

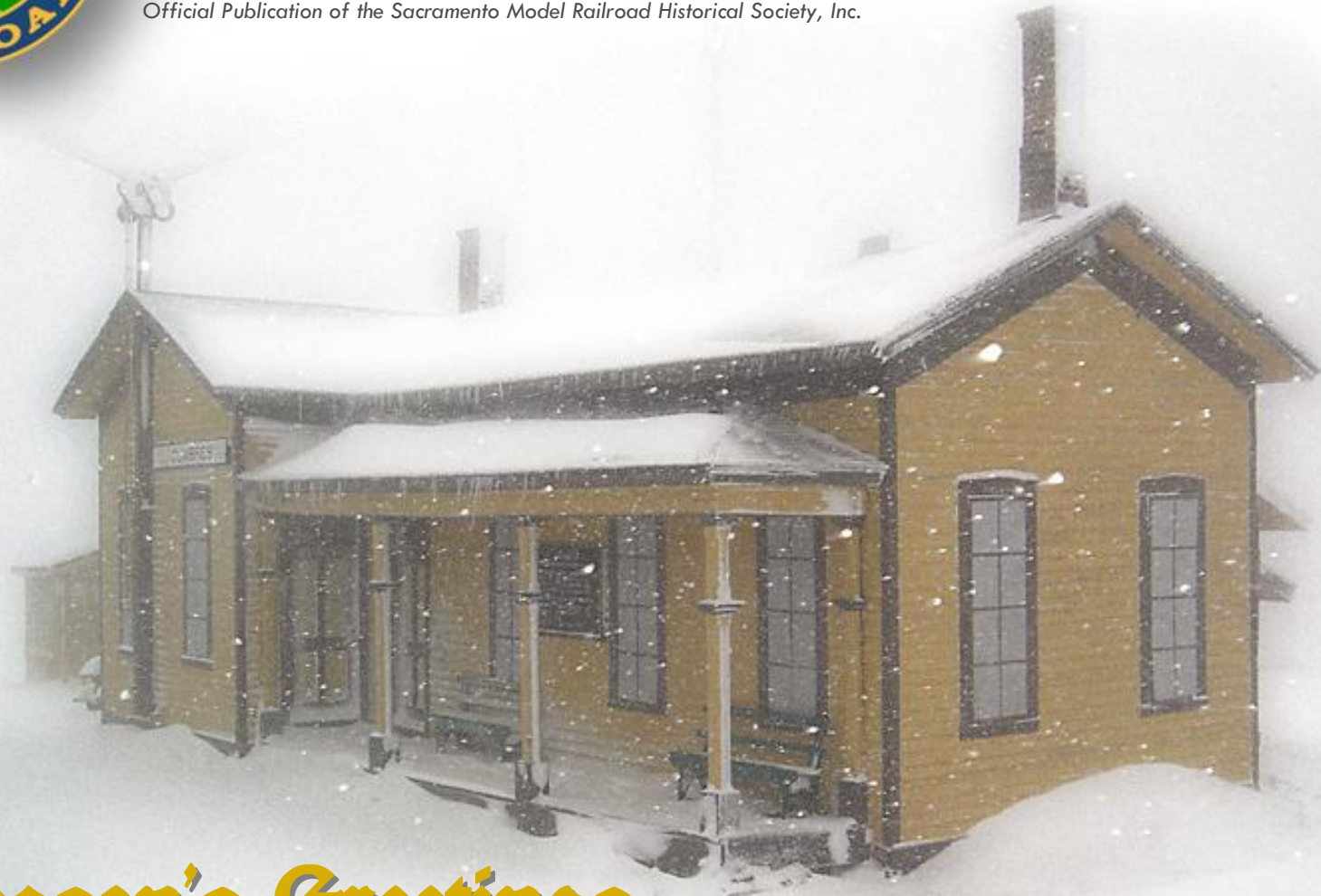


Celebrating our 60th Year

THE HERALD eZine

Official Publication of the Sacramento Model Railroad Historical Society, Inc.

Fall 2008



Season's Greetings

Happy Anniversary too



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THE SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY is a Non-profit Educational Organization under the tax section 501(a) as described in section 501(c)(3) of the IRS Code. The SMRHS is incorporated as a Non-profit California Corporation under section 23701d of the California Revenue and Taxation Code. We are dedicated to advancing the understanding of railroading and its history and impact on the development of our nation, as well as developing an understanding of railroad operations and technical skills through model railroading.

