



Coast Dispatcher December 2014

Coast Division Web Site: <http://www.pcrnmra.org/coast>

Pacific Coast Region Web Site: <http://www.pcrnmra.org>

Welcome to the Coast Division of PCR

Division Meet

December 7, 2014

Boy Scouts of America Headquarters
1001 Davis St, San Leandro, CA.

9:00 AM Doors open. Free Door Prizes. Buy Raffle Tickets.

9:30 AM Get Auction Cards.

10:00 AM-Noon.. Build a Memory: Part 4 Finishing Up, and Q&A – Frank Markovich and Mike Blumensaadt

10:00 AM Micro-Macro-Modular Car Card Operations" - Paul Ingraham

11:00 AM Model Railroad Roundtable moderated by Howard McKinney Theme: Q&A

12 Noon Business Meeting

~12:30 PM* Model/Photo Contest Results

~12:45 PM* Auction starts, Roundtable continues

3:30 PM Timesaver Results, Raffle – afterward Auction continues if required

9:30 AM – 12:15 PM:

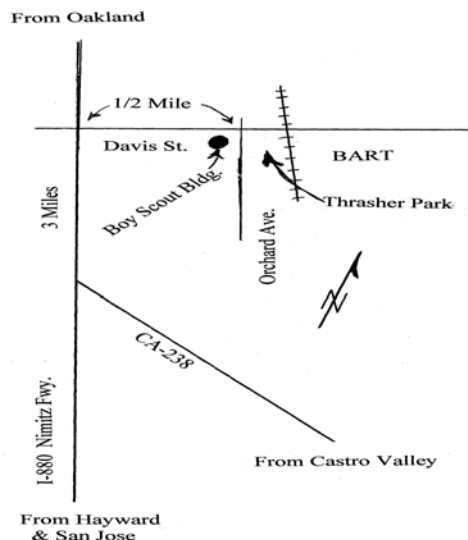
Model Contest: My favorite Model/My Current Project

Photo Contest: My favorite picture, model or prototype

Allen Fenton Timesaver Switching Contest (until 3:15)

* Contest results immediately after business meeting. Auction actually starts immediately after contest results.

Directions to the Boy Scouts of America Headquarters



From the North:

Take Highway 880 south.

Take Exit 34, Davis St.

Turn Left on Davis. Go 0.7 miles to the BSA Headquarters, 1001 Davis St.

From the South:

Take Highway 880 North

Take Exit 34, Davis St.

Turn Right on Davis St. Go 0.7 miles to the BSA Headquarters, 1001 Davis St.

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Editor's Notes

Continuing our thinking of including layout owners descriptions of their layouts, this edition has Tom Tomasello's article about his layout, the Thomas County Narrow Gauge Railroad.

We would love to see other articles about layouts. If you would like to do an article about your layout, let me know. I can help you if you need it.

I was unable to get a current NMRA Infonet article, so that is not in this Dispatcher. Sorry.

Coast Division Superintendent's Report

Frank Markovich

We have a location now – Elks Club in Alameda. We met there for the first time on September 7. In talking to the members they really liked it. There were a few issues as there always are the first time in a new location. I have booked the Elks club for the March and Sept meets next year. We had close to 90 people in attendance which is 20 or so more than last year at that time. Quite a few new members joined at this meet.

Our next meet will be back at the Boy Scout Enter in San Leandro. Date is set for December 7th. It will start at 9:30 AM.

There will be two clinics and a roundtable. This will be the final clinic on 'Build a Memory' and we hope to get some participation from the GTE show two weeks earlier. It will be 2 hours long. During the 2nd half of the clinic we will do a review of the whole program. This would be a great time to bring someone to one of our meets. The second clinic will be "Micro-Macro-Modular Car Card Operations" by Paul Ingraham. Following is a short description of the clinic:

How do you deal with car routing on a layout that keeps changing? What do you do when the stations and industries disappear? What questions do your train crews really need to ask as they work their trains? A;; these and more will be answered in this clinic by Paul Ingraham at the December Coast Division meet.

