



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

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THE END OF THE LINE

By Jim Dieckman

Over the years we've seen frequent articles from railroaders - people who've worked for the railroad in various capacities. These are people with first-hand experience working for the railroad: engineers, conductors, brakemen, clerks - all tasked with the job of moving goods and people over the road. So what happens at the end of the line? I thought it would be interesting to see the railroad from a slightly different, more mundane perspective.

I was born and raised in the Midwest corn and soybean country of Fort Wayne, Indiana. I attended college in the early 1970's and, like most college students, spent my summers in a variety of temporary summer jobs. For two of those summers I worked at the S. S. Kresge warehouse in Ft. Wayne. Kresge's is (or was), a typical five and dime store similar to Woolworth's or Walgreen's and is the parent company of K-Mart.



The job of this warehouse, like most I suppose, was to receive large shipments of goods from the manufacturer and break them into smaller lots to be shipped to individual stores. Even then, over 40 years ago, much of our merchandise

came from China packed in large, double-walled, corrugated, cardboard cartons. As an extra temp, I was assigned various different jobs according to the needs of the warehouse, but the one job that stuck with me was my time in the receiving department unloading boxcars. Sounds like fun, right, driving a forklift into the boxcar, lift a pallet of cartons of something and put it in the warehouse? Not so in the early 1970's.

see "End Of The Line" - page 5

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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 95926 or by email to :

From the Superintendent

Virginia City!

Well, summer is upon us. While I definitely prefer warm over cold, when the temp gets up to 100, as it does fairly regularly here in the valley, it's hard to muster the energy to do much of anything besides sit in a cool place and relax. That includes, unfortunately, working on my model railroad (modules). But there are always models to be built and my work bench is inside. Hmm, guess I can't use the heat as an excuse after all.

Normally I use this space to discuss how the last meet went but that report/discussion is already provided in another article in this newsletter. So let's talk about the August meet instead. If you haven't already heard, we're going to hold it in Virginia City. We are subsidizing the cost of tickets for members to ride the V&T railroad and take the tours included in the Comstock Heritage Adventure Pass (Mackay Mansion, Historic Fourth Ward School and Museum, and The Way It Was

Museum). We'll do this during the morning. Because some of the museums have tours that won't take all of us at once, we'll all visit these on our own as desired. Lunch will be on our own also. The total cost of the tickets is \$24/25 but we are subsidizing 2/3s of the cost so the member will pay only \$8.00.

In the afternoon, starting around 1:30, we'll hold a meeting with a clinic and the contests and raffles as usual. The location is still being negotiated, but I hope to report it soon.

I'm working on a flyer and map to distribute to everyone by email that will have all the details, once they are finalized. You can research about Virginia City on your own, of course. Their website is: <http://www.visitvirginiacitynv.com/index.php>.

We will have one business item to discuss and vote on (at least so far). We will need to vote to approve a new projector to replace the old one that works only with the old style VGA connector (and therefore is limited to working only with laptops that have that output – which are becoming increasingly scarce).



From the Superintendent, ctd.

Look for emails with more information about Virginia City and the meeting place, etc. In the meantime, you can reserve your tour tickets by mailing \$8.00 to our Clerk, Chip Meriam. Chip will keep a list of who has paid. Please remember that this is Sierra Division members only. His address is:

Chip Meriam
2260 Cherry Glenn Court
Chico, CA 95926

Make checks payable to Sierra Division, PCR-NMRA. Please be sure it is clear to Chip which member (or members) the amount is intended to pay for.

So here's to a great summer for us all with much work accomplished on our various modeling projects. Looking forward to seeing you in Virginia City on August 19!



Editor's Note: See Virginia City maps on pages 7, 22 & 23.



From the Editor

Just a Few Notes

Elsewhere in this issue is a small tribute to Dick Foster, Redwood Empire Division member and long-time Sierra Division member, who passed away May 4. Our thanks to Steve Lewis for arranging for this tribute.

In our lead story, Jim Dieckman recounts his college-aged experience with boxcars in a warehouse. This story came in “over the transom” and, thankfully, required very little editing. We think you’ll agree that Jim put together an entertaining story.

Jim Collins reports on the May Meet and Op Session. Jim also submitted a gallery of rail fan photos, in and near Bakersfield, taken while he attended the PCR convention in April.

Be sure to check out the challenge in the “While the Glue Dries” column.

Nostalgia Today

“He’s still in there playing with trains,” was my response to Mary Moore-Campagna when she inquired as to the whereabouts of her husband, Gus. Walt Schedler overheard my comment and noted, quite astutely, that Gus was not “playing with trains” but, rather, “re-enacting history.” Indeed, Walt was correct. Gus was re-enacting a run of the California Zephyr through the spectacular scenery of the Feather River Canyon on the Sacramento Model Railroad Historical Society layout (you can see a photo of Gus re-enacting in the May Meet Report beginning on page 8).

This little exchange started me thinking that, for many of us, nostalgia is at the root of this fascinating hobby. Do we not endeavor to do just what Gus was doing - re-enact (or recreate) history? I submit that the very essence of what we do as modelers is a re-enactment in miniature. Even those of us who model the modern railroad scene are re-enacting. We’re all modeling something we have seen. The difference between a transition era model and a modern era model is the amount of time that has passed since we last encountered our subject.