THE HERALD accepts advertising with the proceeds going towards the production of this publication and maintenance of the [Society's Web Site](#). Contact the [Editor](#) for advertising rates and mechanical requirements.

Manuscripts and photographs dealing with model railroading or railroading in general are welcome. Materials submitted for publication are assumed to be gratis and no payment will be made to the author, or his representative. Articles and correspondence relative to THE HERALD should be directed to the [Editor](#).

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Visitors are always welcome.
The Society's regular hours of operation are:

Tuesday nights 7:30pm - 9:00pm
Friday nights 7:30pm - 10:00pm or later

1990 Grand Ave. Sacramento, CA 95838
(916) 927-3618

ON THE COVER

The Cumbres Depot on the Cumbres & Toltec Scenic Railroad is experiencing near white out conditions as an early Fall snow storm hits the area in September, 2006. Daryl Muck offers us his recount of his trip on page 9.

Photo by Daryl Muck

EDITORIAL

From time to time, changes are necessary in order to accommodate the rigors of daily life. Also, changes can be brought about due to logistical needs. And still, changes sometimes are necessitated simply because the “old way” is no longer the most effective or desired way of doing things



Dave
Good
Editor

Such is the case with the publishing schedule of THE HERALD *eZine*. We are changing from a bi-monthly publication to a quarterly publication beginning with this issue.

Why the change? Several reasons. First and most importantly, the newsletter is no longer the means for which important schedules or time sensitive messages are communicated to the membership. Things such as our Absentee Ballots, calls for special meetings and other Society business now are handled more appropriately through direct mailings either mass e-mail or postal. So the need to keep the strict schedule of the newsletter is no longer necessary.

Secondly, the size and quality of the publication has grown to such levels that producing a bi-monthly issue has become quite a daunting task. Reducing the frequency from 6 times a year to only 4 now allows for more time to be spent assuring each issue is something we all can be proud of.

The longer schedule also relieves the pressure our authors, not to mention the Editor, feel to be constantly working on several articles. It is our hope that this will enable more people to come forth and submit articles of all lengths and sizes. Anyone can write for THE HERALD *eZine* - and, as your Editor, I am here to help. You do not need to be a polished writer to

submit. If you have ideas for any type of article, run them by me and I'll give you tips on how to go about getting started on writing them. Then, I'll be here to help you polish and finish the article to get it ready for publication.

THE HERALD *eZine's* focus right now is to have a wide variety of articles dealing with any and all aspects of railroading, either through modeling or the prototype itself. The Society's charter is to educate and we accomplish this partly through our newsletter. Won't you help?

The new schedule of The Herald *eZine* will be: Winter, covering the months of January-March; Spring, covering April-June; Summer, covering July-September and Fall, covering October-December. Articles will be due no less than 2 weeks prior to the actual publishing date. But you can submit articles at any time.

This is your Society! ~ This is YOUR *eZine*!

- THE HERALD



INFORMATION BOARD

ATTENTION:

To easily contact one of the Board Members or any of our Key Personnel simply click on their name and your e-mail program will do the rest!

Society Officers

Board of Directors

President	Bob Rohwer
Vice President	Scott Inman
Treasurer	Dave Good
Secretary	Don Butler

Board Members at Large

(Terms Remaining)

1 year	Dave Megeath
2 years	Joe Melhorn
3 years	Dave Vipond

Our next

Board Meeting

Will be held on

November 11, 2008

At 6:00 PM

Please check our Website for future BOD Meeting Dates

KEY PERSONNEL

These folks, along with our Board of Directors, are the key people in the Society who can best answer your question of...

“What can I do to Help?”

STANDARD GAUGE LAYOUT:

Construction	Dave Megeath
Electrical	Don Butler
Scenery	Scott Sticksel
Operations	Scott Inman
Industry Committee	Tim Grover
Member Training	Joe Melhorn

NARROW GAUGE LAYOUT:

Supervisor	Dave Good
Construction	Lu Good
Electrical	Ken Martin
Sick Humor	John Lutz

OFFICIAL SOCIETY PHOTOGRAPHERS:

Dick Dennison	Dave Good
	Bob Rohwer

OUTREACH PROGRAM: Dave Megeath

THE HERALD EDITOR: Dave Good

SMRHS AUXILIARY: Penny Zine



Our next general Business Meeting

Will be held on

Dec 5, 2008

At 8:00 PM

Please be sure to attend.

