



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



The World's Greatest Hobby!

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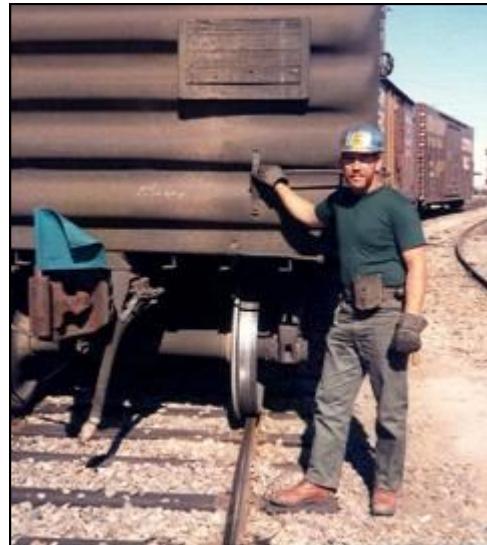
SP Redding Time Table**How I Built my Laser Kit****Yard Storage Kit Builds****2013 PCR Registration****Calendar****In the 5 MB Digital Short Line****Walt Schedler's SP Redding Trackplan****August 4 Meet Photos**

One of the joys of a 28-year career with the Modesto & Empire Traction Company shortline, was the opportunity to experience almost every job on the railroad.

I started as a Yard Clerk, before the advent of the computer age; every railcar had to be eyeballed and listed first thing in the morning. Since haste was paramount, some unofficial shortcuts were tried by clerks. For example, a rock would be placed on a wheel of the end car. If the rock was there the next day you just copied the previous check instead of walking the track. This would work until the train crews discovered the subterfuge. They would pick up the rock, switch the industry and then replace it. This meant getting caught 'hot stoving' the check (meaning you sat around the warm office and copied yesterday's instead of going out in the weather).

Once the check was done I became the Boxcar Repairman for the rest of the day. I opened and closed stuck doors for industries and maintained load dividers in a fleet of leased cars, which had a tendency to get misaligned and hard to

operate. I carried all of my implements of destruction (chains, come-along, sledge hammer and pinch bar) plus a ladder with me and on one occasion startled a switchman taking a smoke break who said he thought a tank was coming down the yard.



Car knocker Mike with cars blue flagged, ready for inspection.

After a year in the office, I was assigned to the diesel shop as a machinist. There, I helped maintain our fleet of GE 70-ton locomotives. During the five years in the shop, I

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

Sierra Division Callboard

PCR business or questions:

Director

Melvin Jones
papamel@sbcglobal.net
(775) 883-0486

Sierra Division business, questions, or to volunteer to give a clinic, for membership problems,

SHORT LINE

subscription or address problems:

Superintendent

Jim Long
jimclong@sbcglobal.net
(530) 676-1798

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

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(530) 887-8880

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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**, 6601 Ray Family Lane, Magalia, CA 95954 or by email to gerber1926@gmail.com.

If e-mailing put EDITOR in the subject line.

From the Superintendent

Thank you for attending the summer Sierra Division Meet. We all had a good time at the Sacramento Valley Live Steamers.

Our next meet will be **October 6** in Colusa. We will meet at the Bethlehem Lutheran Church, 720 Ware Ave. Colusa at 9:00am. We will have our business meeting, election of officers and a **talk by Jim Akin a former SP Yard-master in Southern California**.

We will then go and tour a 12" to 1' **SP C-8 2-8-0 steam locomotive** in Colusa located at Parkhill and 12th St.. Then there is an **American Flyer O gauge layout** and **Walt's Train Shop** (small inventory) at the **Picket Fence Antique Store** at 344 Market St, Colusa.

