



# SHORT LINE

Sierra Division \* Pacific Coast Region \* National Model Railroad Association



The World's Greatest Hobby!

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## Making Evergreen Trees That Won't Make You Sneeze

By Dave Bayless

**Model Railroads** set in the Pacific Northwest can be beautiful and dramatic. With the soaring Cascades and abundant Evergreen trees, the area is a venerable playground for geologists, nature lovers, outdoorsmen and, of course, some fantastic mountain railroading - no matter what era one models. But wait, how are we going to make the gigazillion-bijillion trees needed to represent this area on our layouts? (I'm assuming you are modeling the Pacific Northwest like I am.) Follow my outline on how I stumbled across a quick and easy way to model one particular type of Evergreen or Conifer tree.

**Why I Decided To Build This Tree:**

This came about innocently enough one day while I was unloading scenery materials and putting them away in a storage drawer 2 years after we had moved into our new home. My 6-year-old grandson said, "Papa, what are those for?" referring to the old artificial Christmas tree limbs I had saved just for this purpose. So to quench his curiosity I pulled one out and said, "This is going to be one of a billion Evergreen trees for my model railroad." "How are you going to do that Papa?" he replied. "Well, let's take one of these limbs over to my workbench and see what we can do to it to make it look like an Evergreen tree." Here is a picture, (picture 1) of an artificial tree limb, shown on the right after it was cut from the main branch. It looks pretty crude but with a little work, it could be turned into a respectable background tree like the one on the left. It still needs some work, but it was a good start and it was quick to make. But first, what does a prototype Evergreen look like?



Picture 1

## Sierra Division Callboard

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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

## So Just Exactly What Type of Model Railroader Are You?

Are you a *model* railroader or a model *railroader*? We are all attracted to model railroading for a variety of reasons and interests. Some of us really enjoy the modeling aspects of the hobby – the design, construction, painting, weathering, and scenic additions to our layouts, modules, and dioramas.

Hence, the emphasis on **model**. But many are more interested in the **railroading** part – operations, including switching and running our models just like our prototypes.

Of course some people love it all and are just as happy building a water

tower or detailing and weathering a freight car as they are switching the local dairy or highballing it down the road. (Then there are a few that hate it all, but love having the completed layout and watching trains run – just as long as they don't have to do any work, ha ha.)

For those who lean more toward the modeling side of things, we have scheduled our next meet with you in mind. We will be meeting at the Elk Grove Public Library, 8900 Elk Grove Blvd, Elk Grove, CA 95624. Our diligent and energetic clerk and newsletter editor, Chip Meriam, heard about and researched a "Scratch Building Test" that is more of a clinic and allows people to use some basic materials to construct whatever they want. It is not so much a test of scratch building as an exercise in creativity. Chip will be holding one of these in the morning (9:00 to approximately 12:00). It should be a lot of fun. In the afternoon (1:00 to approximately 4:00) will be the usual business items (brief as possible), the contests, and a really interesting clinic by Klaus



Upper Sacramento River Canyon

Kiel on Aviation in Model Railroading. It should be another fun and enlightening day for all. More details will be provided when the full agenda is published.

For those of you who could not make it to the meet in Paradise, you missed an *exceptional* one. Attendance was terrific and all had a fantastic time, both at the museum and hearing Gary's fascinating presentation on the Butte County RR (and enjoying the pizza and everyone's company for lunch), as well as the fun of seeing and operating on



The whole group outside Gary's layout building

*"Super" from page 2*

Gary's massive SP Gerber Sub layout. He has really made great progress! See the photos on the previous page and others in this issue. I strongly wish/suggest that, as long as Gary is ready and feels no pressure, we return to see and operate on his layout at least once every 2 years (or maybe annually if he agrees). And once more and never said often enough: **THANK YOU GARY** for the outstanding job you did arranging and running everything!!



Oh, by the way, Gary lives in one of the most beautiful places. The views on the way up to his house are magnificent.

As I said, attendance was really great in Paradise but, as Chip noted in his editorial, it was still a paltry number compared to our total membership. I don't know about you, but the reason I joined NMRA was to be involved, learn things, and do things that help me enjoy the hobby more. If you don't DO anything, how can you ever say "model railroading is fun?" It's sort of sad to realize that the very best attendance/participation we've seen recently is an anemic 12.7-13% of membership. I know that people join for many reasons but it would seem that around 90% of our membership are in for the magazine and the membership card... and that's it. Not, in my opinion, a very good job of getting your money's worth. Chip nailed it – the **KEY** to getting the most from your membership is **participation**.

We are certainly a large division geographically which is why I have tried to hold the meets in various locations to allow members who maybe cannot drive far to attend at least one or two. But, to be honest, at every meet it's pretty much the same people who attend no matter where the meet is held. You folks just sitting back are missing out on one of the best parts of membership – the association and involvement. The **AC-TION**.

Having said that, you maybe think this is going to segue into a call to volunteer for a position. Yes and no. We of course always need good people to step up and take on one of the administrative jobs, but the main point is that we all have more fun and learn more by associating together; hearing, seeing, and working together on projects/clinics/presentations; and just being together and socializing around a general subject and hobby we all really enjoy. So, quit hiding! You only hurt yourself.

Longer range planning: the October meet will be held in Modesto in the basement of Sovereign Grace Baptist Church. I hope to give a clinic on using AnyRail 6.0 for layout design and construction aid. That will probably be in the afternoon. I'm still trying to nail down the other half of the day. It's important to remember that this will be my last meet as Superintendent – we need someone to step up to the plate and take on the job. There are lots of people who will assist. Nominations are being taken at the August meet.

