck under to access the center control panel area. I did not draw a revised track plan, but just laid out the track as I went. (I did draw a track plan - flipped over, wrote a short article on the layout plan, and entered it in a Model Railroader Magazine layout contest in the mid 1980s. Sadly I did not win top prize.



TRACKPLANING FULL SCALE .FROG FLAT IN THE FOREGROUND, EMPIRE CITY ON THE LEFT AND WOLF CREEK UPPER RIGHT. STANDING IN DOOR WAY OF ROOM

As I laid it out, I had a general idea of how the track plan would be (see photo). I photo copied Shinohara code 70 turnouts, all number four, and one wye to aid in the planning. I used butcher paper to draw the track plan on. (I actually went to the butcher and he was happy to donate a few yards of paper). As you can see from the photo I was guided by Linn Westcott's book on bench work. I used the L- Girder type construction which uses less lumber. This was a welcome method because I was on a tight budget! The roadbed is homasote cut from four by eight sheets. I completed all the bench work before going on to laying roadbed.

see "Wolf Creek" - page 12

“Wolf Creek” - from page 11

The first track I laid was the hidden track below Wolf Creek as once Wolf Creek roadbed was installed I would be unable to lay track easily. After this part of the track was laid I started in Empire City (lower trackage) and worked toward Wolf Creek. At the two large trestles I skipped over and continued laying track. I combined three Campbell Scale Models kits to build the two trestles. During a trip to the hobby shop to purchase several Kadee track gauges I met Dave Keoster. Having seen the track gauges and other supplies I was holding, he approached me and asked about my model railroad. Then he invited himself over to see my layout. He was amazed that I had built the bench work and laid the track, but had not yet wired any of it. “We all build differently,” I told him. Once the track was installed I added NJ switch machines to all of the turnouts. I then wired the layout for dual cab DC, with 27 blocks. I used terminal strips with lugs to solder on one side and screws on the other. I ran the wires neatly along the bench work. No hanging wires for me. I marked and numbered all the connections. Later this proved to be a task much needed when I had to move the layout from my boyhood home to my current home.

The layout was set up in the basement and many additions were made to get it to the current form. I even spent a year in from 1998 to 1999 digging a six by six room addition to loop from Frog Flat to Hangtown. Both towns had been on the end of branch lines before this expansion in 1999.

My son Seth had a small N scale layout in the basement. He changed to HO scale and we built his Buffalo Creek & Grizzley Ridge Railway in 1992. His layout interchanges with the Wolf Creek at Buffalo Creek. Seth has since moved to Colorado Springs, Colorado and has a large On30 layout, all with hand laid code 70 rail and turnouts.



I installed NJ twin coil switch machines on the Wolf Creek, except for the turnouts in Hangtown. At Hangtown, Switch Master slow motion motors Kemtron Harp switch stands for animation. I used twin coil switch machines because I did not want operators reaching in and damaging the scenery or structures. I also installed many Kadee magnets to aid in hands-off uncoupling.

The track is Shinohara code 70 as are the number four turnouts. There are three dual gauge, hand laid turnouts in Frog Flat built by my son Seth and shipped to me from Colorado Springs. The minimum radius is 18” with easements. I run short 36 foot truss rod cars and small steam locomotives and they look just right.

The year I set for the WOLF CREK RAILWAY is 1927. The Jordan line of HO automobiles and trucks pretty much dictated the year. I had planned on the layout being in the 1910s because of the short truss rod cars, but the lack of automobile models moved it up to 1927. Also, many of the locomotives I run were not built until the early to mid 1920s.

Most of the structures are scratch built, kit bashed or kit built. Kits are from Fine Scale Minatures, Revell and Atlas. I repaint and detail the plastic kits. I have a weakness for the Atlas line of buildings, a holdover from my childhood. I enjoy scratch building structures. I have received merit awards for many of my entries at PCR events. In 1998, at the NMRA/PCR convention in Modesto, I won Best Of Show for my King Post Bridge (115 points).