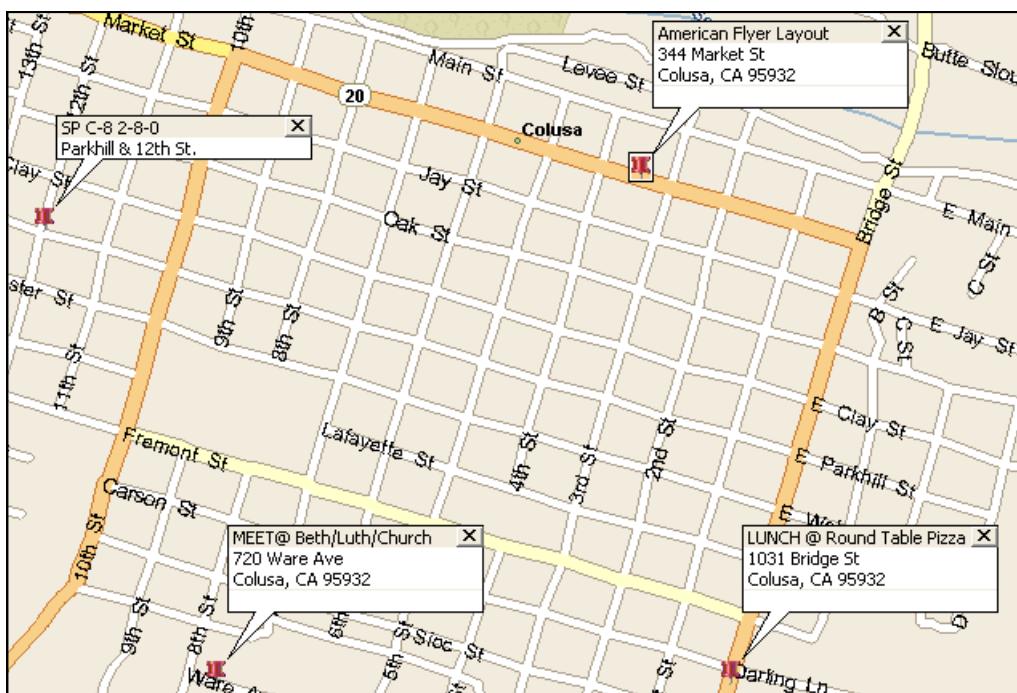
Lunch will be at **Roundtable Pizza** around noon. If you want to join us there the address is 1031 Bridge St., Colusa. They have a lunch special for around \$7.

After lunch we will head to **Walt Schedler's home to see his layout and have an operating session**. Walt can accommodate 18 people at time for operating session. We can make each part of the session short so many can have an opportunity to participate. **We are taking signups for the operating session. Please contact Jim Long at jimclong@sbcglobal.net or 530-676-1798 to sign up.** Maps to Walt's will be handed out at meeting.

If you get lost or need any information on October 6, call Walt's cell phone 408-431-1660.

I also have an announcement about a few Sierra Division members. They are opening a new store called "**Trains**" around October 5. It will be at 1958 E. Williams (Hwy 50) Carson City, NV. They should have some fliers at the Sierra Division Meet on October 6.

Jim



From the Editor

Digital Subscription Problems

I have taken over the digital and mailing database and have reconstructed and backed them up. Email notification is made through Yahoo Groups at http://dir.groups.yahoo.com/group/Sierra_Division_Short_Line/?yguid=463445985

You must include first and last names when you join to allow coordination with the mailing list. Received this in the mail and wish to be digital, email me at: gerber1926@gmail.com. Include "Editor" in the message heading.

Currently there are 73 member receiving the digital edition saving the division about \$300 a year.

Volunteer for 2012 Railfair Nov. 10-11

Our division pays for the newsletter and was able to subsidize this year's building project with this fundraiser. **Please help if you can.** The perks are as follows:

- Free admission to the show both days (in exchange for one volunteer shift on either day)
- Free parking in the vendor lot at the back of the fairgrounds
- Free ticket to the Vendors' Banquet on Saturday night (\$15 value) with choice of entrée: beef, chicken, or vegetable lasagna
- The undying gratitude of the Sierra Division for helping with Railfair

Contact Mary Moore-Campagna to help. (707) 664-8466 or email Mary at marycmoore@campagna.com



2013 PCR Convention

We will have a very special tour of the **Lawrence Livermore National Laboratory** which will take us through the National Ignition Facility.

This is a major national facility for investigating the basics of matter. You will see amazing science up close.

The tour is on Thursday, April 4, 2013 and will cost only \$20. There is very limited seating available: There are 14 seats at 8:30am and 14 seats at 12:30pm.

To register for the convention, or for the specific event described here, go to:

<http://www.pcrnmra.org/conv2013/>

SIERRA DIVISION

Next Meeting: Saturday, Oct. 6

Place: Bethlehem Lutheran Church

720 Ware Ave.

Colusa, CA

Time: 9:00 AM to 4:00 PM

Above: Ed Zies and editor at August 4 meet. Below: Judy and Larry Chamberlin help prepare for BBQ.