See you at the Scratch Building Test in August!

A handwritten signature in cursive script that reads "Jim".

# From the Editor

## Participation

In May of this year the Sierra Division held its spring meet in Paradise, CA. As noted in the story about the meet (see page 16), this was one of the best attended meets in recent years. As impressive as the attendance was, it pales in comparison to the total Sierra Division membership. There were 33 members at the meet and the total roster is between 250 and 260. Nonetheless the success and sheer fun we had in Paradise in May was largely due to more **active participants** than normal – not to mention a lot of hard work on the part of our host, Gary Ray. And speaking of Gary Ray, I dug this out from the *Short Line* archives:

From April 2015

*"When I read of Gary's desire to find a replacement I thought of two things: First, I wanted to become more active in the NMRA – particularly at the local level. This would be just the ticket and motivation for me to do exactly that.*

*Second, I wanted something like this to do when I retire in a few years. Again, just the ticket. I look forward to producing many more issues of the Short Line and the camaraderie ahead as an **active participant** in the Sierra Division."*

The above were my words in my first issue as *Short Line* editor, taking over from Gary Ray. Note that the term "active participant" pops up here too. This is more than just a coincidence. I believe that **active participation** is **THE KEY** to getting the most from membership in the NMRA. Those of you who were at the Paradise meet know exactly what I mean.

Perhaps you enjoy your NMRA membership because it affords you the opportunity to subscribe to the national publication, *NMRA Magazine*, or the regional publication, the *Branch Line*, or the division publication, the *Short Line*. Maybe you enjoy the discounts and so forth available to NMRA members through the "Partnership Program". Chances are very good that you the beneficiary of the NMRA Standards Program that was, and continues to be, a central focus of the organization. These are all good reasons to maintain your membership, but they are all **passive participation**. I'm suggesting that there is a great deal more to be gained from this fascinating hobby if you **actively participate**. Here are several ways you can do just that:

Attend a Sierra Division meet. This is the very best way to meet and connect with other nearby modelers. We meet four times per year in various areas through the division. We try to plan meaningful and entertaining ancillary activities to "spice up" our gatherings. For example, we enjoyed a picnic and train ride while visiting the Sacramento Valley Live Steamers; we took a guided tour of a prototype rail car repair facility; we rode on the historic rails of the Virginia & Truckee; and we had a private tour of the California State Railroad Museum Library. All of these were in conjunction with our normal business meeting, modeling and photo contests, clinics, and door prizes.

Volunteer to help with the International Rail Fair. Every November "Rail Fair" takes place over an early November weekend at the Placer County Fairgrounds. The place comes alive with model railroad vendors from all over and layout displays from local groups such as the Sacramento Modular Railroaders and the European Train Enthusiasts. The resident model railroad club, Roseville Roundhouse, has an open house during Rail Fair. This past year the Sacramento Valley Live Steamers set up a portable loop of track and provided train rides for young and old alike.

*see ""Editor" - page 5*

"Editor" from page 4

Attend a regional or national convention. These are gatherings larger in scope than what Sierra Division can offer. The conventions generally last several days and feature judged modeling and photo contests, layout tours, prototype tours, clinics and workshops, and awards banquets with top-notch speakers.

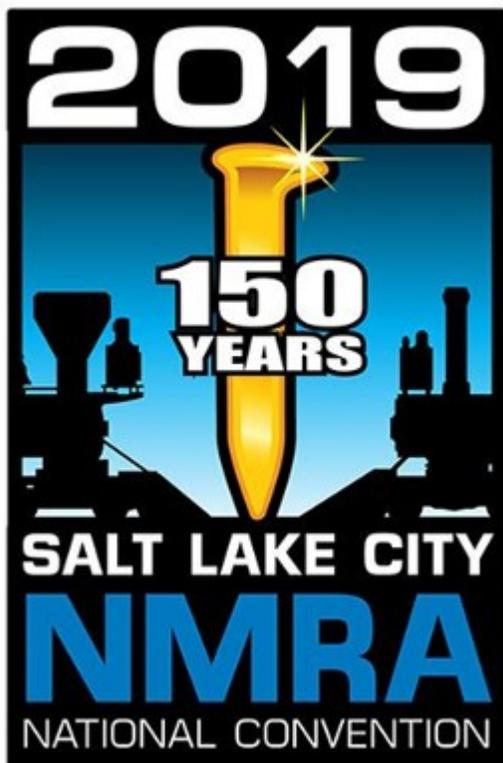
Create and submit an article for publication right here in the *Short Line*. I'm always looking for interesting submissions from those of you who are kind enough to read these pages. Why not become part of these pages? Besides, articles published in a division newsletter can be used to earn up to half of the points needed to fulfill the requirements for the NMRA Achievement Program, "Model Railroad Author".

And now that I've mentioned the Achievement Program, I suggest you take a look at it, too. This is a great way to **actively participate** in the NMRA while honing your skills as a modeler and, quite possibly, earning recognition as a Master Model Railroader! Check out the programs website:

<https://www.nmra.org/education/achievement-program>

The Sierra Division Achievement Program Chairman is Dave Bayless. Contact Dave with any questions: [davebayl@pacbell.net](mailto:davebayl@pacbell.net)

So there you go: five ways you can **actively participate** in the NMRA. I can easily list five more and five more after that. So why not get started? Get **active** today!