see “Wolf Creek” - page 13

"Wolf Creek" - from page 11

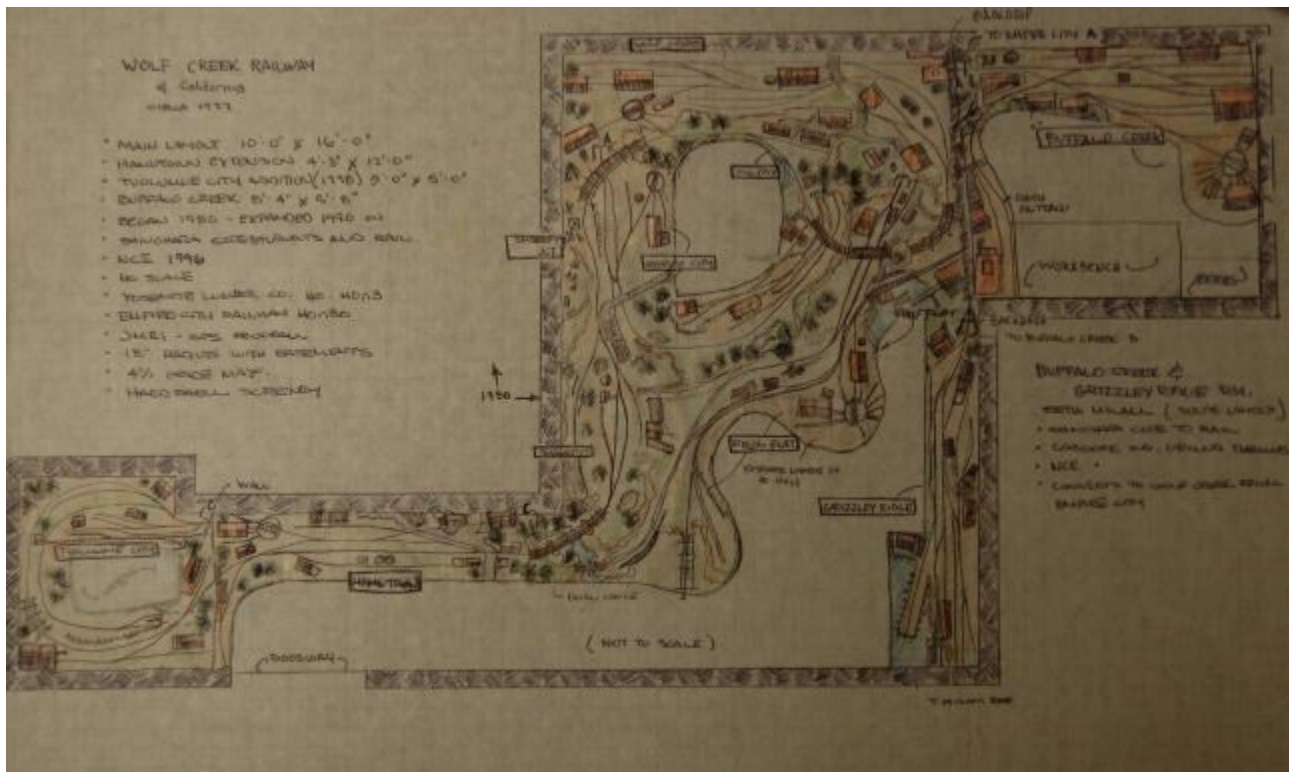


King Post Bridge - Best In Show PCR-NMRA 1998

Scenery is a mixture of hard shell and cardboard webbing techniques. Acrylic paints are used to color the hydrocal. I made my own latex molds for the rock formations. I use Woodland Scenics products and real dirt and dead fall for the scenery.

I operate with North Coast Engineering (NCE) DCC. I use JMRI and their Operations Switch List Program for switch lists to operate the layout. I am considering the addition of track warrants to control train movement even though the trains are all run as extras for the most part, and meets are worked out between the conductors, warrants would add to the fun of operations.

I am pleased to have been asked to open my layout to visitors from national NMRA conventions as well as local PCR events over the past many years.