Many more pics in Digital Short Line

TIMETABLE

October 6

February TBA

August TBA

SHORT LINE DEADLINES

January 7 for the Feb. issue

April 8 for the May issue

July 8 for the August issue



Moving 70 tonner on shop track.

hauling piggyback trailers to our dock where they



Finally a short pole to climb.

safer and easier. They also taught me a little Spanish; most of which isn't suitable for polite company, but that's another story. They were a great bunch of *compañeros*.

In 1981, the company built a new piggyback yard

temporarily became the Signal Maintainer, taking care of crossing signals. My aversion to heights made aspects of this chore less than joyful. Hanging by a linesman's belt over two lanes of traffic to clean lenses really raised the adrenalin levels.

My next assignment was driving a semi-tractor

were circus ramped for shipment. Backing a 40' trailer down a string of flatcars can be an exciting experience, especially when kids would uncouple the flats and the brakes bled off. I would find myself with the trailer on one flat and the tractor on another with a 10-foot gap between them. The solution was to set the trailer brakes and drive forward until the cars made a joint.

When there weren't any pigs to load, I was farmed out to the Section Gang. Working with this crew maintaining the railroad, I learned what hard labor was all about. The regular gang treated me like a kid brother, making sure I learned all of the ways to make the job

safer and easier. They also taught me a little Spanish; most of which isn't suitable for polite company, but that's another story. They were a great bunch of *compañeros*.

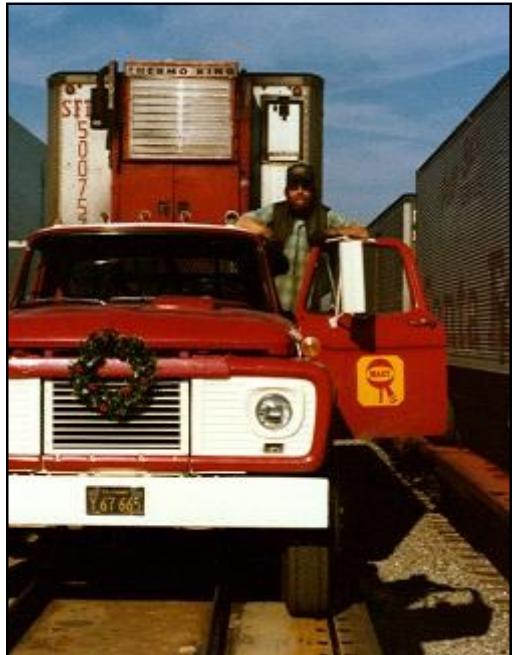
where I became Swing Shift Foreman and a machine operator on a Drott 80-ton overhead travel-lift, jokingly called "The Imperial Walker" in reference to the *Star Wars* fighting machines. I was part of the crew that assembled these Leviathans and was chosen to

tighten the leg bolts on top after the machine was stood up to its 40-foot height. Did I mention my aversion to heights? I think my fingerprints are still embedded in the steel beams.

I operated the travel lift and drove hosteling trucks until 1995 when I became ramp foreman with a 20-man crew to manage. It was a far cry from the solitary days of circus ramping trailers. We could load and unload more vans in a single day than I could in a month on the old ramp.

In addition to my paying duties, I also volunteered at Railtown 1897 State Historic Park on weekends for about 13 years. Here I was certified as a Brakeman, Conductor, Fireman and Engineer on the park's steam train excursions over the Sierra Railway right of way.

All in all, it was a very enjoyable career. The constant variety of assignments kept the job from becoming humdrum and in the process I gained a wealth of knowledge about all things railroad. None of which helps me now that I am retired, but it makes for good story telling.



Circus ramping at Christmas.



