

PCR Sacramento “Rails by the Bay” April 26 – 30, 2023 Operating Sessions

This is your invitation to join the crew for operating sessions at the PCR “Rails by the River” Sacramento convention April 26-30. All convention registrants, both in-person and virtual are encouraged to participate in the prototype operating sessions. All levels of skill and experienced are welcome. Most of the layouts have crew jobs for the first timer as well as the very experienced operator. Only the Richard Pashley op session would prefer that guest crew have operating experience. Those layouts on tour can find additional information and pictures on the convention web site: <http://pcrnra.org/conv2023/layouts.html>

Please communicate to me your operating layout choices from the list below. The assignment priority will be in the order of your convention registration time. If there is room you may have as many op sessions as you wish after everyone gets at least one opportunity to be a guest crew member. Please indicate the maximum number of sessions you wish. Contact me if you have any questions.

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Operating Sessions

Walt Schedler – Wednesday 4/26 10 am-4 pm in Colusa: The HO scale 1955 SP Dunsmuir Shasta Division layout is located in a 1,200 foot upstairs room. The layout has more four levels and is viewed from the main floor and elevated walkways. The mainline is continuous with no helix or elevator. Operations feature over 20 mainline freights, with additional turns, locals and passenger trains. There is more than 1000 feet of Mainline (almost 17 scale miles) supplemented by 430 feet of sidings and 96 feet of East/West Valley Staging. When completed thru Weed, there will be over 22 scale miles (1,320 feet) plus yards and spur tracks. 80% of CTC signals are operational. Signals and mainline turnouts are controlled via the CTC office downstairs or remotely from Dayton, NV. A large number of highly detailed prototype structures are appropriate for the towns and industries along the right of way. NCE DCC. 16 guest operators.

Bill Burg – Thursday 4/27 6-10 pm in Sacramento: The 11 x 24 foot HO scale Sacramento Belt Line layout portrays the Sacramento Northern Railway's industrial belt line within the city of Sacramento, California. The period is 1953-1965 and set in the high summer peak harvest/canning season. Operation focuses on industrial switching and interchange between multiple Class I railroads (Southern Pacific and Western Pacific), using a modified "wheel report" operation scheme. Scenery is urban/suburban, running between heavy industrial areas and tree-lined residential neighborhoods. Industries are primarily agricultural processing (canning, almonds, dairy, lumber milling, grain milling) and interchange between railroads, warehouses, trucks and riverboats/barges. Motive power consists of small diesel-electric switching locomotives operating on city streets and tight curves, formerly electric interurban right-of-way. The railroad is freight-only, aside from occasional chartered fan trips. Point-to-

point shelf layout that will eventually circle the room entirely. Motive power is small diesel and electric locomotives and electric interurban streetcars. 2 guest operators for each session.

Bill Burg – Friday 4/28 6-10 pm in Sacramento: See layout description above

Sacramento Model Railroad Historical Society – Friday 4/28 7-10 pm in Sacramento:

Since 1948, the Sacramento Model Railroad Historical Society has been a premier model railroad club in the Sacramento region. The Sierra Central 40 X 60 foot Standard Gauge HO represent the Southern Pacific from Oakland Pier to Sacramento, and the Western Pacific from Sacramento to Keddie, CA. This layout is operated separately from the HOn3 layout. The prototype tri-color CTC signaling system features an original Western Pacific US&S Sacramento dispatching panel. Mainline traffic is controlled by a Centralized Traffic Control (CTC) signal system operated by a dispatcher (or in an automatic ABS mode when there is no dispatcher). The signal control system is implemented in JMRI Panel Pro.

The 14 X 35 foot HOn3 Sierra Central Railroad is a proto-freelanced layout that features rugged scenery and spectacular bridges and trestles depicting a well-coordinated mix of western and Californian narrow gauge prototypes, including Ridgeway, Western Flume and Lumber Company, and the Bear River Bridge of the Nevada County Narrow Gauge. Accessible. Digitrax DCC. Up to 18 guest operators. www.smrhs.com/

Phil Gulley - Saturday 4/29 9-12 am in Auburn: HO Union Pacific's Wasatch Grade and Park City Branch in 1952. Multi-level layout housed in a 30 x 48 foot purpose built building. Park City branch connects to Union Pacific's double track transcontinental mainline at Echo. The branch is mostly steam with sound and has 2 passenger trains, 2 through freights and lots of local switching. Many suburb structures with great detail. The operations adhere closely to prototype practices using Timetable and Train Orders, a fast clock, and car cards with waybills. All turnouts are Tortoise controlled. Communications is via telephone. NCE DCC. 6 guest operators. <http://upandscrr.blogspot.com/> <http://bayrails.com/layouts2.php?m=gulley>

Richard Pashley – Saturday 4/29 in Granite Bay, 1:30-4:30 pm: The HO Donner Pass models the Southern Pacific Railroad from Roseville to Sparks. A large purpose built building houses dual mainline with current of traffic right hand running over the Sierra mountains via Donner pass. Hidden stage represents Ogden/Oakland east beyond Sparks and west of Roseville. Many large and finely detailed bridges set in finished mountain scenery. A large arch bridge is a walk-under to the center area of the layout. The backside of the layout has an elevated walkway to allow operators to visit the "high line" towns of Emigrant Gap, Blue Canyon, and the Norden interchange. Mainline traffic is intense and fully signaled. Several computer screens display various parts of the layout and facilitate dispatcher control with tower and yard operators. These touch screen displays are modern format and indicate the train's engine number occupying a portion of track. Direction of movement, turnout state and operational status are also displayed. TrainController tracks the usage of oil and water. If you forget to fill up your tender, your engine comes to a grinding halt. Wi-Fi phones throttles with NCE DCC. 6 guest operators supported by docents.