Submissions for the Winter 2009

Issue of **THE HERALD**

Are due *no later than:*

January 15, 2008

Contact Dave Good
For electronic and content requirements.

THE PREZ SEZ

Our Society just completed another fiscal year and our accomplishments during that year have been significant.



**Bob
Rohwer**
President

Our long-term goal has been to take advantage of advanced and emerging technologies. During this past year we have implemented DCC very successfully. Our signal systems is the most advanced that I am aware of. Our track and switch systems is one of the most reliable I have seen

and uses a DCC friendly design. As a result, we have very few derails. The use of resin scenery techniques has improved the quality of the scenery and has impressed our guests. Other model railroaders and organizations have searched us out for advice.

Our membership has expanded and we have acquired many skilled model railroaders. We also now have four members that actually work for railroads and soon maybe a fifth. We have implemented clinics and training sessions to train not only our members but the general public on various aspects of the hobby.

By being a 501c3 we can receive tax free donations. To a large degree the layout was paid for by public contributions. Without the donation capability, we would not have been able to build the layout to its current level.

This past fiscal year we completed the acquisition of all Sierra Central Investments, Inc. shares, was able to dissolve that corporation and by doing that - now own our building. This will provide a significant savings in the long run and ensure that we have a permanent home.

We are now beginning to implement train operations on the standard gauge for the first time in over twenty years. Sessions thus far have been fun and exciting. If you haven't operated yet, be sure to give it a try during our next operations session.

We are also fulfilling our educational requirements. Many of our guests recognize the specific areas we are modeling which is a key factor and we have developed an outstanding Boy Scout Railroading Merit badge program which several groups have been completed.

This past year has certainly been exciting and rewarding. Now our focus gets turned to the future.

There are two very important paths we are taking in the coming year and both are in need of financing. Heading down the first path, we have identified the need to replace the roof on our building and to repave the parking lot for safety issues. A special fund raiser and bank account have been established for these two projects. Requests have also been made to investigate an HVAC (heating, ventilation & air conditioning) system and we have one quote already. The cost of making these building improvements will run into the tens of thousands of dollars. During the business meeting on Friday December 5, we will have a discussion about the costs and the time frames that are realistic for these improvements. *(our regular meeting scheduled for the last Friday of November is traditionally moved forward to the first Friday of December as it would fall the day after Thanksgiving).*

The second path were taking is our ambitious construction period planned for coming year. The idea is to complete all trackwork and continue scenery on the standard gauge layout

(Continued on page 6)

THE PREZ SEZ / COMMITTEE REPORTS

throughout 2009. This way we can concentrate on operations, building structures and more scenery during 2010 so that when the NMRA National Convention comes to town in 2011, we will have a very complete display to show, be quite proficient in operations and be able to put on a grand show.

Dave Megeath and crew have identified the cost of the 2009 construction projects to be around \$2800. To help out, several members have already donated a total of \$400 and purchased a box of 100 pieces of code 83 track to fill our immediate needs. At our December General Meeting, we will discuss further how to finance this coming construction year which will include a public outreach program.

As this goes to press, our biggest and best opportunity for fund raising will be occurring. Railfair in Roseville has traditionally brought in significant funds to support our fiscal needs throughout the year. We hope that our previous discussions and e-mails have reached you and that you are participating in this event.

Beyond what has been mentioned, I would welcome any ideas or thoughts for additional fund raisers we could hold during the coming year to help our Society "stay on track" and continue producing a display of such quality and precision while updating our facility to a more appropriate and safe condition.

Thank you all for a super year! Let's keep up the steam and highball into 2009.



(916) 485-5288

2752 Marconi Avenue
Sacramento, CA 95821

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COMMITTEE REPORTS

As 2009 approaches, so does our plan to make a big push to finish the remaining track work needed to complete our standard gauge layout. We are taking the year off from operations and our summer open house in order to accomplish this. Why? Glad you asked.