REDDING TIME TABLE—Black Butte Sub

by Walt Schedler

SP REDDING SUB DIVISION 1955															SP REDDING SUB DIVISION 1955														
EASTWARD DOWN															WESTWARD UP														
24:00 MID/ NIGHT	01:00 AM	02:00 AM	03:00 AM	04:00 AM	05:00 AM	06:00 AM	07:00 AM	08:00 AM	09:00 AM	10:00 AM	11:00 AM	12:00 NOON	13:00 1:00P	14:00 2:00P	15:00 3:00P	16:00 4:00P	17:00 5:00P	18:00 6:00P	19:00 7:00P	20:00 8:00P	21:00 9:00P	22:00 10:00P	23:00 11:00P	24:00 12:00PM					
#11 12:19A		KPX 2:44A		XE1 4:00A	#20 Klam 5:14A	PCX P.C. Exp 6:23A		XE2 8:30 AM					#19 12:19 XW3 12:30	#10 1:39P			RKM 4:42P	ANCP 5:00P SLE 5:18	PSSE 5:18P KFM 6:14P		FROM #11			#12 10:41P					
GERBER		T0 #12 10:41P			XW4 8:07								11:00 11:40 SMW	12:06 12:19 12:30				7:10P XSME									GERBER		
RED BLUFF																												RED BLUFF	
REDDING																												REDDING	
SIMS																												SIMS	
DUSY																												DUSY	
DUNY																												DUNY	
SMALL																												SMALL	
CANTARA																												CANTARA	
AZALEA																												AZALEA	
Mount Shasta																												Mount Shasta	
BLACK BUTTE																												BLACK BUTTE	
HOTLUM																												HOTLUM	
K-FALLS																												K-FALLS	
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	24:00	00:00			
	24:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	24:00	00:00			
	24:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	24:00	00:00			

The string-line above shows the many main line trains that will run on your October 6 visit to Colusa. Over 450 feet of mainline is currently in use and can take 45 actual minutes from one end to the other. Another 450 feet of track will be added in the future. A current track plan is on page 11 of the Digital Short Line. —ed



FAVORITE PHOTO

by Dave Mussatti

At the 40th Annual Nevada Railway Symposium held in Ely, NV, the ultimate experience was riding behind #93 on the Steptoe Valley Flyer. We were treated to a 2 1/2 hour trip on the main line in September, 2011.

(Submit photos to editor)

How I Built My Laserkit

by Walt Schedler

I used **Bragdon** powders and 70% rubbing alcohol to color the wood walls and other parts. I used a water bottle cap for mixing the colors. I started with a bright yellow and put the wall sections under weights to keep straight as they dried, overnight. All doors and window frames were colored both sides, before removal from the flat.



After installing the widows, flush with the face of the building side, I placed a very small drop of AC gel in each corner and then dropped in the glazing. I did add a tiny bead of AC gel to the four edges of the glazing, before dropping them in.

Glazing was made dirty, using light gray chalk dust and a small soft paint brush. Both inside and out were made to look dirty.

On the exterior walls, I added more of a brown mixed with the lighter yellow, to put on the second coat. I experimented with the darker color, in order to match some existing **SP** Yellow buildings. When this had dried (under weight) for about 20 minutes, I then assembled the walls to the base.

The base had been colored in the same away, only with gray chalk powder, to represent concrete.

Concrete cracks were done with a sharp **Exacto** blade and black powder rubbed in to highlight the cracks.

A 12x12 beam was added to the end of the loading dock. A straight pin was used to make a hole that was filled with back powder, to represent the bolts that fastened it to the end of the concrete loading dock.

All interior walls were colored with my version of **SP** Yellow. Floors and walls were soiled, using dark brown

and black chalk - especially on the normal tracks from hand trucks on the floor. All trim used my version of **SP** Brown chalk and alcohol mix.

The small entry door was colored and glazed prior to installing. It was fastened to the frame, using three carefully placed amounts of AC gel, to represent hinges and then held in place, as if opened, and shot with accelerator spray.

A pad of AC gel was put on the door face, to represent the door handle and lock.

Later, a small drop of black paint was used, to fashion a door knob.

Both large door were made to open and close. A weathered - dirty work bench was put in, just past the small door. A pallet load and workman plus a 55 gal drum were added to the back loading dock.

Masking tape cut to three foot HO scale feet was put on, starting at the bottom edge of the roof. The first piece was allowed to slightly extend past the roof edge. The roof was colored using grimy black paint. When almost dry, I covered it with **Bragdon's** black powder.

Final weathering was done using a grimy mix of **SP** yellow, brown and black powders mixed together with 70% rubbing alcohol. Added weathering was put on the walls, where the lower roof met the side of the taller building. This was done to represent the extra rain run-off at these spots.



After a coat of **SP** light gray lettering paint on the foundation I used AC gel along the bottom of the foundation and sprinkled green foliage, to represent weeds that grow around a building's foundation. Extra foliage was used where the extra rain would run off.