NMRA National Convention - July 7 - 13, 2019  
Salt Lake City, UT

<http://www.nmra2019slc.org/registration/>

# — SPECIAL NOTICES —

## International Rail Fair Committee Is Seeking A New Secretary

*With great regrets, I would like to retire as IRF Secretary.*

*While I am willing to continue as interim secretary, I am asking each of the IRF Directors to announce this job opening at all meetings of their organizations until the job is filled, hopefully as soon as possible..*

*The job duties consist primarily of sending out meeting reminders, attending about nine meetings a year, taking minutes at the meetings and preparing and emailing them to the committee members. The secretary also maintains and distributes a roster of Committee members. Occasionally there may be a special report or item of correspondence. The secretary also maintains a permanent file of the minutes, reports from other committee members, and other pertinent information.*

*If anyone has questions or would like more information, they should feel free to contact me.*

*Dick Witzens, IRF Secretary*

[witzrr@surewest.net](mailto:witzrr@surewest.net)

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## Sierra Division Officer Elections Are Coming

Although the Division Director election has taken place, the elections for the Superintendent, Chief Clerk, and Paymaster will soon be upon us. Nominations may begin at the August 2018 meeting and the voting will take place at the October 2018 meeting.

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## WANTED - 2019 PCR CONVENTION COMMITTEE MEMBERS

(Sierra Division is the Host)

The 2019 PCR Convention is well into the planning stage with dates and venue confirmed. A convention logo has been developed and a name has been selected, "DIAMOND RAILS FOREVER". What is sorely need as soon as possible are volunteers to coordinate the activities of the various committees. We are still needing to fill Contests, Clinics, Outside/Prototype Tours, Volunteers, and Head Hobo. There are several folks in the Sierra Division that can do the "heavy lifting". What we need are people to instigate the planning and delegation of duties. Could you be one of those people?

Please contact Co-Chairman Jim Collins, [jimcol@charter.net](mailto:jimcol@charter.net)

or

Chip Meriam, [chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

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## Crew Call

Colusa Shasta Division OP Session - Saturday, August 18 - 9:00 AM to 5:00 PM (beans at noon, \$5)

1140 3rd Street - Colusa, CA

Walt and Carolyn Schedler 530 458 8383

408 431 1660 (cell)

### Prototype Conifer or Evergreen Tree

So the first thing we need to know is what types of trees would be best simulated with an old artificial tree limb like this? Looking through several pictures in books and the internet, I discovered a couple of conifers that looked close to the artificial tree limbs I was starting with (picture 2).

By the way, a Conifer is a tree that bears cones and has Evergreen needle-like leaves. An Evergreen is a plant or tree that has leaves throughout the year - always green. I learned there are about 588 different species of Conifers which fall into four categories: Spruce, Fir, Pine and Cedar. I was mainly looking for a tree with long limbs and leaves. The two trees that I thought were the closest in shape and style to what I was trying to accomplish are the Western Hemlock, (fir), and the White Pine, (pine), both of which are found in abundance within the Pacific Northwest Cascades, including the slopes around Mt. Rainier. Compare the artificial tree limbs above with pictures of the Evergreens shown below. Pictures 2-A and 2-B are the Western Hemlock and Pictures 2-C and 2-D are the White Pine.



Picture 2



Picture 2A



Picture 2B



Picture 2C



Picture 2D

Ok, now that we have determined the type of tree to be simulated, where was it going to be placed on the layout?

### Where Is The Tree Going To Be Placed On My Layout ?

This is an important question as it determines viewing distance and thus the amount of detail that needs to be modeled to create an authentic reproduction for close up viewing, or just a fair but overall realistic representation - one that resembles a distant Evergreen in a grove. Although the model was not going to be a fine, close-up model, having a grove of background trees growing along the mountainside slopes of Mt Rainier and the Cascade Range was the goal. Generally, you should have the greater amount of detail close to the viewer and less detail farther away. At the front of the tree canopy, very realistic trees with intricate trunk and branch detail should be modeled with closely spaced, less discernable detail on the background trees. This way the viewer is led to believe all the trees in the forest have the same exacting detail as the few that are close up.

*"Trees" from page 7* Picture 3 at right gives an idea of how several semi-finished trees will look. Imagine many of these trees spaced close together on a mountain slope about 2-4 ft from the viewer. The lack of fine detail will be unapparent. So where did the idea come from to start with?

### Where The Idea Came From To Build This Tree?

Curiously enough this idea came about after Christmas 1984 when I saw an article written by John Nehrich, of NEB&W fame, titled "A Source for Large Pine Trees" in the January 1985 issue of *Model Railroader* magazine. John took some old artificial Christmas tree limbs and cut, trimmed, painted and shaped them into presentable pine trees. They were only good as a background trees as they lacked any discernable detail in their trunks, branches or leaves. I cut that article out and saved it for future use. I soon collected some artificial Christmas tree limbs after the Christmas season of 1984, carefully packed them in a box and stored them for when I would need to start building my Cascade forests. It wasn't until just recently, (a couple of months ago), when my grandson urged me to get one out and make a tree for him.



Picture 3

Shown at right (picture 4) is a small tree limb that is in the process of being transformed into a Conifer. It has been cut from the main artificial branch, initially trimmed and has some putty applied to form the trunk. The tree on the left is a larger Evergreen almost completed. It still needs more leaf detail and color highlights plus final trimming. So how did I go about making this "forest view" evergreen tree?