Dave Megeath
Standard Gauge Construction Supervisor

In 2011, the National NMRA Convention will be here in Sacramento and, as rumor has it, the Society is one of the host layouts. We are so close to finishing our track work and

our scenery crews are on such a hot streak presently that if we made a concentrated effort for one year, we could make some major advances and really have a more complete looking display. We could have a lot of new things to show the local NMRA members and really be able to WOW those who would be visiting for the first time.

The plan is to begin construction in January and really push ourselves. We will be foregoing our summer Open House in order to not lose precious construction time and hopefully be able to have all the track work done by our November 2009 Open house.

Similarly, scenery will be worked on where it doesn't conflict with construction. We should be able to make great strides along these lines as well in 2009 and throughout 2010.

There is much to do and as Bob Rohwer mentioned in his report, it will cost quite a bit of money. The board is presently

working on ideas to help raise the funds needed for our many projects, including our other obligations now that we are property owners. Because of the need to budget wisely we will be needing to cut back on the virtual free spending we've enjoyed over the past couple of years. This isn't a big deal.

Railfair is happening and hopefully we will see some cash come from there. Open house is just a week after and that is always a source for some spending money. Ultimately though there must be an understanding for everyone working on projects that for the time being, reimbursements will only come from Board Authorized expenditures. Basically, if you need to buy material for a project, obtain board approval BEFORE you go and spend money. The board needs to keep tabs on all expenditures.

The 2009 construction period will be an exciting time for us. Already we have a head start with the Yolo Causeway being cut in as this goes to press.

There will be a lot of work to do and many opportunities for everyone to further their skills and knowledge of model railroading. With so much to do, there is plenty for all. Don't sit on the side line! Ask yourself, or better yet, ask one of our Key Personnel...

"What can I do to help?"



PHOTO OF THE MONTH



An early Fall snow storm has blanketed the rails of the Cumbres and Toltec Scenic Railroad's tracks. Society member, Daryl Muck, recounts his September 2006 trip to Colorado and New Mexico and how a little blizzard changed an already anticipated fantastic journey into a once in a lifetime memorable adventure. See the story on page 9.

Photo by Daryl Muck



A SNOWY ADVENTURE

By Daryl Muck

All photos by the Author

In September 2006, I went on a railfan's vacation to Colorado and New Mexico that included riding the Cumbres & Toltec on the 22nd and having reservations for the Durango & Silverton's Annual Fall Photo Special on the 24th. What I didn't know is exactly how special this trip would be.

It all began on September 20 when I was on a high country jeep trip out of Ouray when a major fall snowstorm visited the area overnight. This made the route I was going to take between Ouray and Silverton across Red Mountain Pass to get to Chama, New Mexico almost impassable. In clear weather, this is a steep and spectacular mountain grade. After a blizzard it becomes an extremely dangerous driving hazard. In order to make my way to Chama to catch my train, I was compelled to drive north from Ouray to Ridgeway then west over Dallas Divide. Here also was an immense snowfall but the road was open and clear. My route continued south to Dolores then east to Durango, a 150 mile detour, then on to Chama.

(Continued on page 10)

A SNOWY ADVENTURE - (continued)



September 22nd saw my Cumbres & Toltec adventure begin. This train was a doubleheader, always a sentimental delight for me. As we worked the 10 miles of continuous 4% grade up to Cumbres Pass, another major snowstorm was developing and began to do its worst. A short time passed and it became apparent that our train could not continue on to our lunch stop at remote Osier, Colorado.

At Cumbres Pass Summit, our helper locomotive dethatched from the point, turned on the wye and hooked back up to the rear of our train. It then took half the train back to Chama. Then, our road locomotive did the same, turned on the wye and took the other half of the train back to Chama. All of this took place during continuing heavy snowfall. The train crew performed admirably in such bitter and adverse conditions.

Though it was a bit of a disappointment not being able to enjoy the full run of the train, the events of the day did leave an everlasting impression on me. Never before had I rode upon a train that was turned around due to impassable weather. Even with the snow falling, I was able to capture much of the action on my camcorder and snap some pictures on my camera. So sure, I didn't get to complete the trip, but it was still a beautiful, never-to-be-forgotten experience.

(Continued on page 11)

A SNOWY ADVENTURE - (continued)

The next day's weather was clear and brilliant. That day's train was long and double headed once again allowing me some magnificent photo and video opportunities, all encompassed in a setting blanketed with pure white snow. (below) This more than made up for my incomplete day on the train.