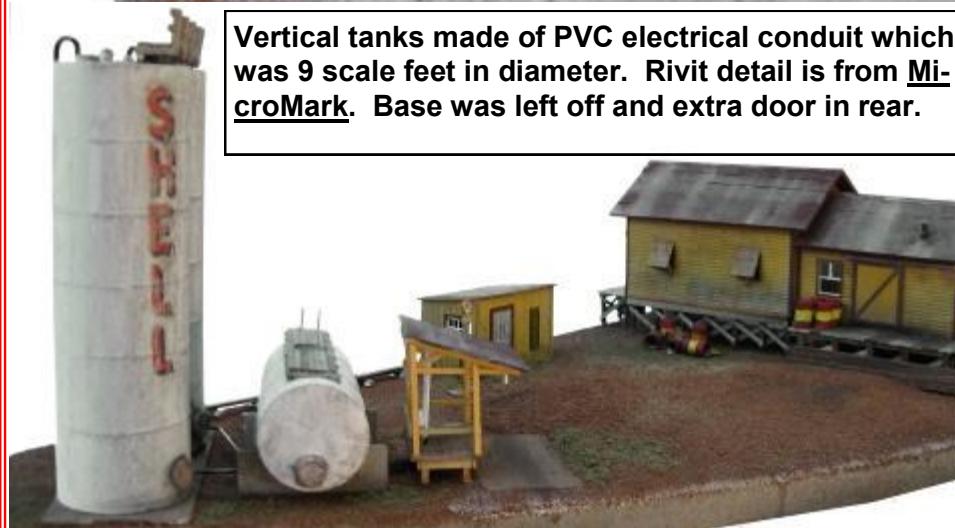
North Eastern Scale Models Yard Storage Project

by Gary Ray



Five laser kits were shown at the August meet. An informal vote was taken to pick first place. Walt Schedler (see page 6) and Gary Ray (left) were tied.

Hopefully more projects will be shared at the next meet and the future. There are 35 people that still need to show how they used the kit.



Frank Zila (above and left) is almost finished with his kit. No roofing material was included with the kit so it is up to the builder. A weathering stain was used on the sides.

Kits to not have to be finished to share. Nice job, Frank!



Donald Schmitt was very creative with two N scale kits to produce this two-story Aermotor dealership. Window mullions are printed on paper to get to scale.



Jim Petro reversed the higher of the two building parts to put the loading dock on the opposite side. The owner obviously takes pride in maintaining the building. The brick foundation is another creative touch.





PCR/NMRA
Iron Horse Express
2013 Convention
Holiday Inn, Dublin, CA
April 3-7 2013

RETURN FORM AND PAYMENT TO:

Iron Horse Express
c/o Tom Crawford
4337 La Cosa Ave
Fremont, CA 94536

E-mail: IronHorseExpress2013@pernmra.org
Website: <http://www.pernmra.org/conv2013>

Hosted by:

Coast Division, Pacific Coast Region, National Model Railroad Association

Registration Form

Last Name	First Name	First Name (for Name Badge)	
Address		City	State Zip Code
Home Phone	E-mail Address NMRA # (Membership Required)		
Registration Type (Please check one)		NMRA Region (if other than PCR)	
<input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth			
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)		E-Mail (if Different)	NMRA #
<input type="checkbox"/> Modeler <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth			
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:		

All Fares, except Day Fares, include Clinics, layout tours, & Saturday Night Banquet

FARES: Please fill in and total	QTY	Unit Cost	Total
Early Bird (Before January 31, 2013)		79.00	
Normal Registration		89.00	
First Timer - PCR Members who have not registered for the past 5 conventions		69.00	
Non Rail Registration		69.00	
Banquet Only (s-o's coming to nothing else)		45.00	
Youth Registration (12-18 years or student)		50.00	
Day Fare (No Banquet) <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat		35.00	
PCR Breakfast (prior to Business Meeting, Sunday 8 AM)		5.00	
Non Rail Lunch		5.00	
Polo Shirt <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL		25.00	
Polo Shirt <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL		27.00	
Ball Cap		15.00	
Non NMRA member must join the NMRA	6 month Rail Pass (allowed one time only)	9.95	
	Full NMRA membership/PCR subscription	72.00	
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash	[Use website for credit card]	TOTAL:	
** Make Checks Payable to: "PCR Conv 2013" No Refunds After March 15, 2013			