### Supplies Needed To Build This Tree And Initial Trimming

Well foremost, find some old artificial Christmas tree armatures. The best time to look is after the Christmas season when many people throw theirs away. Make sure you get the ones with pointy fiber-like leaves that are wound and twisted around a metal armature. You will also need spray glue such as 3M Super 77® or even just old VO-5® hairspray. Of course, a pair of tin snips will be handy to snip the metal armatures from the main branches. Also, some putty such as Bondo® filler or Squadron® Green Putty available at your favorite hobby shop.



Picture 4



Picture 5

Then you will need rattle can paint. I like forest or dark green colors, but lighter olive greens could be used as highlights. Very dark green or even black is used as an underside shadow color. Scissors and hobby knives will also be needed for trimming and gouging bark in the trunks. Finally, you will need the all-important ground foam and leaf materials in various colors. After collecting supplies, the process starts with cutting off a limb from the main branch and trimming to look like a general White Pine or Hemlock as shown in picture 5 at the left. It is akin to starting with a balsa block of wood and whittling yourself a boxcar like they used to do in the good old days. Make sure you use pictures, such as pictures 2-A, 2-B, 2-C and 2-D, and other resources to get the shape correct. Cut away some branches at the bottom of the limb to act as a trunk with a little sticking beyond the trunk to be used to plant the tree in your forest. Now what is next?

*see ""Trees - page 9*



Picture 6

### Procedures & Steps For Building A Believable Conifer/Evergreen Tree

Ok, after you have grabbed a cut-off artificial limb and begin trimming as described above, the next step is to add putty to the trunk area and shape it into a reasonable looking trunk. Form some of it into a root structure spreading out from the tree as it dries. Before it completely dries, use your hobby knife to gouge in some bark. Once this dries, make sure the branches are pointing down by encircling the cusp of the tree with your fingers and pulling in a downward fashion. My branches were all pointing up and even after trimming did not look right. Notice in picture 6 at left how some of the branches are still pointing up but others have been pulled down, so they are either sticking straight

out or pointing a little down. Make another trim to match the photos and at this point you are ready for the paint and ground foam application.

### Initial Painting And Addition Of Ground Foam

This step really moves the project along and makes the tree look more like a Conifer rather than a stick cut



Picture 7

Christmas Tree limb. Take the tree outside, wear some disposable gloves and, while holding the tree from the trunk, paint the undersides of the branches with very dark green or black to create shadows. Once dry, (it will dry very quickly), continue painting the main color of forest green from the top and sides. Repeat again, painting on highlights to the tops of the branches with the lighter color green. Also shoot the trunk with a brownish-grey color. You could also brush on the trunk color if desired. Spread out some newspapers in preparation for the ground foam. I used Woodland Scenics® Underbrush Forest Green and Underbrush Olive Green, plus some Very Fine Medium Green ground foam. Now, before all the paint dries completely, spray the tree liberally with the VO-5® hairspray or Super 77® spray glue. Then sprinkle the tree with various colors of ground

foam. Spread the darker color ground foam from below and the light, smaller ground foam from above. Spray the glue again to hold it. Set the tree into some spare Styrofoam to dry a little. The excess ground foam caught by the newspapers can be gathered into a container to be used again on another tree. Picture 7 at above left shows a canister of ground foam being sprinkled onto a painted and glue sprayed tree. You are almost finished with just a little trimming, painting and addition of detailed leaves.

### Final Painting, Trimming, Highlighting And Addition Of Fine Leaves

By this time your tree should look fairly good. It could be planted on your layout the way it is. This whole procedure should have taken only about 15 minutes and during that time, if you make the trees in batches, you could create many trees in only a little more time than it takes to make one. Picture 8 at right shows several trees at this stage. They don't look too bad. You can see the highlights painted into the branches, ground foam "leaves" and trimming plus the putty trunks. Make sure you use photos because trees don't always look like the pruned "Christmas" tree shape we have come to recognize at the Christmas Tree farms.



Picture 8

I wanted my trees to have a finer leaf structure, so I basically repeated the steps above but when I got to adding ground foam, I used a flocking material. This time I used Woodland Scenics® Static Grass Flock in Medium Green color. I again sprayed the tree with VO-5® hairspray and shook on the static grass. That did



the trick by adding the needle-like leaves of a Conifer. A little more painting, highlighting and trimming might be necessary to shape the tree as close to your picture source as possible.

### My Experience With Scratchbuilding A Conifer Tree

So what are my final thoughts? Well it was fun to create a representation of a White Pine or Hemlock for my layout. It was easy and very quick. The materials were readily available, and I am pleased with the final product. Since the original artificial Christmas tree limbs are longer, larger and taller trees can be made. Some of the branches can be cut down to "thin" the tree out since taller Evergreens tend to not be so "full". When foresting a Northwest Cascade mountainside, one needs "thousands" of trees and this is a method to make them fairly quickly. The best thing is when you are done, they don't look like bottle brush or Christmas tree limbs just stuck into the scenery but have the appearance of a forest canopy. Picture 9 at left gives a closer look at the finished product with the flocking leaves applied as well as the final painting and trimming. Give it a try. I think you will like the results. Let me know how it worked out for you.