SIERRA DIVISION

Next Meeting: Saturday, October 8

FIRST STOP - 9:30AM

James Railcar Service

6038 Anita Road - Chico

SECOND STOP—11:00AM - Noon

2260 Cherry Glenn Ct - Chico

THIRD STOP - 1:00PM - 3:00PM

Chico Grange Hall

2775 Nord Ave - Chico

LAYOUT TOURS TO FOLLOW

TIMETABLE

Oct 8 ~ Chico

Nov 4-6
No. Nevada Layout
Tour—Reno

Nov 12, 13 ~ IRF
Roseville

Feb 11 - Modesto

Apr 19-23
PCR-NMRA
Bakersfield

SHORT LINE

Sept. 10 for the Oct. Issue

Dec. 10 for the Jan. Issue

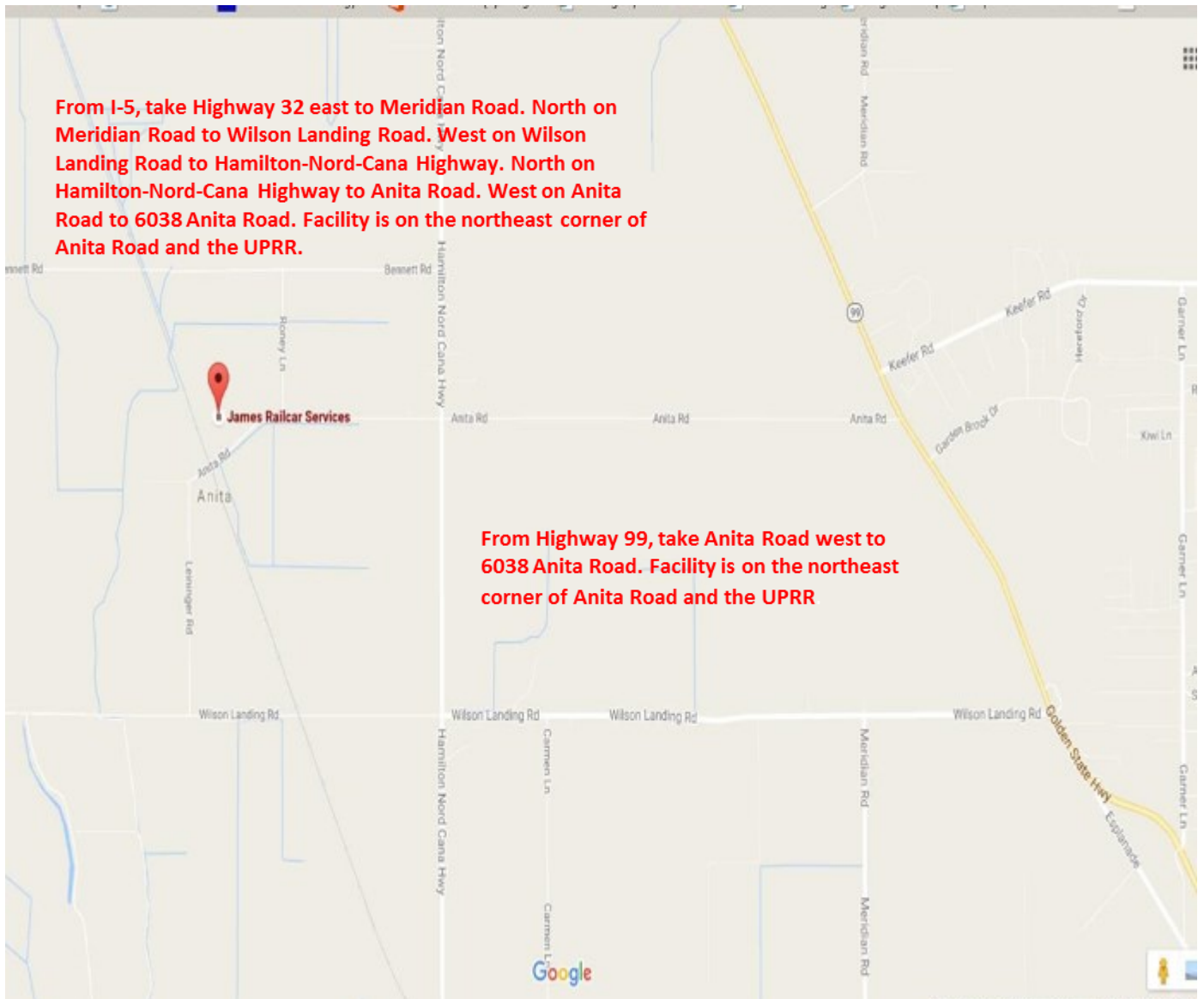
Mar. 10 for the April Issue

June 10 for the July Issue

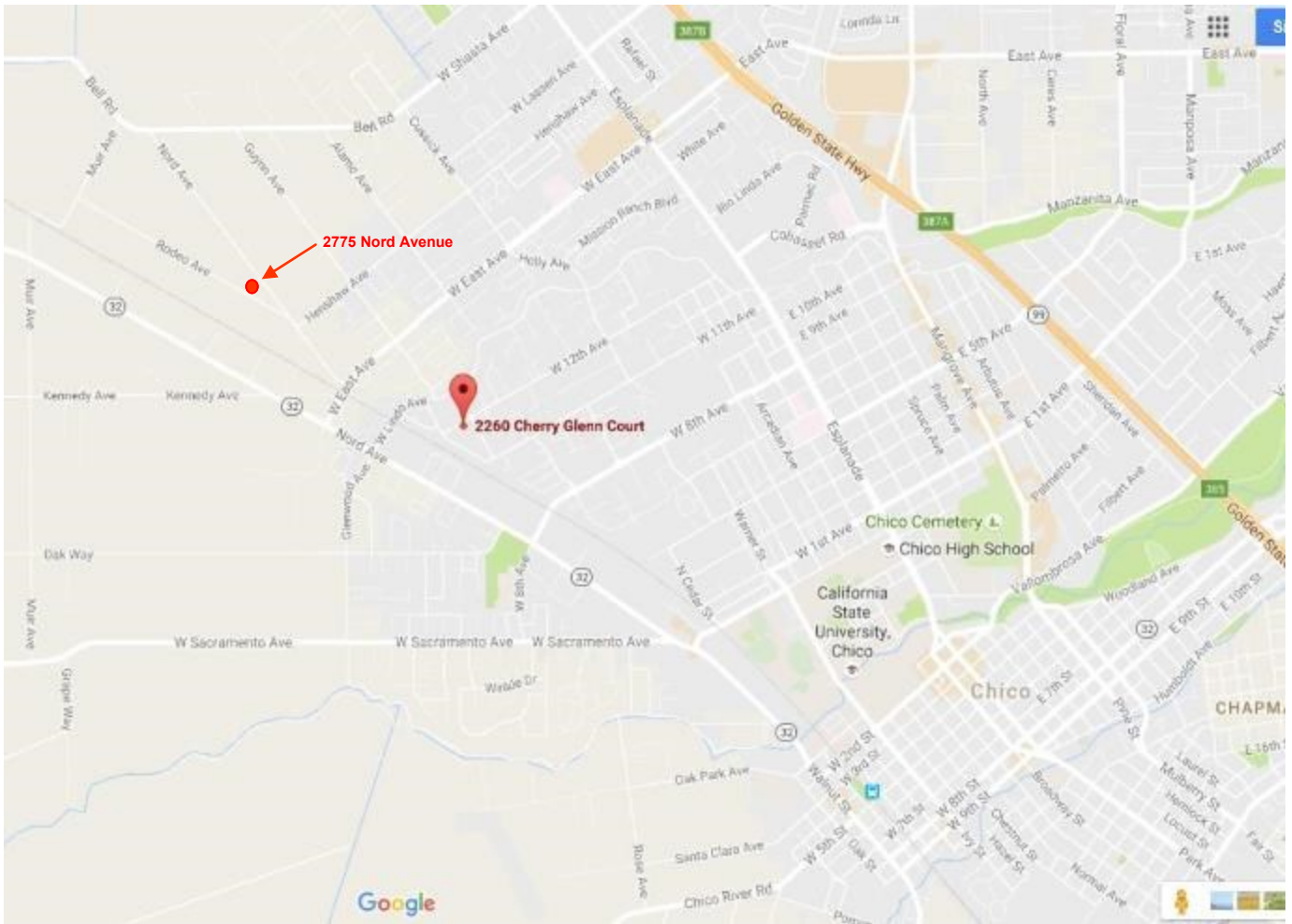
October Contest Categories:

Modeling— Any Equipment or Structure

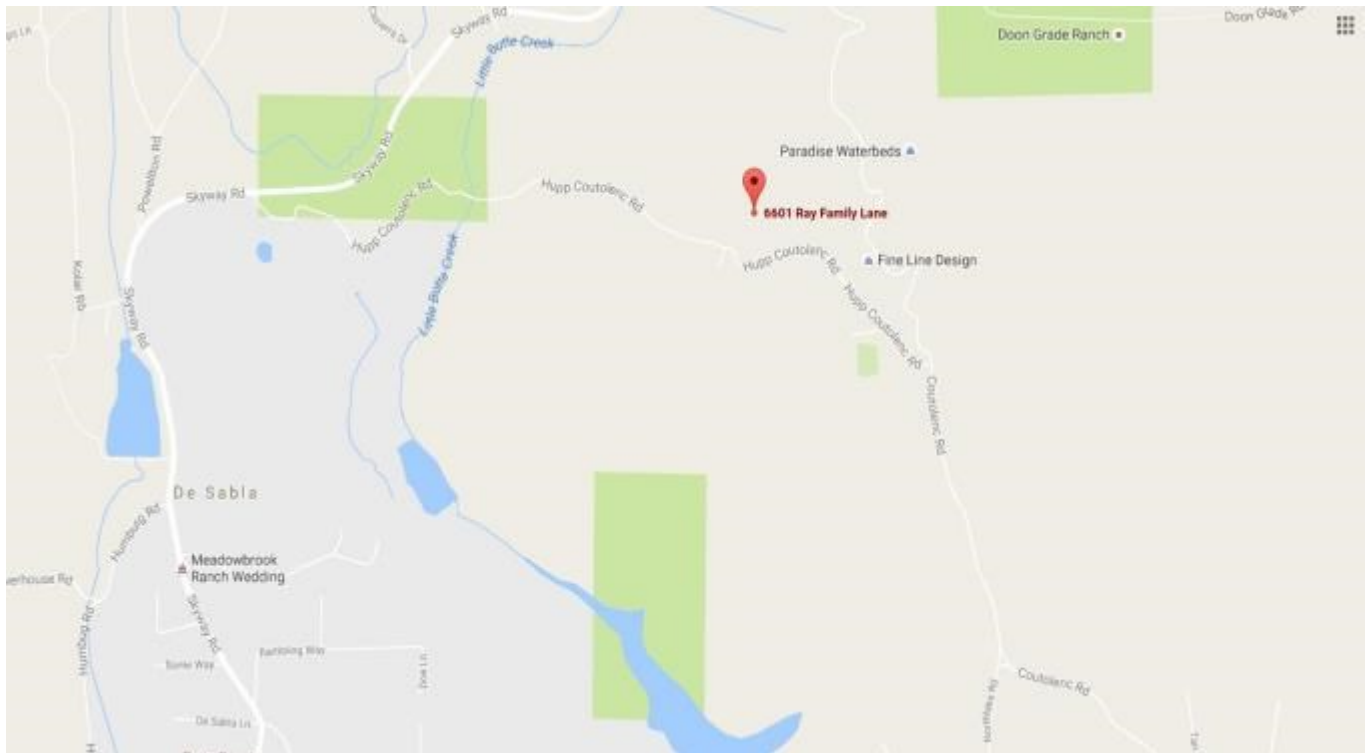
Photography— Any Railroad Subject
*(limit of 3 photos—at least 5 X 7 but not
over 8 X 12)*