For the roundtable this time it will be a Q and A session with Howard leading it. Bring your questions on any model railroad subject.

Towards that it would be great if we could get some more help working the NMRA booth at the GTE show. What really draws attention is building models at the show or painting items.

There have been some questions on why we are no longer doing a raffle. The Board looked at the fact that for the past few meets the division has lost money on the raffle. Add to it that we asked about the raffle and no one came forward saying that it helped with attendance. So we have decided to end it and instead beef up the door prizes. We also will sell door prize tickets. Everyone will get 1 door prize ticket for showing up, another one for wearing a coast name badge, and if they bring a model for the contest or show and tell another ticket. This meet we had over 15 door prizes.

We had three clinics at the last meet. The clinics were Build a Memory – doing the scenery part 1 – beginners but there will be enough for even master modelers in this – given by Mike Blumensaadt and Myself in addition to the two other exciting clinics. One given on 3D printing that I have already seen the models it was given by Darby Johnston and Sici Trevino See the website: <https://vimeo.com/97259131> and yet another clinic given by Pat LaTorres on the Achievement program. I have some photos of the 3 clinics and the roundtable. Howard led the roundtable and it was an extension of the achievement program. On that note, Howard McKinney submitted two forms – one for Civil and the other for scenery. They are in the approval process now. Mike Blumensaadt is just finishing up his form on structures and it should be submitted very soon. I had at least 4 people talk to me about the achievement program. If you are interested in it please contact myself or Jack Burgess.

The GTE show (Great Train Expo) is also coming to the Alameda Fairgrounds the week before Thanksgiving, November 22 and 23. Contact me if you are willing to work the show for the NMRA

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(frank@frankmarkovich.com) as we could always use more help. You will get in for free and get to see the show also.

Here are some pictures from the meet:



3D Printing Clinic



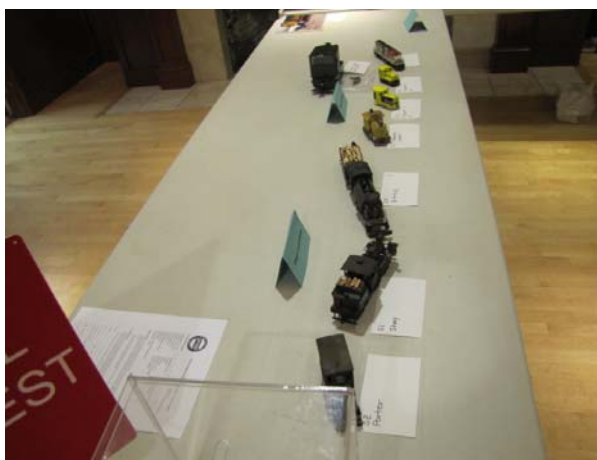
Door Prizes.



Build a memory clinic.



Overall view of the auction.



Model contest

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Show and Tell



Some of the 3D models

The Director's Cut

By Mark Schutzer

When the weather turns to fall and winter it's time to get back to modeling activities. Whether you enjoy modeling, layout design, or operations the Coast Division has something going on for you. At our quarterly meet on December 7th you can meet other modeler's and pick up some great deals at the Auction.

On the weekend of January 24th and 25th the annual OpSig / LdSig meet will be held in Novato. This is a great opportunity to learn about layout design and operations. If you ever heard about operations and want to see what it's about there will be a host of operating sessions on Sunday, January 25th. If you are interested see the OpSig / LdSig page on PCR's website. <http://www.pcrnmra.org/sigs/> If you have never tried operations you don't know what you are missing, it's a great day of running trains with good friends.

I hope to see you all at both the Coast Meet and the OpSig /LdSig meet.

That's all for now,

Mark

Climb Aboard The Club Car!

Jack Burgess, 2015 Publicity Chairman

The next Pacific Coast Region Convention will here in the Coast Division! It will be held May 13-17, 2015 in Newark at the newly-renovated Newark-Fremont Double Tree by Hilton.