Picture 9

Dave Silverstreak  
Bayless

## SIERRA DIVISION

Next Meeting: August 11  
Sacramento

9:00 AM - Noon - Clinic  
Noon - 1:00 PM - Break for Lunch  
1:00 PM - 4:00PM - Meeting

Elk Grove Public Library  
8900 Elk Grove Blvd.  
Elk Grove, CA

*SEE MAP BELOW*



## TIMETABLE

August 11  
Sacramento

October 13  
Modesto

February 9  
Sacramento

May 1-5  
PCR Convention  
Sacramento

## SHORT LINE

Sept. 10 for the Oct. Issue

Dec. 10 for the Jan Issue

Mar 10 for the Apr Issue

June 10 for the July Issue

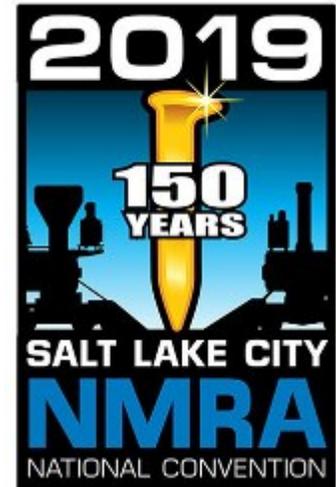
### August Contest Categories:

*Modeling: Traction & Self Propelled Cars*

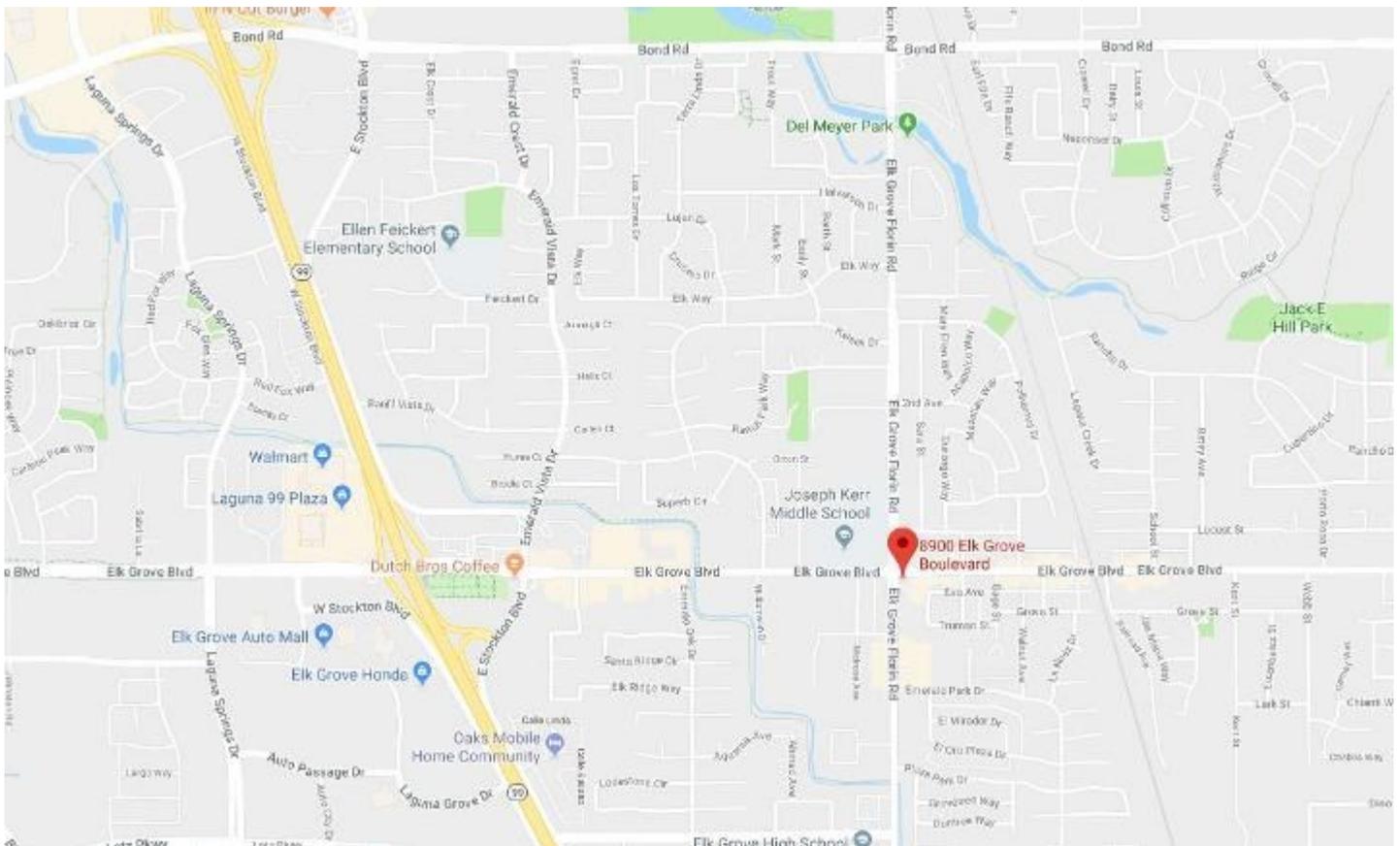
*Photo: Working On the Railroad*

*L(imit of 3 photos - at least 5 X 7 but not over 8 X 12)*

*Railroad Arts & Crafts*



July 7 - 13, 2019



# COMING ATTRACTION

August 11  
2018  
Sacramento

## AVIATION IN MODEL RAILROADING

By Klaus Keil

**As Model Railroaders** we attempt to replicate environments in which our engine and rolling stock models operate and/or are displayed, occasionally creating interesting and/or different focal points.