Fortunately my ride on the Durango & Silverton Photo Spectacular (at right) was on a beautifully sunny day. It was in itself a fantastic adventure with many photo run-bys and two meets with regularly scheduled trains.

The entire trip was well worth bearing with the disappointments and proved to be a trip of a lifetime.



LOOKING BACK TO 1948?

Here are some interesting tid-bits about the year 1948. Popular culture was booming with films like *The Road to Rio*, *The Red Shoes*, *Treasure of the Sierra Madre* and *The 3 Godfathers* (filmed in the Owens Valley near the Southern Pacific Narrow Gauge railroad) showing on the silver screen; Broadway shows enjoyed a banner year with musicals *South Pacific*, *Oklahoma* and *Kiss me Kate* on stage; Orwell published "1984"; MacDonaldis was founded in San Bernardino and the Golden State Lines Club was organized in June.

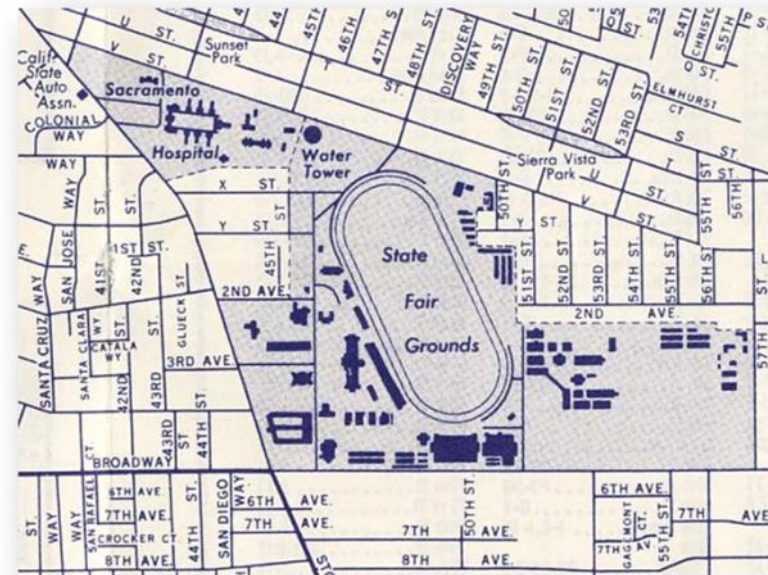
The average cost of a house was \$7,700.00; the average annual wage was \$2,950.00; the cost of a gallon of gas was \$0.16! A loaf of bread cost

\$0.14. Just think, the cost of bread has increased more than gas and yet look at what we choose to complain about. Movie tickets were \$0.60 and the annual dues at the Golden State Lines Club was \$1.00 for senior members and \$0.50 for junior members.

World events of 1948 included the January 26th assassination of Indian pacifist and leader Mahatma Gandhi. The US and Great Britain began a massive airlift of food, water and medicine on June 26 to the citizens of West Berlin following the Soviet Blockade. NASCAR held its first race for modified stock cars at Daytona Beach.

But hold on. What club was that mentioned a couple of time above? The Golden State Lines Club? Who the heck were they? Well folks, them's wuz us sixty years ago! On June 29, 1948 the Golden State Lines Club was organized and its home was at the California State Fair Grounds off Stockton Blvd. and

X Street, where the Shriners Children's Hospital now resided (just south of the UC Davis Medical Center).



The purpose of the club was to construct, maintain and operate a scale model railroad layout for the State Fair which was held annually back then in early September. Throughout the remainder of the year the layout was in operation each Tuesday night for the club member's enjoyment.

The club occupied a 27' x 120' area with 80' of the length devoted to O gauge and the remaining 40' to the up and coming new kid on the block - HO gauge. Both layouts were of two-rail construction. Originally, the beauty of the

(Continued on page 13)



Dave
Good
Editor

ARTICLE - (continued)

arrangement was that the club had the space rent free with all material being provided by the State Fair (expenses being paid by the State Agricultural Society under blanket purchase order number 523A) with the club members providing the manpower and all rolling stock and locomotives.