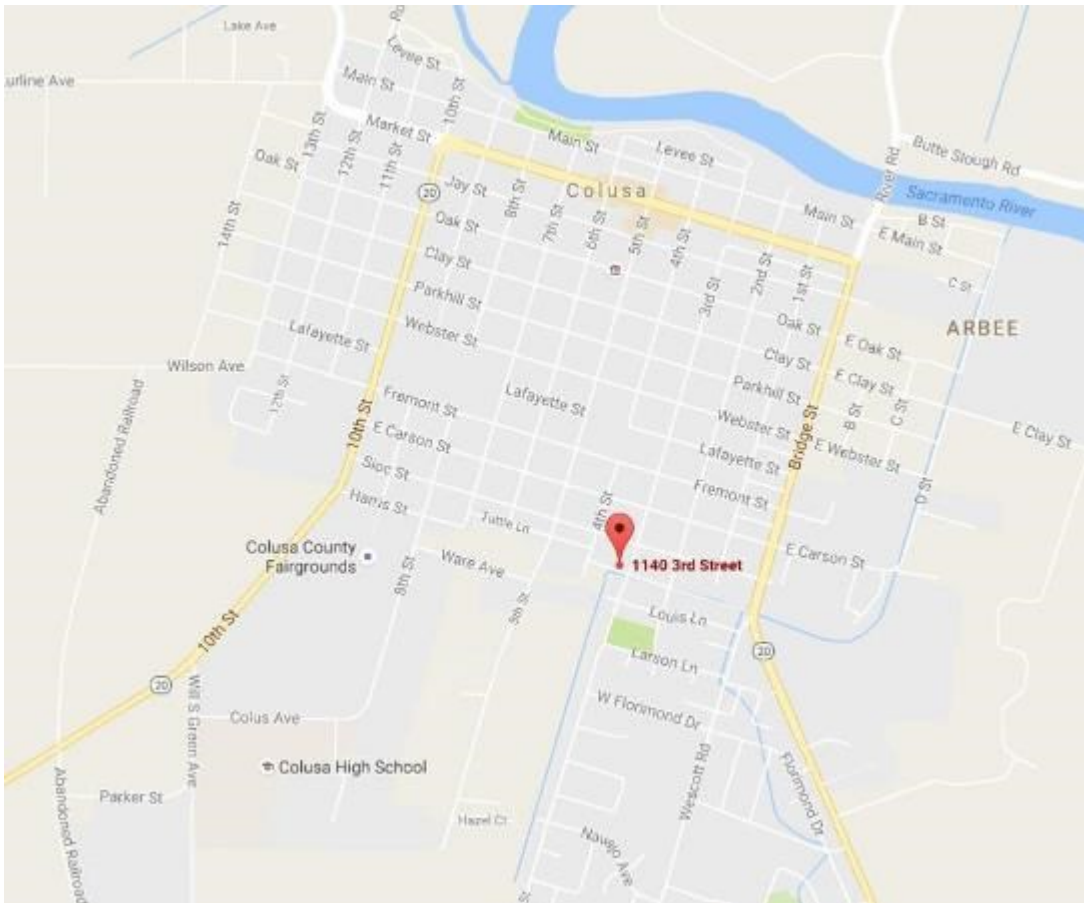
6038 Anita Road



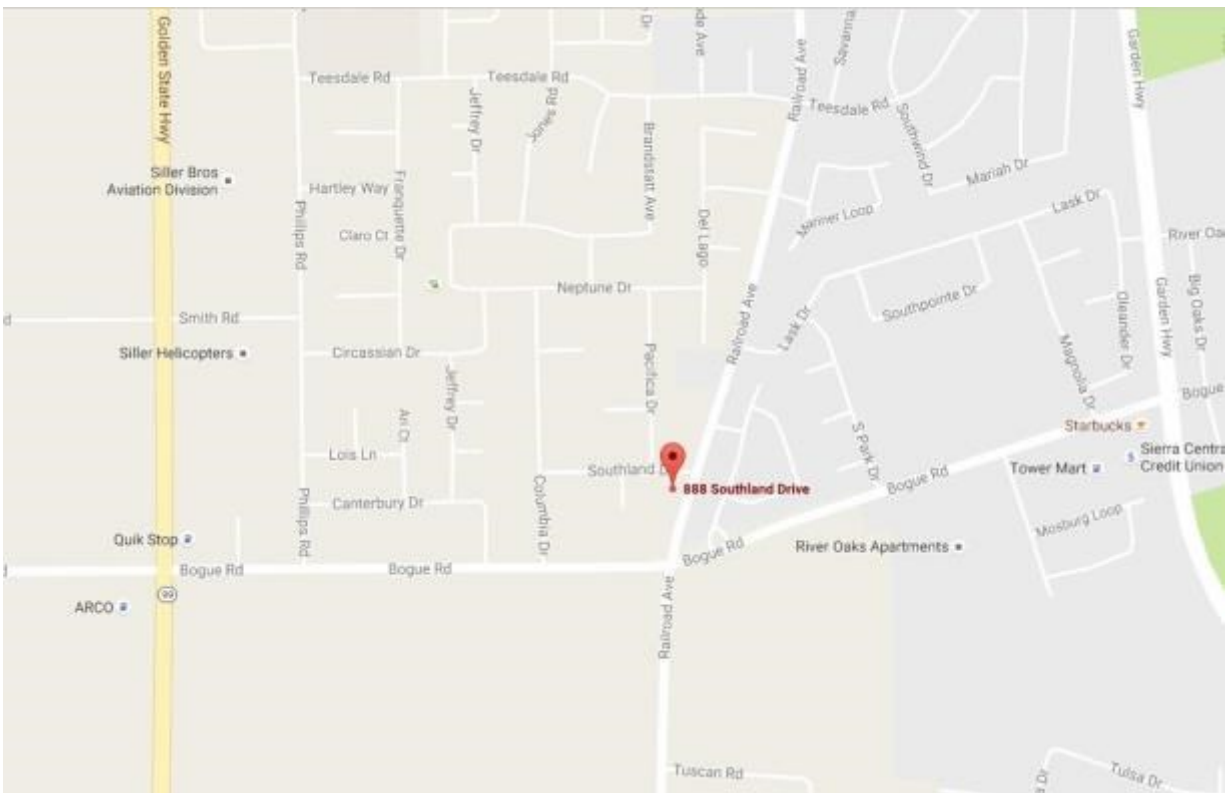
2260 Cherry Glenn (layout) and 2775 Nord (meeting)