I would like to suggest, that you might consider going beyond the traditional by providing unique infrastructure, perhaps such as presenting diverse types of aircraft models at a museum aerodrome, by replicating an emergency landing in a cow pasture near railroad track, or by creating a Cal Fire helicopter pad.



You can achieve this by investing a mere reasonable effort and by expending only modest costs, while using tools you have already, by repurposing models you already own, or by slightly modifying an existing layout or by allocating some space when building a new layout. Sounds interesting?



A limited selection of ready to display aircraft models is available in O and HO scales, but often at a substantial cost. However, a huge selection of aircraft models is available from the creators of paper models at a modest price. Construction is easy and not much different from laser models and creates realistic 3-D show pieces. Further these models replicate diverse types of aircraft operated by many nations, particularly those of the United States, the United Kingdom, France and Germany during the past one hundred years.

I have prepared a presentation on Aviation in Model Railroading, in which I would like to acquaint you with sources, cost, tools and materials required to construct such aircraft, support vehicles and structure models. As a bonus, you might learn a bit of interesting history, such of the WW I US Army Air Corps fighters, the first US Air Mail plane and the first passenger aircraft.



I invite you to attend the **August 11, 2018 Sierra Division** meeting, during which I shall present a power point show enhanced by many aircraft models displayed on nine dioramas.

Klaus G. Keil

# A Day at Patrick Ranch

By Chip Meriam



The Patrick Ranch Museum is home to the 1877 Glenwood Farmhouse, Visitor Center and Gift Shop, as well as multiple barns, a priceless collection of artifacts, and is located on a beautiful 28 acres between Chico and Durham. The goal of the museum is “The preservation and interpretation of the agricultural history of the Sacramento Valley, including social, cultural and economic aspects.”

On Saturday, June 9, the museum and grounds came alive with a day-long early wheat harvest using antique tractors and machinery. This year, for the first time, the museum invited railroad related exhibitors to participate. In addition to the Western Pacific Historical Society (Portola Railroad Museum), participants included the High Sierra Model Railroad Club from Chico, The European Train Enthusiasts from Sacramento, and our own Sierra Division, PCR-NMRA. This inaugural event enjoyed moderate attendance, but there is clear indication that the event can improve in years to come. Meanwhile, many thanks to Gary Ray, Klaus Keil, Al Wood, and Daniel Shelstra for spending a part of their weekend promoting the World’s Greatest Hobby.



**Gary Ray, Sierra Division,  
Shares Photos of His Layout,  
Gerber Sub**



**Klaus Keil, European Train  
Enthusiasts, Describes WWII  
Vintage Rail Cars**



**Daniel Shelstra, High Sierra  
Model Railroad Club, Visits  
With Passers By**



NATIONAL MODEL RAILROAD ASSOCIATION, INC.

**Wow! Did you know there's a new  
NMRA Member Benefit?**

**It's the NMRA Partner Program!**

**Model railroad manufacturers are partnering with the NMRA to offer discounts to NMRA members.**

**Current members log in to [www.nmra.org](http://www.nmra.org) . At the Members Menu, go to the NMRA Partnership Page to see who's on the list, discounts offered, and how to order. New Partners are coming on board every month, so check back often.**

**If you're not yet a member, here's another great reason to join and get more fun from your hobby with a membership in the world's largest model railroad organization.**

**[www.nmra.org](http://www.nmra.org)**

**A proud  
Partner with**



# Pacific Coast Region - NMRA



## **2019 Convention**

# DIAMOND RAILS FOREVER

# SACRAMENTO, CA

# MAY 1 - 5

McClellan Convention Center—McClellan Park  
Lions Gate Hotel

# May Meet - Paradise, CA

By Chip Meriam (photos as noted)

## PARADISE DEPOT MUSEUM



Jim Collins and Brian Witt Outside Paradise Depot Museum  
(photo - Michael Eldridge)

**The Best Attended** Sierra Division Meet in recent years took place in Paradise, CA on May 12. The fun started at the Paradise Depot Museum, an old railroad station. Opened in 1904, the last train to pass the depot did so in 1974. It was restored and rebuilt in its original location along the Butte County Railroad (later SP) right-of-way from the Stirling City Lumber Mill to the Diamond Match Barber Plant (south Chico). The building was preserved by a private group of volunteers and benefactors that lease the building from the Town of Paradise for a nominal rent (think \$1 for a 99 year lease). By the time restoration began the building was beyond repair but the group managed

to save 14 original studs and about ½ of the floor boards and almost all of the mud sill. The Paradise Depot **Museum** was dedicated and opened to the public in July, 2007, adding the crowning touch to the new Community Park. Located at the corner of Black Olive and Pearson, the Museum's hours are Saturday and Sunday from noon to four. The Depot also is open during community events.



Jim Collins Confers with John Hunt as Ben Hughes Composes a Shot of the HO scale Stirling City Lumber Mill  
(photo - Chip Meriam)

The museum is filled with lumber and railroad related artifacts as well as many local items specific to the history of the community of Paradise. The museum is also home to a 1.5 scale 4-6-2 Pacific locomotive, a fully preserved agent's office, and an HO scale operating diorama depicting the Butte County Rail Line.