SIERRA DIVISION AREA

HOBBY SHOWS & RAIL-FANNING EVENTS

PCR Master Calendar So Many Events		PCR MASTER CALENDAR - Please check the calendar for all events. Only a limited number are listed below. Calendar: http://www.pcrnmra.org/pcr/calendar/
November 2 to 4		High Sierra Model Railroad Tour Sponsored by PCR/NMRA Sierra Division, Layout Tours, Reno, NV. area: http://www.highsierramodelrrtour.com/ (No details yet on website, continue to check for updates) More info contact Jim Petro at: jpetro328@gmail.com
November 10 & 11		36th Annual International Railfair - Co-sponsored by PCR Sierra Division, 10:00 am to 5:00 pm Sat., 10:00 am to 4:00pm Sun., Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA. Adults \$7, kids under 12 free, Fairgrounds charge for parking \$5. \$10 FAMILY SPECIAL on Sunday.
April 3 to 7, 2013		Iron Horse Express 2013 - PCR Convention, Holiday Inn, Dublin, 6680 Regional St., Dublin, CA "Early Bird Special" before Jan. 31: \$79, "First Timers" who have not been to PCR convention in last 5 years: \$69. More info and registration: http://www.pcrnmra.org/conv2013/

SP—Black Butte Sub

Photos and Diagrams by Walt Schedler

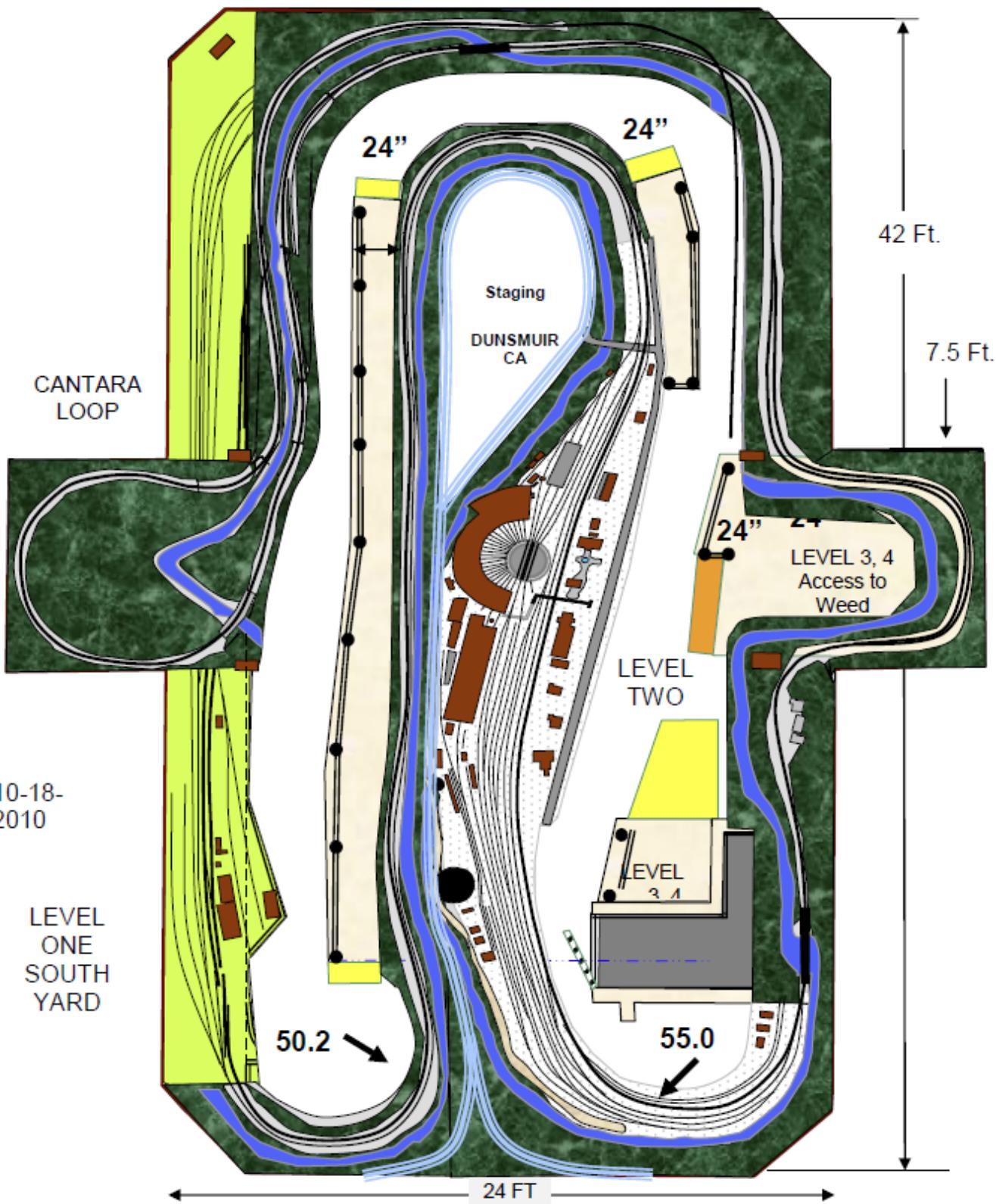
Walt is hard at work enlarging layout. Wireless NCE trottles are used. A dispatcher controls 25 mainline trains as well as over two dozen locals. Sierra Division will visit in Colusa on Oct. 6. Everyone will have an opportunity to operate if they wish. Hope you will be there. – ed