Just this past weekend my wife, Lorri, and I were trackside along the Union Pacific (former SP) main line through Chico. Our timing is usually atrocious, but this time it was not. We were able to catch a meet at the north end of Chico siding. Shown at the left is SD70AH, UP 8902, leading a manifest freight out of the hole. As the UP freight rolled past, we were treated to a familiar symphony of sensations: the rumbling ground, the deep growl of the prime movers, the whining of the traction motors, the deafening and startling horn blasts, the distinct smells of spent diesel fuel and creosote, a track-side breeze, and then.....silence.



Modern Photo and Blending—Lorri Meriam

Blended with the photo of UP 8902 is a much older photo of F7-A, WP 915-D taken at Greenville, CA - probably in winter or early spring of 1974. I observed countless trains at this very location when I was a boy in the mid ‘60s. The sounds, smells, and track-side breeze were

the same then as they were this past weekend. Other than the obvious age of the motive power (about 65 years between build dates) the experiences were very much the same. So, I guess, what really occurred last weekend was a bit of nostalgia in the present time - or “nostalgia today”.

One other thing: the photo of the F-7 is not mine—and neither is the shot of the SD70AH. When I was a kid I never wanted to take photographs of passing trains because I thought the camera was too distracting and I might miss something. Nowadays I have my side-kick and personal photographer to handle that detail. The photography work in this article is a testament to her ability.

Boxcars were filled with individual cartons of merchandise to be unloaded one-at-a-time and placed on a pallet. Easier said than done. If I was lucky, the car had been sitting on the spur next to the warehouse all night and had cooled off. Cars that were moved into the warehouse in the early afternoon had been sitting in the sun all morning and were like ovens inside. Imagine a sealed metal box sitting in the hot sun for six hours and you get the idea.

There was one track into the warehouse with space for five 50 foot boxcars. Baer Field, Ft. Wayne's airport and where the Kresge Warehouse was located, was serviced by the Nickle Plate Road on its New Castle District. According to my research, this was a little used district until the early '70's when Norfolk Southern took over and revitalized this section. I can't say for certain how often the warehouse was switched. It seemed more sporadic than regularly. The cars were spotted in the warehouse and the fun began.



There was one worker for each car - no doubling up. The first thing to do, which I did not learn until later, was to meet at the supervisor's desk to see what was in each car. Then in a mostly haphazard process, ruled by seniority, we would decide who unloaded which car. It did not take long to learn which loads were light and which were heavy. Toys were always the best and easiest load to get. Usually plastic and hollow, even large cartons of toys were light weight. Large cartons of gloves and other winter clothes, sometimes in a carton that was a 3 foot cube, could weigh hundreds of pounds. These couldn't be lifted, but were dragged out and man-handled onto a pallet. Thankfully, these large cartons had nylon straps that could be used as handles to maneuver the carton. Of course, in a warehouse full of men, there was some good-natured ribbing in this process, none of which was suitable for public consumption. (There may have been women working in the front office, but in the warehouse world it was only men.)

The next task was to get the car open. Never, that I can remember, were we able to open a car by hand only. The usual means was to get a forklift operator, hook a chain between the forklift and the boxcar door, and drag it open. There may have even been sledgehammers employed in this process, *wink, wink*. When that did not work, which was frequently, the operator would back up to get some slack in the chain and then take a run at it. This would usually do the trick to loosen a reluctant door, although I am sure this move would not be sanctioned by the car owner or the railroad.

(A little side note about forklift operators: They were usually the most senior men in the warehouse and were very skilled at their jobs. They had this game where they would try to tip over their forklift. Finding a large heavy carton of something unbreakable, winter gloves would do just fine, they lifted the carton about 6 feet off the floor. Then they drove forward as fast as safety would allow, slam on the brakes, and try to tip the forklift forward. The best were able to tip their forklift, then in mid-tip, lower the carton to regain stability. You can imagine there were times when the forklift tipped all the way over. Then they just lowered the forks to tip the forklift up again. No, the supervisors were not fans of this game.)

Next came the task of getting the ramp in place. This required the help of a co-worker and some acrobatics. The ramps were heavy plate steel, probably about 5 feet square, but wider on the dock side. There was probably about 3 feet between the dock and the boxcar. The trick was to place one foot on the dock and the other on the bottom rail of the door jamb. Then, with your partner, lift, drag and swing the ramp using the chain hand holds so that a lip on the front fit into the door jamb rail - all of that without either of you slipping and plummeting to the floor. This was just to get the unloading started.

If I was lucky, the car would be positioned so that I could unload it from the same side as it was loaded. The door opening was covered with a sheet of heavy paper, easily torn off. If it was positioned to unload from the opposite side, there were metal straps embedded in the paper stapled over the opening. This meant tracking down a pair of metal shears to cut the straps, then tearing the paper and hoping nothing came tumbling out of the car on your head. Now the real work began. The cartons could not be just stacked on a pallet. They had to be "palletized" (yes, that is the word used) according to the picture on the side of the carton. Of all the shortcuts we took in the warehouse, this was the one "by the book" rule the supervisor insisted on. Cartons must be stacked according to the description or all hell would break loose. The palletizing pattern had to be alternated with each row so that they interlocked with the previous row. The usual problem was stacking them too high on one pallet. Depending on the carton shape and contents, only so many rows were allowed on each pallet. The big cartons of gloves were easy - one carton per pallet.