*"Continued on Page 17"*

# May Meet *(ct'd.)*

## PARADISE DEPOT MUSEUM



An Eclectic Group of Artifacts  
(photo—Chip Meriam)



1.5 Scale Model of 4-6-2 Pacific  
(photo—Chip Meriam)



Station Agent's Office  
(photo—Michael Eldridge)

*"Continued on Page 18"*

# May Meet *(ct'd.)*

## PARADISE DEPOT MUSEUM



Stirling City Mill  
(photo—Chip Meriam)



Paradise Depot  
(photo—Chip Meriam)



Match Plant at Barber  
(photo—Chip Meriam)

*"Continued on Page 19*

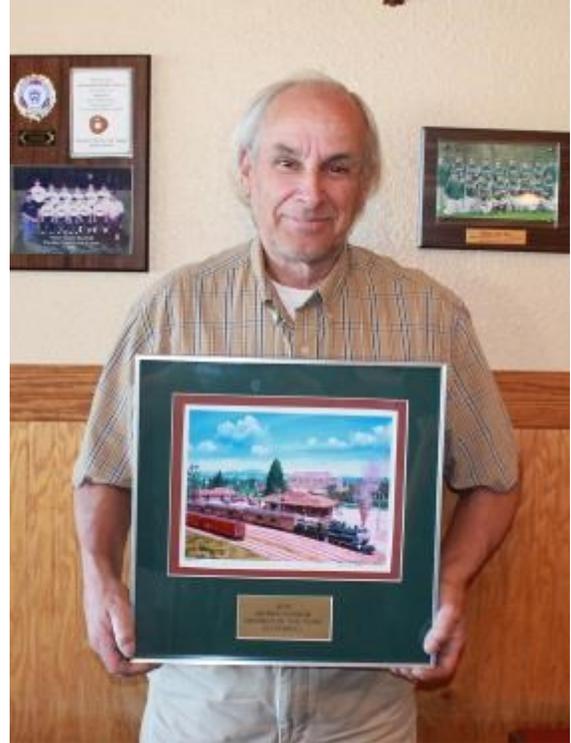
# May Meet (ct'd.)

## SIERRA DIVISION MEETING

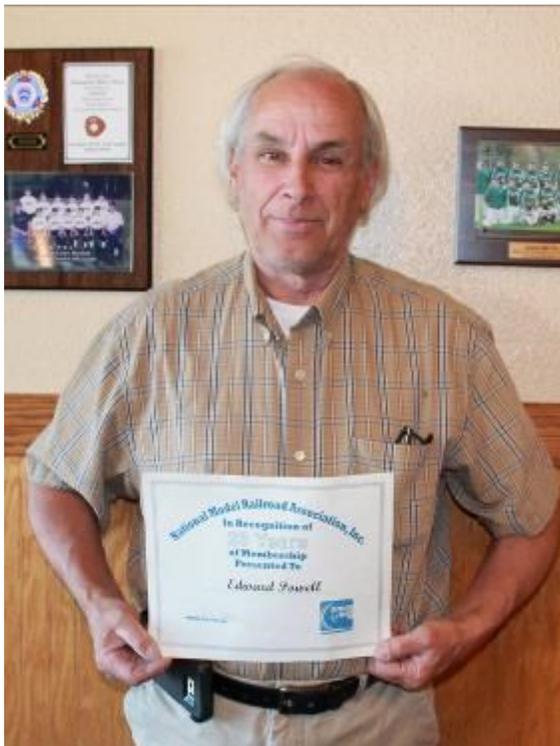
At 10:30 the group broke for Mt. Mike's Pizza for a business meeting, contests, acknowledgement of Sierra Division Member of the Year, Ed Powell, and a presentation by Gary Ray on the history of the Butte County Railroad.



Superintendent Jim Collins Open the Meeting at Mountain Mikes  
(photo - Chip Meriam)



Ed Powell - Sierra Division Member of the Year  
(photo - Chip Meriam)



Ed Powell - 25 Year NMRA Member  
(photo - Chip Meriam)



A Fascinating History Lesson From Gary Ray  
(photo - Chip Meriam)

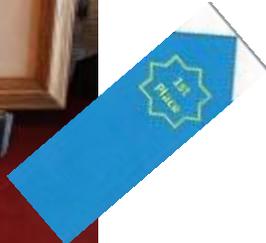
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# May Meet (ct'd.)

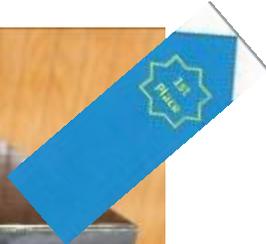
## CONTEST WINNERS



1ST PLACE - CRAFTS  
Dave Cordell



1ST PLACE - MODEL  
Walt Schedler



2ND PLACE - MODEL  
Ben Hughes



*"Continued on Page 21"*

# May Meet *(ct'd.)*

## CONTEST WINNERS



1ST PLACE - PHOTO  
Ken Martin



2ND PLACE - PHOTO  
Walt Schedler



3RD PLACE - PHOTO  
Ben Hughes

*"Continued on Page 22*

# May Meet (ct'd.)

## GERBER SUB OP SESSION

After A “Nutritious” Lunch of pizza and bread sticks the group caravanned up the road, into the wilderness, well beyond civilization to Gary Ray’s railroad building to visit and operate the Gerber Subdivision, an HO scale standard gauge line depicting the Southern Pacific from Gerber to LaMoine circa 1926.



27 members toured and/or operated on Southern Pacific's 1926 Gerber Subdivision during the May 12 meet. A few are still walking down the road from their cars. The host, Gary Ray, is in the blue shirt and jeans kneeling near the center of the photo.