This arrangement was made in May 1948 with the club becoming official with an elected Board of Directors, Constitution and By-laws by the end of June. The original members of the board were: William Moore, President; George Thomas, Vice-President; and Robert A. Sweeny, Secretary-Treasurer. Other notable members of the club were; Frank Gillenwaters, owner of Gill's Train Shop in Sacramento and founder of Paragon Models, one of the early brass model importers; B.B. "Pat" Patterson owner of Patco, a company utilizing plastic injection molding production methods for various clients; and Ken Yeo, notable to most of our current members as a rail historian and former Foreman of restoration projects at the California State Railroad Museum after its opening in 1981. I'll mention one more charter member, Grant Phillippi, only because he was a neighbor of my family for the many years we lived in Arden Park. At this point, other than playing with O gauge, I have no idea what he did as he was pretty much retired the entire time I knew him.

The Club had only a verbal agreement with the State Fair regarding our "living" arrangements and as early as 1949, there had already been tension between both parties. In a February 21 response to a letter from John Rice, President of the San Jose Model Railroad Club, who at the time were in negotiations with the Santa Clara County Fair Association to acquire space for a permanent layout similar in fashion to our arrangement, Secretary Sweeny had suggested right off that "...we would strongly recommend that you have a written agreement...to avoid some of the arguments and disagreements

which we've had." Though the Club occupied space at the State Fair for five years, through most of that time, it was a miracle that the it survived at all.

In 1951, the name of the club was officially changed to the Sacramento Model Railroad Club, a title it would keep for the next 47 years.

1953 saw the beginning of the end of our time at the fairgrounds. Vandals had broken in and "...did wanton damage to the bridges, buildings and layout of the model railroad..." as described in a memo from Ted Rosequist of the State Fair dated March 24. Frank Gillenwaters had informed Rosequist that repairs could be done and both layouts put back in operating condition in time for the State Fair coming in September, but it would take an additional \$300 for materials above the Club's budgeted annual funds.

It was determined by the State Fair that we would get \$200 to fix the HO layout and the O gauge layout would be abandoned and removed so they could sell the space to another tenant. Then, one night as members were coming down to do repair work, they found to their horror that both layouts had been disassembled by fairground workers seemingly overnight and the material moved to storage . As tensions were high anyway, an effort to find a new home had already been going on for most of the year. The 1954 State Fair would not have a model railroad display and there were patrons who missed it as evident by letters to the editor of the local newspapers.

The Club's second home would then be in office space owned by Murphy's Meat Co. at 23rd and R Streets, a building which still stands today as Fischer Tile's annex across the light rail from the California Conservation Corps. The owner gave the

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ARTICLE - (continued)

Club nearly 1600 square feet to use and the members placed him at Honorary status.

Time at Murphy's Meat Co. was short lived as within less than a year, the Club moved again. This time, to the loft of Beers Bookstore in the ally of 14th and J Streets and there it would stay until 1981 when the Club moved to the Grand Ave. location.

1999 saw the start of the move to incorporation and becoming a non-profit charitable organization. With the granting of probation, the Club was reorganized into the Sacramento Model Railroad Historical Society, Inc.

Today, the Society serves the community by offering various outreach programs, most notably our Boy Scouts of America Railroading Merit Badge classes and modeling clinics with more programs to come. We've hosted or have had an active part in the Southern Pacific Historical & Technical Society annual convention, Western Pacific Historical Society convention as well as other conventions and gatherings in the region.

We can also take pride that for the first time in our 60 year history, we now own our home. We still have much to accomplish and we are on the way to realizing many dreams both from our past and our present. Playing trains is certainly becoming fun again. The Society has witnessed a resurgence of activity, an increase in our membership and a positive community presence which is growing year by year. Our wives and families are taking an interest in what we do through their involvement in the SMRHS Auxiliary and overall – everyone is learning to have fun again. Something I know has been missed for a long time. Welcome home everyone!

As the sixth most senior member of the Society having been a

part of this group for 25 years now, I can honestly say that through it all, the good and the bad, I've had a lot of fun and I'm most certainly proud to be a member of the Sacramento Model Railroad Historical Society, Inc. I look forward to seeing what the future holds for us all.

Happy Anniversary!



This was a brief look into the history of this organization. More will be coming as I am preparing a complete manuscript to be included in the New Member Package currently under development. It will have a complete history of the Society with more information that revealed here - and pictures too. If you have any information about the society/club's history, please share it with me so that I can paint a complete picture of our group.