For whatever reason the forklifts were not allowed into the boxcars. It may have been a weight issue, although the forklifts were small electric machines. In any event, we walked each carton out of the car and placed it on the pallet in the correct pattern. As we know, the interior of a boxcar is 10 feet high, so there were more acrobatics. The first goal was finding something stable to stand on. Then, as we know, freight shifts around as it moves over the railroad, so we literally had to pry the first carton out of the car. After that, the unloading got easier, but still all the

lifting, dragging and walking over an eight hour shift could be pretty exhausting.

Of all the boxcars that I emptied, I remember only one time counting the cartons that I unloaded. This was a boxcar full of ironing boards. There was one board per carton and not particularly heavy but a bit ungainly. I remember being able to carry only two at a time. Forty something years ago, in northern Indiana, southern Michigan and eastern Ohio, 5,000 families had pressed, wrinkle free clothes, thanks to my work that day. Probably not the greatest thing I have done in my life, but still not bad for a day's work.

So, remember, when planning for operations, give your boxcars time to cool off after sitting in the hot sun, and give your HO scale college boys plenty of time to unload that boxcar full of ironing boards, toys, or heaven forbid, winter gloves.



SIERRA DIVISION

Next Meeting: August 19
Virginia City, NV

UNSTRUCTURED
Morning: V&T Railroad Excursion
(see times at right)
Heritage Tour Package

1:30 - Meeting and Contests
Comstock History Center
Union and "E" Streets
Virginia City

August Contest Categories:

Modeling: Caboose and Passenger Cars
Photography: Any photo taken in the last 6 months
Railroad Arts and Crafts: Pattern, Needlework, Railroadiana
(same as PCR and Nat'l. Convention)

TIMETABLE

August 19
Virginia City

October 14
Paradise/Magalia

November
International Rail Fair



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

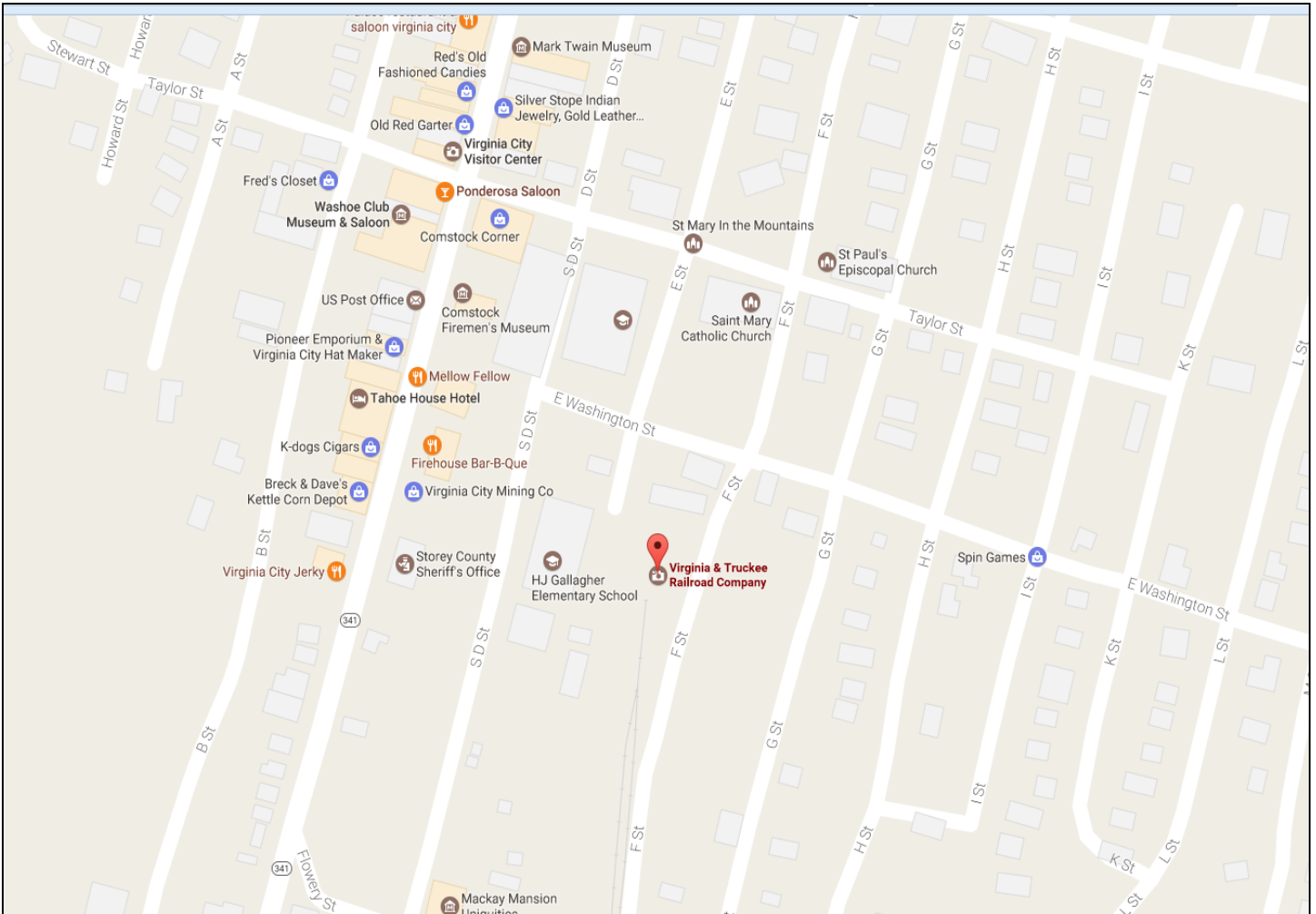


Departure Times
From Washington & F Streets

10:30 AM

11:20 AM

12:30 PM



May Meet - Sacramento, CA

By Jim Collins

The Sierra Division held its spring meet, on May 13, 2017. The meet was split between two locations. In the morning we met at the Sacramento Model Railroad Historical Society (SMRHS) for an operating session and then, after lunch, convened at The First Christian Church on Folsom Blvd in Sacramento. We had 16 people for the operating session and 26 at the meeting.