Walt is working above North Dunsmuir Yard on the Mott/Azalea lap siding that may be done by the time we visit.

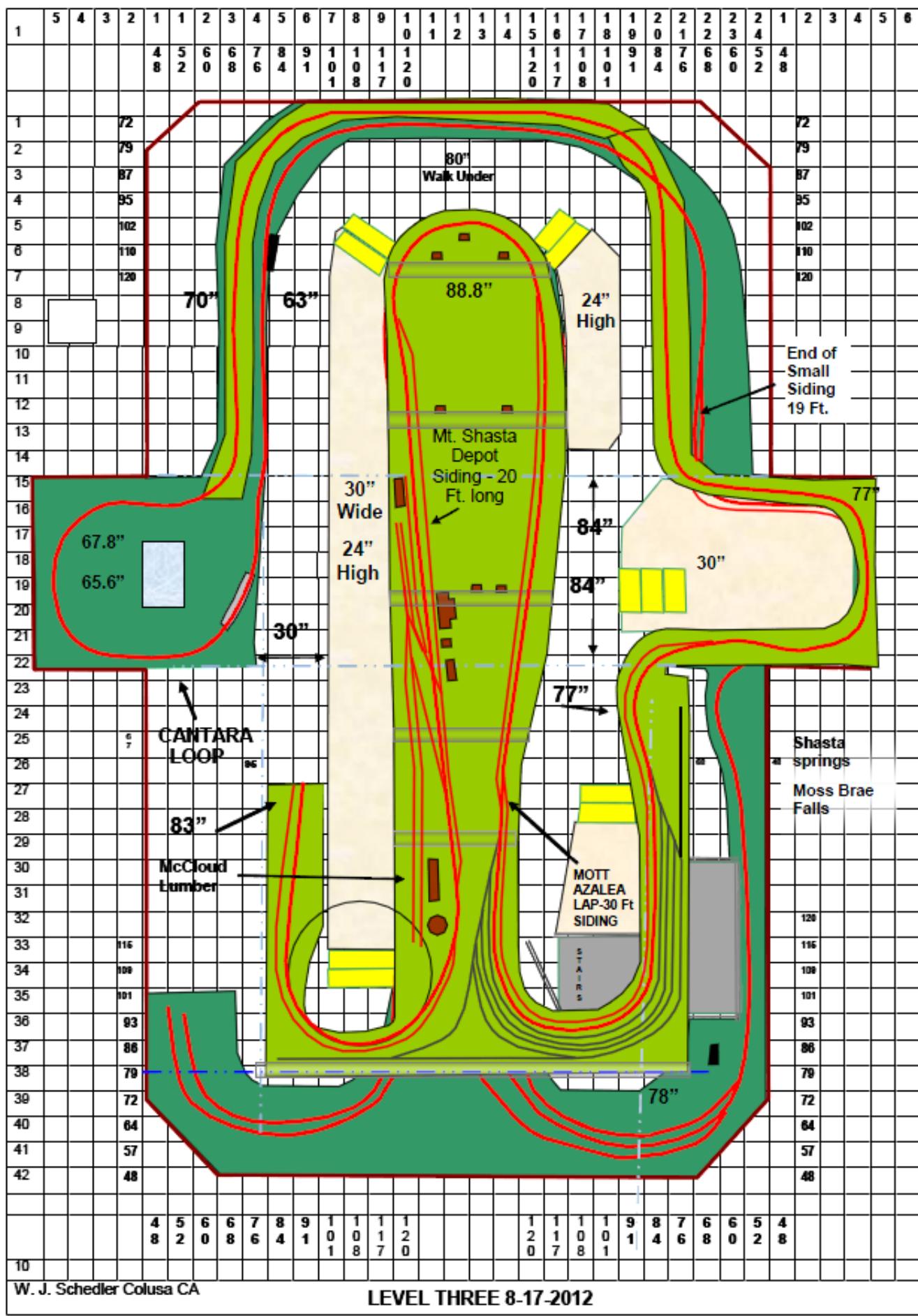


WALT SCHEDLER'S SP COLUSA SHASTA DIV. CIRCA 1955
 42 X 24 PLUS DORMERS – LEVEL TWO AND PART OF LEVEL ONE (IN LIGHT GREEN)



LEVEL ONE - SOUTH YARD AND STAGING (NOT SHOWN) UNDER PENINSULA –
 LEVEL TWO - DOWNTOWN DUNSMUIR AND UP TO CANTARA LOOP THEN ON LEVEL THREE
 AND MOTT, MT SHASTA, BLACK BUTTE, WEED AND GRASS LAKE

Walt Schedler, Colusa, CA, owner





Photos & Text by Gary Ray



The Sierra Division had its annual picnic on August 4 at beautiful Hagan Communities Park in Sacramento. The Sacramento Valley Live Steamers were our gracious hosts. After a delicious barbecue lunch cooked by chef Jim Long, we were treated to rides around the park behind a 4-6-0 steamer. The 6300 foot main line crossed several wooden trestles and a truss bridge.

Norm Morris and his grandson Nick look over the 5 laser kits that were shared.



Superintendent Jim Long is finished cooking and calls Dick Kreutzer and Dick Witzen for lunch.

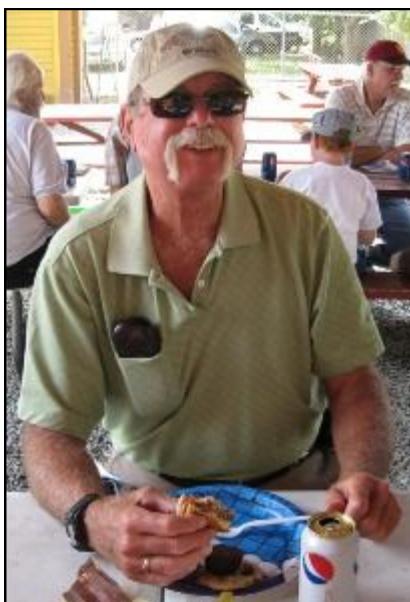


