



THE SHORT LINE



SIERRA DIVISION, PACIFIC COAST REGION, NATIONAL MODEL RAILROAD ASSOCIATION
January 1, 2008

SIERRA DIVISION BANQUET

Saturday January 26th, 6:30 PM
Sierra Division Members and their
Guests Welcome

Meal will be Vintners Buffet, Cost \$25.00.
Please contact Jim Long, by January 19,
phone at 530-676-1798 or e-mail
jimclong@sbcglobal.net with the number of
people that will be there by January 19th.

Entertainment by Dave Rainwater

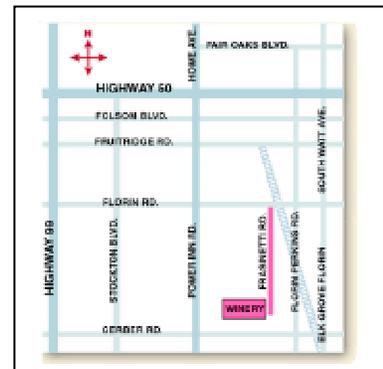


FRASINETTI'S
Winery & Restaurant

7395 Frasinetti Road Sacramento, California 95829 (916) 383-2444



Dave Rainwater
Gold Country Fiddler
&
Minstrel



SIERRA DIVISION MEET

Saturday February 2nd Sacramento Branch Library 2901 Truxel Rd, Sacramento



SPERINTENDENT'S REPORT

December 2007, Jim Long

On Oct 6th we had a meet in Paradise. We started with a tour of Northeastern Scale Models in Chico. They had coffee and doughnuts and coffee for us. They explained how laser cut buildings are made. They showed us how their shingles are assembled. This was very interesting. Then we all gathered for lunch in Paradise. After lunch we went to the Lutheran Church where we have a very nice clinic by Claws Kale titled "Aviation and Model Railroading" and the meeting. Then there were a couple of layouts that were open. I want to thank Norm and Don for setting up the Meet. I hope to do it again there sometime.

Our next event is the Sierra Division Banquet on January 26, 2008. It will be at Frasinetti's Winery in Sacramento. I want to thank Dick Witzens for setting this up. The cost will be \$25 for Sierra Division members and their guests. We will be having their Vintners Buffet. We need a count of the people that are attending by January 19, 2008. Please contact me by phone at 530-676-1798 or e-mail jimclong@sbcglobal.net with the number of people that will be there. Dinner will be at 6:30PM. We will have entertainment by Dave Rainwater. He is the Gold Country Fiddler that we saw at Jamestown

last summer. He is the Gold Country Fiddler that we saw at Jamestown last summer. You can find out more about him at his web site at <http://huckleberryyfiddler.com/>. Frasinetti's is located at 7395 Frasinetti Road, Sacramento, CA. Their web page is <http://www.frasinetti.com/>

The next Sierra Division Meet will be Saturday February 2, 2008. This meet will be at the Sacramento Branch Library 2901 Truxel Rd. Sacramento. At this meet I would like to see each person bring a model that they can share with us. We just want an explanation about what it is and how you made it and what it is all about. That way we can all participate. The more people that bring models the better our program will be. We will have a Roundtable discussion about anything related to model railroading. This is for information, questions etc.

Looking to the future we are planning a Sierra Division Meet for May 10, 2008. I am thinking of having our summer Picnic on August 9, 2008 in Nevada. It could be held at the Nevada State Railroad Museum in Carson City. I am looking for some local people to help in setting these events up. Please contact me if you are willing to help. I am also thinking that perhaps Reno Carson City would be a good place for the next PCR Convention that is in Sierra Division. Again if you are willing to work on this please get in touch with me. I am also looking for clinics that can be presented at our division meets and the PCR Conventions. I also work on the NMRA National Clinics Committee so if you would like to present a clinic there please contact me as well. If you are able to present a clinic please contact me at 530-676-1798 or jimclong@sbcglobal.net

The PCR Convention is coming up on April 30 to May 4, 2008. It is being held in Fresno. There is more information at <http://www.pcrnmra.org/conv2008/> and in the Branchline. I would like to see strong support for the Sierra Memories PCR Convention from Sierra Division.

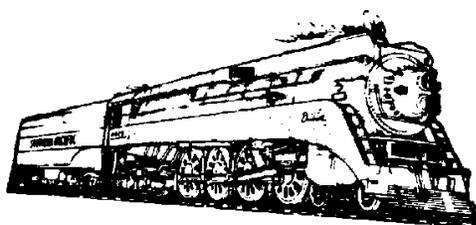
One of the most expensive items we have in the Sierra Division is the Short Line. If we change to an electronic issue we should be able to save money. I am thinking about looking into to this. We would still have a mailed version for those that want it and or don't use computers. In order to have an electronic version we need accurate e mail address for our members and someone to keep this list up to date. Are there any volunteers?

I hope to see everyone at the Banquet on January 26th and the meet on February 2nd.



Some of Claws Kale's HO Scale airplanes. They are paper models!