The SMRHS has both an HO-scale layout (modeled on the Southern Pacific and Western Pacific railroads between Oakland and Keddie, CA) and an HOn3 layout (which models a mix of western and CA narrow gauge prototypes). We operated with them on their magnificent HO-scale layout. All Sierra Division members that wanted a chance to operate were assigned to various yards or trains along with an SMRHS member to guide and help them. Everyone said it was a great time and we all learned a lot as the trains are run prototypically with signals (mostly but not quite all completely installed) and phone communications with the dispatcher.



Above and Below—SMRHS HOn3 Layout



Dispatcher's Office and CTC Panel



Jim Collins, Division Superintendent, Presents An Upgraded Athearn Dash-9 to Dave Megeath, SMRHS President

This is the third time in recent history that we have visited and operated on their layout. To thank them for allowing us to come over to operate and being such congenial hosts, Jim Collins, Sierra Division Superintendent, presented a gift to their President, Dave Megeath. It was an Athearn bluebox Dash-9 (C44-9W) in BNSF livery that the division had upgraded for DCC. We look forward to operating with the good folks at SMRHS for many years to come.



May Meet (ct'd.)

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY OF SESSION



Keddie Wye at Spanish Creek



Table Mountain—Oroville



Downhill In The Feather River Canyon



Sacramento



Bob Schott at Keddie



Gus Campagna Re-enacting History

May Meet (ct'd.)

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY OP SESSION



Dave Hilmes at Oroville



Tom Van Horn at 12th Street

As in previous years, around noon operations wound down and we all enjoyed a delicious barbeque lunch of hamburgers and hotdogs with chips and sodas that SMRHS people provided (for a small fee).

After lunch we moved to the First Christian Church.

SIERRA DIVISION MEETING

A brief business meeting was held first. The Sacramento Garden Railway Club has been doing our clean-up job after IRF each year for many years now for a fee of \$200. However, they have decided they can no longer do so. A vote was taken to determine how to make sure the clean-up was completed from now on. Choices included (1) members volunteering to stay and clean, (2) allowing the fair-grounds janitors to do the cleaning at \$50/hour (unknown how long and whether that is \$50 per person or not), and (3) paying the Sacramento Modular Railroaders who volunteered to do the work for \$300. A vote was taken and choice 3, the Sacramento Modular Railroaders, was approved.



Superintendent Jim Collins Open the Meeting



Division Director Tom Van Horn Announces the 2017 Division Member of the Year Recipient

Tom Van Horn, Sierra Division Director, spoke next and provided an update on information and items discussed at the board meeting. Tom also announced this year's Sierra Division Member of the Year, Chip Meriam.



May Meet (ct'd.)

SIERRA DIVISION MEETING

Jim Collins then spoke briefly about the new NMRA Discount Program and the opportunity for members to approach local hobby shops to participate.

There was a short break during which members voted on the models and photos. The theme for models was any structure built within the past six months and for photos the theme was tracks and structures.

Gus Campagna, from the Redwood Empire Division, was on hand to fill us in on the planned activities for the upcoming PCR Convention to be held April 2018 in Rohnert Park.



Chip Meriam—2017 Member of the Year



Gus Campagna Invites Us to Rohnert Park



APRIL 4—8, 2018



Chip Meriam, Sierra Division Chief Clerk and Newsletter Editor, then gave an excellent presentation on preparing and submitting articles for publication. Chip covered all aspects and steps from initial idea through submission guidelines for all publications from our division newsletter through national publications such as *Model Railroader* and the NMRA magazine. He also provided photography advice and provided a detailed handout. Hopefully this presentation will bear fruit in the form of increased submission for our newsletter, but also with people successfully completing the requirements for the Author AP certificate.

May Meet (ct'd.)

SIERRA DIVISION MEETING



The Contest Judges at Work



Gary Ray Tallying the Votes

After Chip's clinic, the results of the model and photography contests were announced.

Model Contest: any structure built within the past six months. First place: Walt Schedler for his SP Line Side Signal Maintainer Shop. Second place went to Ben Hughes and third place to Gary Ray.

Photo Contest: Tracks and Structures. First place: Walt Schedler, second place: Ken Martin, and third place: Tom Van Horn.

As always, the meeting ended with a raffle for various door prizes.

The next meeting is scheduled for August 19, 2017. We will be meeting in Virginia City. The division will be subsidizing the cost of tickets for the V&T train ride and a selection of museums in the morning with a meeting at a location still TBA in the afternoon. Should be fun!

SEE THE NEXT PAGE FOR THE CONTEST WINNERS



May Meet (ct'd.)