Jim Collins photo.



(photo: Chip Meriam)

By Gary's account, twelve of the twenty seven visitors participated in the operating session, running seven different trains with preplanned scenarios. It was clear that Gary had been very busy preparing for this event over the past several months. Be sure to thumb back through the April 2018 *Short Line* article on the construction of the Gerber Sub and compare what you see there with the following photos. The progress is obvious. Gary is now completing JMRI® programming for manifests and switch lists.

*"Continued on Page 23"*

# May Meet (ct'd.)

## GERBER SUB OP SESSION



Gerber Ice Dock  
(photo—Michael Eldridge)



Gerber Yard—North End  
(photo—Michael Eldridge)



Reed Creek Bridge  
(photo—Chip Meriam)



Stock Yard North of Red Bluff  
(photo—Chip Meriam)



Anderson—North End Crossing China Gulch  
(photo—Michael Eldridge)



Testing the Old Adage, "There's a Prototype  
for Everything"  
(photo—Chip Meriam)

*"Continued on Page 24"*

# May Meet (ct'd.)

## GERBER SUB OP SESSION



Phill Simpson's Test Car  
(photo—Chip Meriam)



Gus and Mary Preparing to Depart for Buck's Lake  
(photo—Chip Meriam)

Of course we have a lot of fun with one another. The last photo on the previous page should provide you with an opportunity to join in the fun: See if you can come up with a prototype explanation for the parts cleaner along the tracks. Remember, it's 1926. The Santa Fe refer above was created by Phill Simpson, a regular operator on the Gerber Sub. It will detect dead rails and reversed polarity, and it does not appear to be intimidated by the prototype Gerber ballast (background). The next stop after the meet for the Campagna crew was Buck's Lake. We shot this photo before they left as Mary quipped, "No one gets my photo with my glasses on." True in this case, but be sure to check out "2018 PCR Convention Notes" for an exception.

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## Tips of the Trade Hobby

During the Show-And-Tell session at the May meet in Paradise, Ben Hughes touted an adhesive with which most of us have some degree of familiarity, but rarely use in modeling. Ben suggested that a Glue Stick had excellent bonding qualities for many modeling applications. We found it surprising, but Ben has yet to steer us wrong.



By the way, a long, two shorts, and a long to Dave Bayless for suggesting the Show-And-Tell.



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# 2018 PCR CONVENTION NOTES

By Chip Meriam



In early April I ventured forth into the Redwood Empire Division to attend the Annual PCR Convention at the Rohnert Park Doubletree Inn. The convention was a joint effort of the PCR-NMRA and the Northwestern Pacific Railroad Historical Society. I was there chiefly to present a clinic on using Excel® to create forms, signs, and logos, but I was also afforded the opportunity to attend several clinics given by others, explore the contest room, and visit with fellow modelers from all around the Pacific Coast Region. I'm happy to report that I encountered several Sierra Division members as well.

Below is a small sampling of what I enjoyed for the few days I was there. Please be sure to see the Jul-Aug-Sep issue of the PCR *Branch Line* for much more coverage.



The Wednesday Night Welcome Reception at the Bear Republic Brew House (photo: Chris Palermo)



Gus Campagna Holding Down the Registration Table (photo: Chris Palermo)



Robert Pethoud Exhibits His Fall Creek Branch Switching Layout (photo: Chip Meriam)

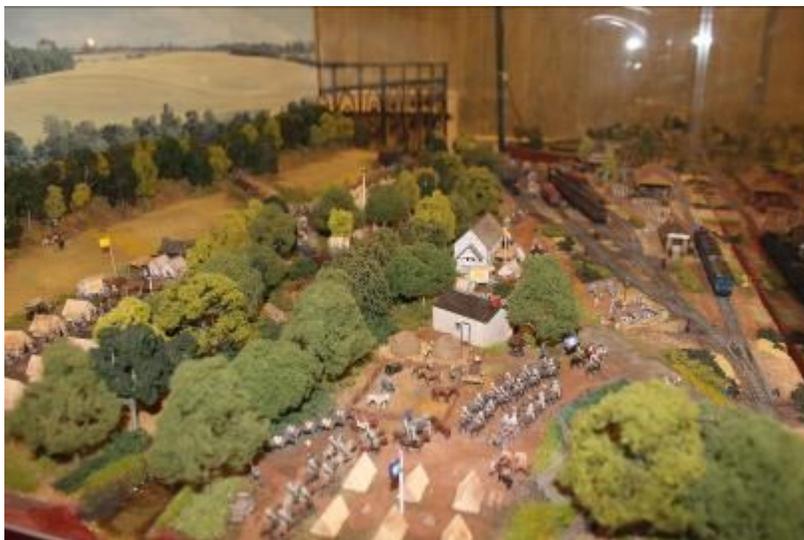
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# 2018 PCR CONVENTION NOTES



The Contest Room  
(photo: Chris Palermo)

Best In Show—Model  
By Giuseppe Aymar  
(photo: Chip Meriam)



Civil War Diorama  
By Mike Blumensaadt  
(photo: Chip Meriam)

*“Continued on Page 28*

# 2018 PCR CONVENTION NOTES



European Train Enthusiasts Display  
(photo: Chip Meriam)

First Place Module/Portable Layout  
By Joseph DuVivieer  
(photo: Chip Meriam)



Mary Moore-Campagna with, well,  
Her Glasses On  
(photo: Chris Palermo)