Submissions to the Short Line: Photos, Prototype information, Modeling tips, News of coming events, etc are welcome. They may be submitted to Donald Schmitt, 1318 Johnson Ave, Marysville, CA 95901, email <duschmitt@comcast.net>.



A Tale of Two Team Tracks (Part 1)

Tom Campbell

For the past few years I've been obsessed with researching the railroad history of Sacramento's 'R' Street. Planning for my switching layout is rooted in this research. After giving my 'R' Street PowerPoint presentation at the Western Pacific RR Historical Society meet in Chico, I was handed a packet of photocopied pictures by a very nice member of the audience. The pictures, of various scenes on 'R' Street in the mid 1930s, turned out to be exhibits used in a California Railroad Commission (CRC) case. This led me to take a trip to the State Archives to look into CRC case 4066.

Case 4066 dealt with a Western Pacific Railroad (WP) complaint that the Southern Pacific Railroad (SP) was illegally refusing to switch cars for them under the reciprocal switching agreement. Specifically the moves that were refused were from the WP/SP interchange tracks at 4th and 'R' to two specific industry locations on 'R' street. Reciprocal switching agreements were very common in towns that were serviced by more than one carrier. It allowed industries that were on one railroad's line to have access to the services of the other. The railroad that performed the line haul would interchange with the railroad that would perform terminal switching for a token switching charge. This charge (\$2.70 per car in this case) was the published tariff rate when the movement from the interchange track was to an industrial spur within the switching district. However, SP had designated the two spurs identified in the complaint as team tracks. The reciprocal tariff didn't apply to a move from the interchange track to team tracks or other terminal facilities, such as freight houses, owned by the railroad. Instead, the move would incur a much more expensive local haul charge.

One problem was that neither the published tariff nor the CRC had a legal definition for "team track" or "industrial spur" in 1935. In addition, these two spurs were adjacent to businesses with loading doors that allowed direct (un)loading from the track making them *look* like private spurs. Besides the conundrum of how these tracks should be defined, there was no other legal question before the commission in this case.

The Southern Pacific held that their definition of 'team track' was any track owned by the railroad and available for public use- the standard definition. As team tracks, the spurs would be considered part of SP's terminal facilities and ineligible for the \$2.70 tariff.

The Western Pacific felt that an abuse of this definition would unfairly block them from certain customers. They wanted the track definition to depend how the track was used. If a spur was used extensively for a single customer, that track should be treated as a private industrial spur and eligible reciprocal switching. Ownership or leasing of the track, or whether or not a company paid for maintenance of the spur would be immaterial according to the WP definition.

SP had the great weight of legal precedent on their side. With few exceptions the Interstate Commerce Commission (ICC) and other State railroad commissions allowed railroads latitude to designate railroad owned spurs team tracks and to protect their terminal facilities from use by another line.

As a research find, this case is a real boon for me. In addition to the pictures, the case file includes (among other things), copies of correspondence between the two railroads, blueprints of SP tracks serving industries on 'R', copies of the ruling tariffs, and two books of 'Reporter's Transcript' from the case's two hearings. These books include testimony from WP's Sacramento agent and regional freight traffic managers from both lines – providing invaluable insight into the relationship between the two railroads and some of their business practices.

Also, there is interesting testimony from Andrew Arata of the 'Arata Brothers'. The Arata family owned a chain of grocery stores in Sacramento, and Andrew was the manager of Valley Wholesale Grocery that supplied their four retail stores and several other grocery stores in the region. The spur adjacent to his warehouse at 20th and 'R' was the major point of contention between the two railroads in this case. One of the exhibits in the case file is a record of all freight car deliveries to this spur for 1935 and the first half of 1936. There were 170 carloads delivered in this timeframe. This record shows that the vast majority of these were for the grocery warehouse at least in part (several of the carloads' cargo were only partially destined for Valley Wholesale.).

The spur itself predated the arrival of Valley Wholesale Grocery by many years. It was originally built close to the center of 'R' Street, and it was designed to be a team track. In 1929, Valley Wholesale Grocery built a warehouse at 20th and 'R', and after a number of expansions eventually occupied the entire block lengthwise from 20th to 21st streets. The grocery workers would place portable runners out some 27 feet from their warehouse across the north half of 'R' Street to cars spotted on the team track. This caused traffic problems on 'R' and in 1930, after complaints by the City of Sacramento (and a formal application made to the CRC) the track was moved closer to the grocery warehouse - 10 feet from the face of their building. The cost of moving the track was entirely borne by the railroad. WP contended that this alteration was evidence that this track was primarily for the grocery business, or at least that the grocery warehouse had elevated rights to the track. Thus it should not be designated a team track. Interestingly SP countered (in part), that the new track was placed 10 feet away from the warehouse whereas the CRC regulation for clearance on a private industrial spur was 8' 6". (A difference of 5.25 millimeters on my HO scale layout!)

Next time, I'll cover the second spur involved, and I'll reveal CRC's final decision regarding case 4066.



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