CONTEST WINNERS

Modeling - Structures



1st Place
Walt Schedler

1st Place

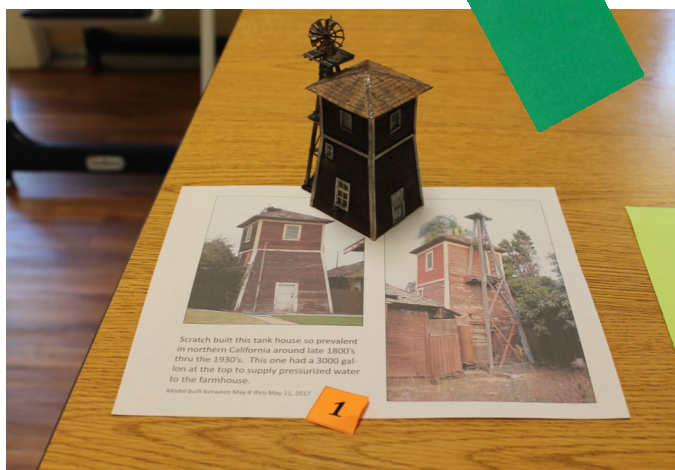
2nd Place



2nd Place
Ben Hughes



3rd Place



3rd Place
Gary Ray

May Meet (ct'd.)

CONTEST WINNERS

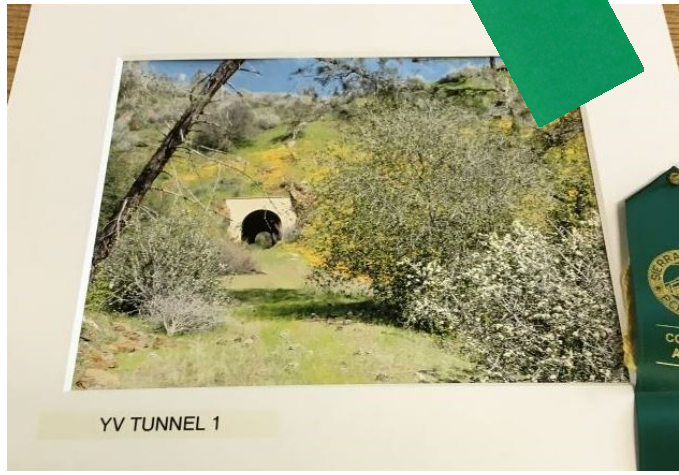
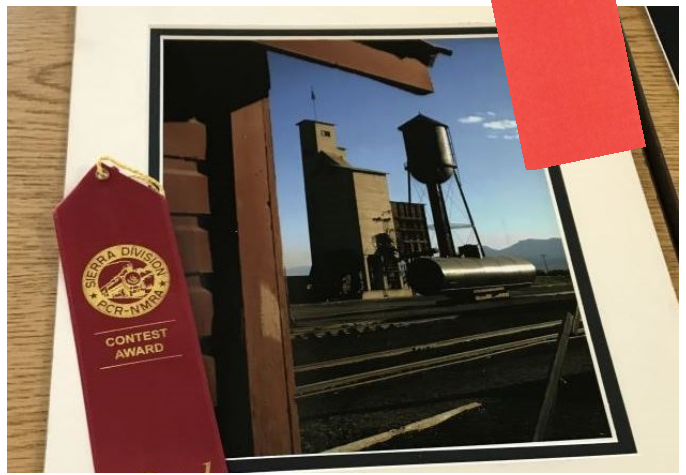
Modeling - Photos



1st Place
Walt Schedler



2nd Place
Ken Martin



3rd Place
Tom Van Horn



RAIL FAN PHOTOS BY JIM COLLINS

BAKERSFIELD AND TEHACHAPI LOOP



GE C44-9W—Built August 2008, Bakersfield, CA April 20, 2017

Note: This is also known as a Dash-9, the same as the model we presented to SMRHS at the May Op Session (see page 8).

see "Bakersfield" - page 16



GE AC45CTE - Unknown Build Date, Bakersfield, CA April 20, 2017



GE ES44C4—Built November 2012, Bakersfield, CA April 20, 2017



**EMD GP38-2, Originally MoPac 2123 - Unknown Build Date,
Bakersfield, CA April 20, 2017**



Bakersfield Station (Southern Pacific) - Originally Opened June 27, 1889



By Chip Meriam

Two Square Feet At A Time

I have reached the point in my layout building project, SP and WP Somewhere In Northern California, where the finish line is on the horizon. As many of you may recall (October 2016) my model railroad includes a few scenes that are complete, a few more that are nearly complete, and a whole bunch that have yet to be started. A checkerboard might be a good analogy except that an overview of my layout's scenery progress actually resembles an amoeba. Regardless, I have some holes to fill! But where to start?????

For me, the first step was to identify the task(s) at hand. Rather than viewing the entire layout as a large project needing a lot of work (one enormous task), I decided to break the job down into individual, manageable scenes (several small tasks). With scratch pad and pencil in hand, I wandered around the layout and wrote a small description of each individual scene that needed work. My overriding guideline was that no scene project could be larger than 2 square feet, or 288 square inches. In at least one spot, I identified a 4 foot length of track with a 6 inch swath, but most of the areas approximated 12 inches by 24 inches. My "survey" resulted in 26 individual scenery projects.

The next step was to photograph each of these projects. The photos could then be printed on the upper half of a standard sheet of paper. With the photos printed, I went through the stack of papers and gave each scene an identifying name—thus creating "scene sheets".