Have you registered yet? If not, you should since this convention will be right in your backyard! If you have attended Coast Division meets in the past, think of this Convention as one of those meets on steroids! More clinics plus layout tours, prototype tours, and operating sessions. There will also be model contests and a very special banquet with *Model Railroad Planning* editor Tony Koester as guest speaker. Tony is a great speaker and this talk to appeal to everyone including spouses.

Did I mention operating sessions? There are a number of layouts in the Bay Area which are open for visiting operators during special events. But here is one of these special events! You don't need to know the layout owner, just register early and then wait to sign up for layout tours.

Did I mention layout tours? Expect more layout tours than you will have time to visit! The list of layouts which will be open for viewing has already grown to over two dozen including some layouts which have not previously been open during conventions.

Online registration is available right now! Log onto the Convention website at www.pcrnmra.org/conv2015/ to register or get more information.

Registrar's Report

Ronnie LaTorres

Registered / Attendance

Daylight	0
Sierra:	2
RED	4
Coast	68
Guest	3
Total	78

Badge Money In:	\$6.00
Ticket Sales	\$20.00
Total In	\$26.00

Veronica LaTorres
September 25, 2014

Model Contest/Photo Contest

Jim Eckman

Model Contest

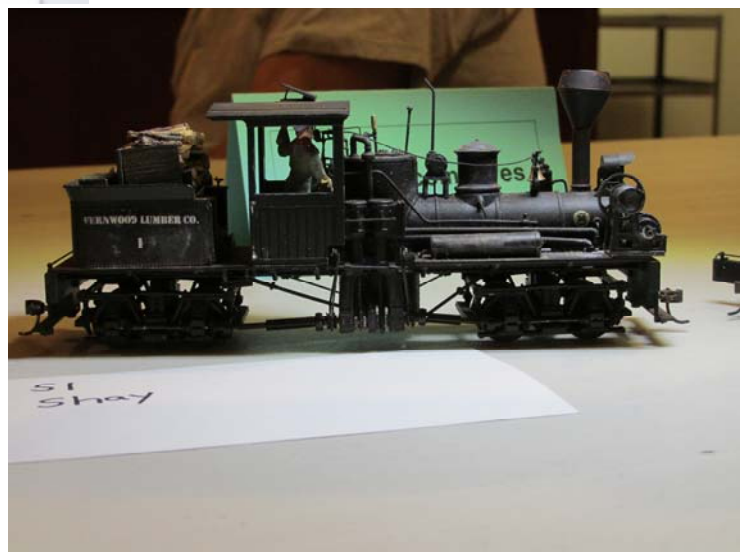
Steam

1st place – Pete Birdsong's On30 2-4-4-2, this was a Bachmann locomotive heavily modified using Backwoods Miniatures parts as well as other bits I suspect. Weathering and paint were great.



2nd place – Pete Birdsong's On30 0-4-2 Porter, this was a Bachmann locomotive with a Banta cab and other goodies.

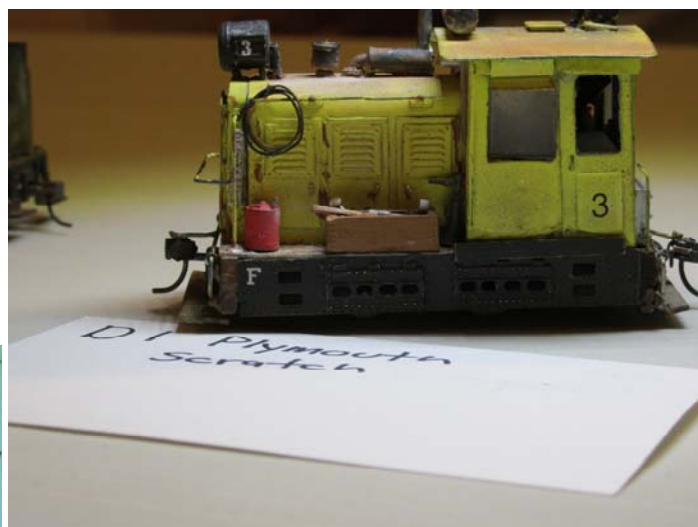
3rd place – Pete Birdsong's On30 Shay, modified using Backwoods Miniatures parts as well as other bits.