6601 Ray Family Lane - Magalia (open house - Gary Ray)



1140 3rd Street - Colusa (open house - Walt Schedler)



888 Southland Drive - Yuba City (open house - Michael Andrews)



International Rail Fair is the single annual fund raiser for Sierra Division (see "From the Superintendent"). It takes place at the Placer County Fairgrounds in Roseville this coming November 12 & 13. If you have not already done so, please volunteer to help for a few hours. Contact Scott McAlister at scooter923@att.net to find out how you can help.



The Annual Convention for the Pacific Coast Region—NMRA is April 19-23, 2017 in Bakersfield. Plans are well under way for a fabulous array of exhibits and activities. Plan to attend. It will be well worth your time.

Registration form on the following page!



Tips of the Trade Hobby

At the August event in Fair Oaks, we had a little fun tearing apart coffee pods. As it turns out, the Keurig K-Cup® has a round plastic screen with potential for a repurposed modeling application.

Dave Hilmes observed that a pair of the round screens could be connected in the center with the proper sized dowel or tube, to simulate a utility cable reel. Dave recalled seeing such things in use by Pacific Gas & Electric Company for transporting and dispensing plastic linings for gas lines. Dave suggested a gun metal gray color for the screens (disks) and a bright orange for the cable.

Dave Bayless suggested that several of these screens could be arranged upright with spacers to create a unique flat car or gondola load.

Another idea from Dave Bayless was to use the screens to simulate radar or microwave dishes.

There may be other innovative uses as well. If you come up with one, let us know. Meanwhile, thanks to Dave and Dave for your clever ideas!

Be sure to check out the convention registration on the next Page!





PCR/NMRA
Daylight Express 2017
PCR Convention
April 19-23, 2017

DoubleTree by Hilton Hotel
 3100 Camino Del Rio Court
 Bakersfield, CA 93308

RETURN FORM AND PAYMENT TO:

Daylight Express 2017
 c/o Michael Larson
 9406 Metropolitan Way
 Bakersfield, CA 93311

E-mail: dx2017registrar@pcrnma.org
 Website: www.pcrnmra.org/cony2017

Visit the website to pay by PayPal

Please Print

Registration Form

Hosted by: Daylight Division, PCR / NMRA

Last Name		First Name		First Name (for Name Badge)		
Address			City		State Zip Code + 4	
Home Phone		E-mail Address			NMRA # (Not Required)	
Registration Type (Please check one) <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth				NMRA Region (if other than PCR)		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help more. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____						
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)						
Last Name		First Name		First Name (for Name Badge)		
Registration Type (Please check one) <input type="checkbox"/> Modeler <input type="checkbox"/> Non-Rail <input type="checkbox"/> Youth		E-Mail (if Different)			NMRA # (Not Required)	
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____						
PLEASE NOTE: Fares on this form are valid through Dec 31, 2016, and thereafter are subject to change. Please return form to the registrar postmarked by that date.						
FARES: Please fill in Qty and Total						
				Qty	Unit Cost	Total
Full Registration Package (Includes registration, awards banquet, PCR breakfast)					105.00	
Charge for Non-NMRA Member					15.00	
First Timer - PCR Members who have not registered for the past 5 conventions					95.00	
Non-Rail Registration					95.00	
Youth Registration (12-18 years or student)					65.00	
Tehachapi Loop Tour					65.00	
Join the NMRA!		Please go to www.nmra.org to apply or renew your membership, or ask a convention committee member for a printed application.				
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash (Use website for PayPal) No Refunds After 4-17-17					TOTAL	
**Make Checks Payable to: "Pacific Coast Region of the National Model Railroad Association"						