The third step was to add notes to each scene sheet to describe what was to be done, what materials would be used, and what (if any) structures, signals, signs, etc. would need to be built or acquired.

Finally, I arranged the scene sheets in order of completion. In other words, which scene would I finish first, second, third, and so on. This seemed simple at first, but it did require a bit of thought because there were several contiguous scenes that needed to be done in a certain order

AND

I wanted to identify scenes that could be paired so I could work on one scene and then shift to a second scene *while the glue dries* on the first scene.

See the next page for a sample of a scene sheet and my challenge to you.

SCENE SHEET



SWING GATE

SEQUENCE NUMBER: 7

Finish outward fascia with hard-

board. Provide access to wiring inside. Contour scenery to align with both stationary sides of the gate. Can use pink foam finished with ground goop, zip texture, and clump foliage.

Will need several deciduous trees and one or two conifers.

Extend road from grade crossing to yard area.

Ballast track.

May want whistle post, mile post, and call box.

Consider drainage below upper track level.

Shown above is the scene sheet for the swing gate that provides access to the inside of the layout. I will likely pair it with an adjacent section that will extend this scene into a stationary portion of the layout. I plan to share my progress in the October 2017 issue of the Short Line.

Now, my challenge to you:

Identify a two square foot area on your layout that lacks scenery, has incomplete scenery, or needs to be re-worked. Take a photo of the area "as is". Do the necessary work and take a second photo of the finished scene. Submit both photos, with a description of what you did, to the Short Line for publication in the next issue. Please have fun with this!

Final Run, Dick Foster

This From Stephen D Lewis, Redwood Empire Division:

Yesterday evening as members of Sonoma Short Line were arriving for a meeting, Dick Foster's wife, Susan, called to say he had died earlier in the afternoon. His daughter and sons were with him when he peacefully passed away.

Since 2014, Dick had suffered from hip problems and complications of hip surgery that were never resolved. Last year he was in Memorial Hospital to receive a pacemaker. In the hospital his kidneys started to fail. He was put on dialysis and moved to Aldersly Senior Center in San Rafael. Last Friday, he was admitted to Marin General to be treated for heart and kidney problems. On the weekend, he was informed his dialysis treatments would be increased from three to five days a week. He decided to stop any further treatment. On Wednesday, he returned to Aldersly.

Over the last few years Dick never stopped loving model trains and trains in general. At Aldersly, he transformed his room into a model train workshop. A wonderful sight to see. He completed two 4' modules for Sonoma Short Line. Until last week, he was still building laser kits. He continued to edit the Call Board and prepared posters and advertising materials for PCR 2018.

To me, Dick was a mentor, friend and one of the best guys I have ever known. As my wife often said, "What a wonderful human being."

Susan mentioned the family will plan some way to remember Dick, but no plans yet. Apparently Dick suggested he wanted his ashes spread on railroad tracks in the Swiss Alps. He might have to settle for Donner Pass and/or Truckee where they once lived.

Feel free to contact me if you have any questions.

Steve Lewis

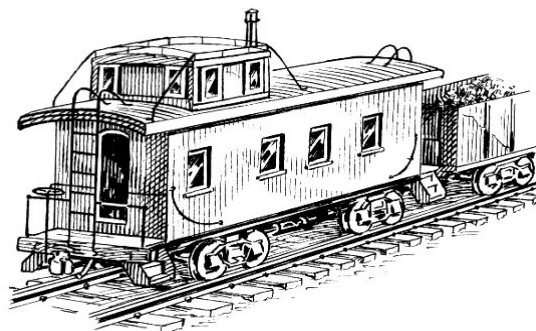
On the following page is Dick Foster's obituary as published in the San Francisco Chronicle. It is reprinted here at the request of Dick's family.



Richard V. Foster
Oct 6, 1935 - May 4, 2017

Richard V. Foster passed peacefully on Thursday, May 4, 2017, in San Rafael, California. Born on October 6, 1935, he was preceded in death by his parents Adriance Sherwood and Helen Vincent. His childhood was spent in Berkeley and after high school he pursued his interests in photography and film, graduating from the University of California at Los Angeles where he also excelled as an Air Force ROTC officer. Soon after graduation, he married Sally Jean Haselton and started his career as a film-maker, working for the United States government in Florida, the Sandia Corporation in New Mexico, and CBS in New York City. In the mid-1960s, he returned with Sally to the Bay Area to raise their two children, James and Jeff. Settling in Oakland, he worked for Palmer Films in San Francisco and later as a producer with One Pass Video and the Bank of America. After a divorce, he married Susan Shaffer and raised a family with Susan's daughters, Amy and Julie. He started his own production business called DF & Associates, with Susan working at his side for many years. They settled in Mill Valley and, after retirement, built a mountain home in Grey Eagle, California; later moved to Reno, Nevada; and eventually landed in Sonoma, California. Their love of travel included driving tours of the American West and multiple adventures throughout Europe. A hearty soul, he enjoyed the creative visual arts, golfing, mixing a martini, and, of course, model railroading. His love of trains started early and never waned; he built layout after layout throughout his many residences, ventured to small towns to visit hobby shops, stopped the family car to watch locomotives roll by, and shared his passion with his fellow train enthusiasts. He leaves behind many friends and family, including grandchildren Henry, Natalie, Danielle, Ben, and Emma, all who will miss his bellowing laugh, good humor, and genuine passion for life. Plans for a memorial service, with trains (of course!), are forthcoming.