Railroad Hobbies
100% Trains ~ Est. 1989

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Railfan Gallery



September 2006



All Photos by: Daryl Muck

November 9, 2008

UNION PACIFIC: 2009 OUTLOOK UNCERTAIN

Union Pacific is one of two major railroad operators in the western US. Its network includes over 32,000 route miles covering 23 states which includes access to Canadian and Mexican borders.

Real News about Real Railroads

For those who enjoy learning about what's going on in the realm of Rail Transportation.

Companies seeking cost savings have been shifting to railroaders from truckers. Trains tend to be slower but have better fuel efficiency. Soaring diesel costs, environmental concerns and increased highway congestion have only made railroader more attractive.

However, volumes have come under pressure led by sharp declines in the automotive and construction industries. These declines have been largely offset by the growing global demand for food and energy.

Third Quarter net revenues increased 15.6% year-over-year to \$4.8 billion, however the outlook for 2009 is uncertain given the state of the economy. A longer or deeper-than-expected recession could lead to significantly lower volumes. Also, the sharp decline in diesel prices may make trucking more attractive to customers once again. UP expect 2009 volumes to be flat to down 2%. But price increases should drive revenues higher.

November 8, 2008

DURANGO-SILVERTON RAILROAD REVENUE ON TRACK

Durango, Colo. (AP) - The Durango & Silverton Narrow Gauge Railroad has fewer trains running this year, but a railroad official says first-class ticket sales are helping to keep revenues on track.

The railroad cut the number of trains from Durango to Silverton this summer from four to three.

Railroad Senior Vice President Jeff Jackson says the railroad expects ridership to be down about 11% from 190,277 rider in 2007. But he says a growing popularity in first-class ridership has helped keep revenues within 1% of last year.

He says the railroad is planning to run three trains again next year, although that may change.

November 7, 2008

BNSF ADDS THIRD RAIL LINE THROUGH CAJON PASS

BNSF Railway has completed construction of a third main rail line through Cajon Pass in Southern California that will increase capacity on BNSF's Chicago to Los Angeles Transcontinental (Transcon) route from 100 to 150 trains a day. The \$90 million project adds almost 16 mles of third main track to BNSF's route into the Los Angeles Basin.

(Continued on page 17)

Over the last four years, more than 300 BNSF employees and contractors worked on the project. In that time, crews moved more than 1 million tons of earth, placed approximately 42,000 concrete ties and laid more than 30 miles of steel rail. The construction of this track represents the first additional BNSF main track through Cajon Pass since the second line was constructed in 1913, nearly 100 years ago.

October 31, 2008

ECONOMY DELAYS BNSF RAIL-LINE SALE TO PORT OF SEATTLE

BNSF Railway's sale of its 42 mile Renton to Snohomish rail line to the Port of Seattle won't close before the first quarter of 2009. Port officials, citing the crippled municipal-bond market, have announced a three-month extension of the \$107 million deal.

The Port also announced it has chosen a rail operator with whom it will negotiate a short-haul freight service and possible excursion train between Snohomish and the wineries in Woodinville.

Based on a recommendation from BNSF, the Port chose GNP/Ballard, a partnership of Ballard Terminal Railroad operator Byron Cole and GNP Railway operator Tom Payne, as possible business partners.

Rail deal delayed

The Port of Seattle's \$107 million purchase of BNSF Railway's Eastside rail corridor has been delayed three months because of a weak market for municipal bonds. But the Port has chosen a possible partner to haul freight and run an excursion train between Snohomish and Woodinville.



October 30, 2008

HISTORIC LOCOMOTIVE VANDALIZED IN STEVENS POINT

Efforts to restore a steam train in Stevens Point, WI. are being set back, as the chairman for the group trying to restore the train says it was vandalized again.

SOO Line locomotive 2713 was damaged two weeks ago when vandals threw rocks through the windows, kicked in the doors, and damaged the passenger area.

The chairman of the group "[Friends of the 2713](#)" says they've spent \$500 and more than 40 hours to fix the damage.

The train was built in 1911 and served the Stevens Point area until 1955, when it was retired and taken to its current display off of Church Street.

The train has been vandalized 3 times in the last 2 years.



Photo Courtesy of: Friends of the 2713

The “Crummy” Gallery



Western Pacific's California Zephyr rolls through town behind FP7A No. 804-A in an undated picture.

Photographer: Unknown: Dave Good Collection.