Al Rowe, Jim Dieckman, Hans Olzen, Jim Petro.
Dennis Drury, Frank Zila, Mary Moore-Campagna, Scott McAllister.

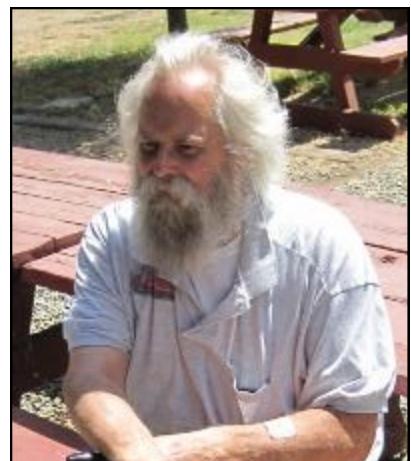




**Greg Duke, Carolyn Schedler, Judy and Larry Champlin.
Walt Schedler, Bob Fallen, Gus Campagna.**



**Jim
Long,
Mel
Jones,
Donald
Schmitt.**











The Sierra Division really appreciates the hospitality of the Sacramento Valley Live Steamers Railroad Museum for being our hosts. President **Bill Yoder** has invited members of the **Sierra Division** to attend their next meet which will be held Oct. 19-21. Dozens of trains will be there. To see 4 pages of photos from last years meet, go to: <http://www.svls.org/Meets/2011FallMeet/index.html>. Get more information at: <http://www.svls.org/index.php>. Tell the gate guard that you are there for the meet and hopefully you won't have to pay a park admission fee. Wearing my name tag helped. **Sierra Division** donated \$150 to their organization as a thank you.

A loose bearing caused a short delay on one of the trips but the problem was soon remedied.



Jim and Gus discuss the manufacturer of the pre-weathered flex-track.