Published in San Francisco Chronicle on May 12, 2017 - See more at: <http://www.legacy.com/obituaries/sfgate/obituary.aspx?n=richard-foster&pid=185350718#sthash.qRuBMwfk.dpuf>



Points of Interest in Virginia City—See Map On Next Page

- 1 Chollar Mine Tour**
615 South F Street (775) 847-0155
- 2 Comstock GoldMill**
F Street at the railroad crossing
- 3 Virginia City Arena & Fairgrounds**
- 4 Historic Fourth Ward School, Museum & Archives**
537 South C Street (775) 847-0975
- 5 Sugarloaf Mountain Motel & Market**
430 South C Street (775) 847-0551
- 6 Edith Palmer's Country Inn**
416 South B Street (775) 847-7070
- 7 Cafe del Rio**
394 South C Street (775) 847-5151
- 8 Mackay Mansion**
129 South D Street (775) 847-0373
- 9 Virginia & Truckee Railroad Depot**
370 F Street Shop: 560 South K Street (775) 847-0380
- 10 Storey County Sheriff's Office**
205 South C Street (775) 847-0959
- 11 Virginia City Beef Jerky Company**
204 South C Street (775) 847-7444
- 12 Tahoe House Hotel**
164 South C Street (775) 847-5264
- 13 Firehouse BBQ & Creamery**
171 South C Street (775) 847-7744
- 14 Virginia City Post Office**
132 South C Street (775) 847-0515
- 15 Waho Club Haunted Museum**
112 South C Street (775) 847-4467
- 16 Ponderosa Saloon & Mine Tour**
106 South C Street (775) 847-7210
- 17 Liberty Engine Company No. 1**
- 18 Comstock Firemen's Museum**
117 South C Street (775) 847-0717
- 19 Virginia City Middle School**
127 South D Street
- 20 St. Mary's in the Mountains**
- 21 Catholic Church & Museum**
111 South E Street (775) 847-9099
- 22 St. Paul's Episcopal Church**
87 South F Street (775) 847-9700
- 23 Virginia City Visitor Center**
86 South C Street (775) 847-7500
- 24 Red's Old Fashioned Candies**
68 South C Street (775) 847-0404
- 25 Mark Twain Saloon**
62 South C Street (775) 847-0599
- 26 Palace Restaurant**
54 South C Street (775) 847-4441
- 27 Delta Saloon**
18 South C Street (775) 847-0789
- 28 Historic Delta Cafe**
24 South C Street (775) 847-0789
- 29 Territorial Enterprise**
- 30 Mark Twain Museum**
53 South C Street (775) 847-0525
- 31 Virginia City Trolley Tours**
- 32 Bus Parking**
C Street (parking area) (530) 587-5742
- 33 St. Mary's Art Center**
55 North R Street (775) 847-7774
- 34 Comstock History Center**
20 North E Street (on the corner of E & Union) (775) 847-0419
- 35 Bucket of Blood Saloon**
1 South C Street (775) 847-0322
- 36 Mustang Ranch Steak House & Red Light Lounge**
5 North C Street (775) 847-4188
- 37 Storey County Courthouse**
26 South B Street (775) 847-0968
- 38 Cobb Mansion Bed & Breakfast**
18 South A Street (877) 847-9006
- 39 Piper's Opera House**
12 North B Street (on the corner of B & Union) (775) 847-0433
- 40 Virginia City Convention Center**
160 Union Street (775) 847-7231
- 41 Grandma's Fudge**
20 North C Street (775) 847-0770
- 42 Silver Queen Hotel & Wedding Chapel**
28 North C Street (775) 847-0440
- 43 Virginia City Baked Goods**
32 North C Street (775) 847-4708
- 44 VC Taphouse & Brewery**
28 North C Street (775) 847-0440
- 45 St. Mary's Art Center**
55 North R Street (775) 847-7774
- 46 Comstock History Center**
20 North E Street (on the corner of E & Union) (775) 847-0419
- 47 Bucket of Blood Saloon**
1 South C Street (775) 847-0322
- 48 Mustang Ranch Steak House & Red Light Lounge**
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- 49 Storey County Courthouse**
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- 50 Cobb Mansion Bed & Breakfast**
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- 51 Piper's Opera House**
12 North B Street (on the corner of B & Union) (775) 847-0433
- 52 Virginia City Convention Center**
160 Union Street (775) 847-7231
- 53 Grandma's Fudge**
20 North C Street (775) 847-0770
- 54 Silver Queen Hotel & Wedding Chapel**
28 North C Street (775) 847-0440
- 55 Virginia City Baked Goods**
32 North C Street (775) 847-4708
- 56 VC Taphouse & Brewery**
28 North C Street (775) 847-0440
- 57 Marshall Mint Museum**
90 North C Street (775) 847-0773
- 58 Red Dog Saloon & Pizza Parlor**
76 North C Street (775) 847-7474
- 59 Silver Terrace Cemetery**
381 Cemetery Rd. (775) 847-0281
- 60 Roasting House**
55 North C Street (775) 847-0708
- 61 The Way It Was Museum**
113 North C Street (775) 847-0766
- 62 Storey County Fire Station**
145 North C Street (775) 847-0954
- 63 Virginia City Gas Station**
351 North C Street (775) 847-0309
- 64 Virginia City Welcome Center**
North C Street and Highway 341
- 65 Miner's Park**
E Street and Mill Street
- 66 Storey County Senior Center**
E Street and Mill Street (775) 847-0957
- 67 Canvas Cafe**
110 North C Street (775) 453-5167
- 68 Silverland Inn & Suites**
100 North E Street (775) 947-4454
- 69 Old Freight Depot**
D Street and Sutton Street
- 70 Virginia City RV Park**
355 North F Street (775) 847-0999

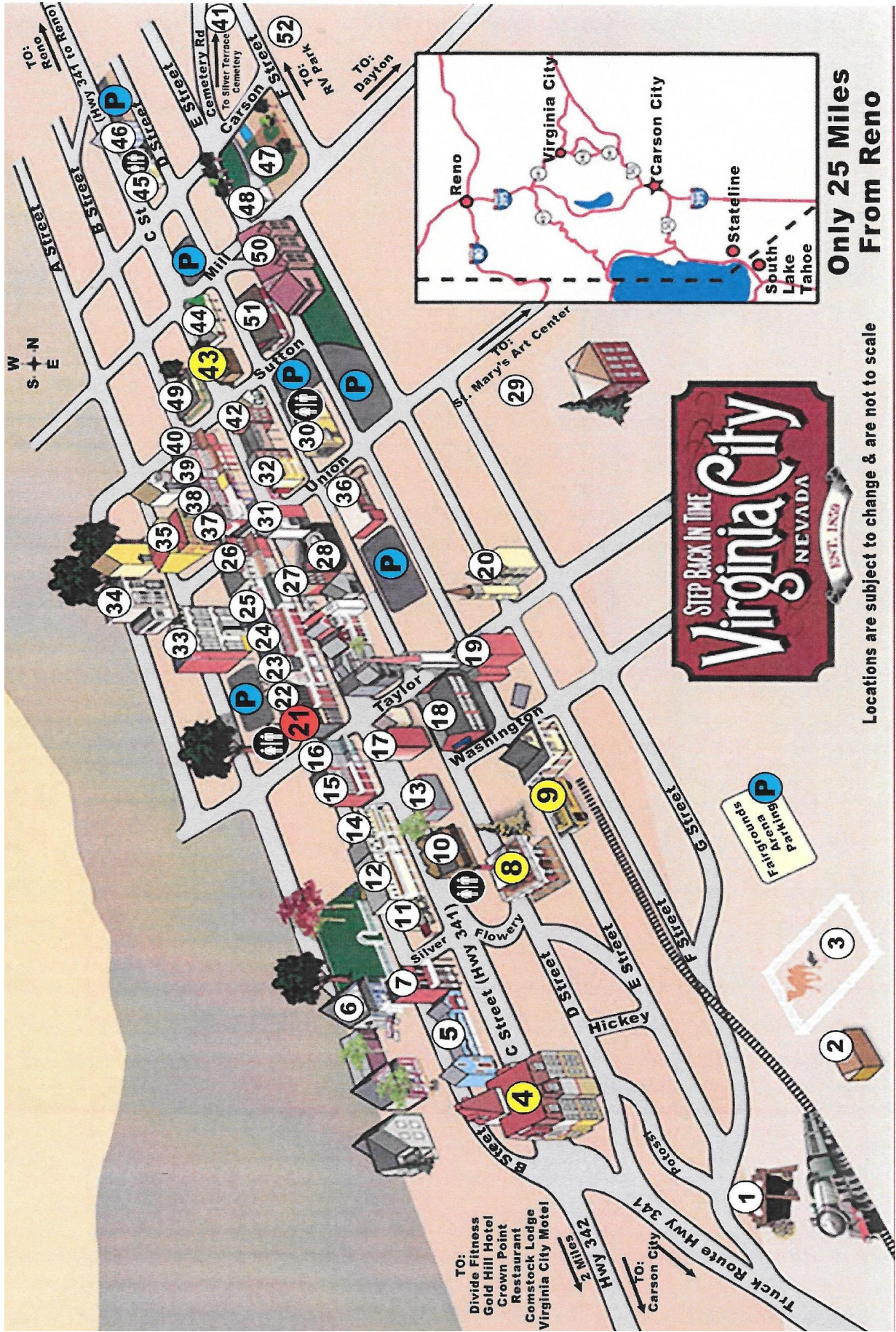


RESTROOMS:

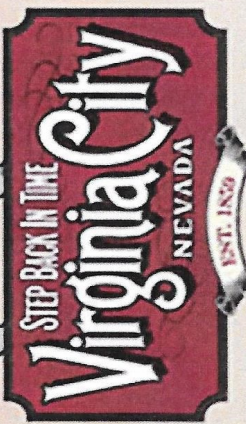
- Welcome Center
- Visitor's Center
- Sheriff's Office
- Comstock History Center

PARKING: P

- B Street next to Courthouse
- Between D & E Streets, next to Conference Center
- Comstock History Center
- Silverland Inn & Suites
- Between C & D Streets at Mill Street
- Welcome Center
- Fairgrounds



**Only 25 Miles
From Reno**



Locations are subject to change & are not to scale

- TO: Divide Fitness
- Gold Hill Hotel
- Crown Point Restaurant
- Comstock Lodge
- Virginia City Motel