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Diesel/Other

1st place – Pete Birdsong's On30 Scratchbuilt Plymouth, a nice chunky, detailed critter.



2nd place (tie) – Pete Birdsong's On30 Plymouth from a Buffalo Landing kit.



2nd place (tie) – Dan Smith's Western Pacific GP-40 circa 1976

2nd place (tie) – Steve Wesolowski's Nevada County Narrow Gauge #11 with coupler adapters from collar stays. Sorry my picture didn't come out.



3rd place – Pete Birdsong's On30 Plymouth from a Buffalo Landing kit.

Passenger
No entries.

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Photo Contest

We had six entries, three in each category.

Photo – Working on the Railroad

1st place – Steve Wesolowski's Pulling the Pin

2nd place – Stanley Keiser's Refueling

3rd place – Stanley Keiser's Remote Control

Photo – Caboose

1st place – Steve Wesolowski's Southern Pacific Narrow Gauge Caboose

2nd place – Stanley Keiser's Caboose Past Stockton Tower

3rd place – Stanley Keiser's SP and SOO Caboose



Show and Tell



Frank Markovich's sawmill equipment, great stuff!

Steve Wesolowski's gondolas, redesigned to clean very greasy track at Sam's BBQ. Uses Scotch pads soaked with 409, that's serious grease removal.



The Thomas County Narrow Gauge Railroad

Confessions of an On30 Convert

Tom Tomasello

I've been an HO modeller since the very beginning. This is the story of my conversion to O scale narrow gauge modelling.

I remember building that first layout at the age of 8 with my father. Every evening, he'd come home with a new piece of track component or rolling stock and we would add it to our growing layout. Since then I've built 4 layouts to various levels of completion.

However, deep within, I've always harbored a fondness for narrow gauge railroading. Even my HO railroad aspirations always ran to backwoods shortlines as opposed to mainline class 1 operations. Something about that bite and kick survival against all odds ethic, I suppose.

Then came that fateful day in 2004, at the National Narrow Gauge Convention in Santa Clara, when I saw the Broadway Limited On30 Consolodation. For no good and practical reason, I purchased that beautifully detailed and hefty locomotive. It sat on my shelf as a display piece for almost a full year before I actually realized that I could set this loco on the tracks of my 60% completed HO layout and actually power it up. As the engine came to life with lights and sound and begin to move solidly, I was hooked.

Within a year my HO layout was torn down and a new On30 layout was begun in earnest. This was the origin of the Thomas County Narrow Gauge Railroad.



TCNGRR 2-8-0 #8 at Ryan Junction
(this is the locomotive that started it all)

The TCNGRR-Just The Facts Ma'am

Vision:

A narrow gauge railroad set in the early 1940's, on a shoestring budget. Second or third hand equipment with lots of wood in the structures and rolling stock. Set just east of the California coastal mountains, south of San Jose (What if the South Pacific Coast RR had extended it's line south from Almaden toward Morgan Hill along McKean Road?),

Mission:

A realistic yet freelanced depiction of a backwoods narrow gauge railroad in the early 1940's. A railroad that can justify it's existence by actually servicing industries such as a mining, oil, produce and manufacturing.

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Purpose:

A modelling forum to explore and learn scratch building techniques, further develop scenic concepts and a learning aid to creating an operable model railroad. Also a space to just watch detailed narrow gauge trains run.

Goals:

- Switching (yard and industries)
- Continuous running loop
- Branchline operation (point to point)
- Mixed train operation
- Bridges (wooden truss and girder)
- Tunnels (to disguise the loop)
- Passing siding
- Photo backdrop depicting the southern Bay Area in spring (green hills)
- Rudimentary single person operation utilizing matching industries:
 - Oil loading platform / Bulk oil dealership
 - Ore mine / Ore unloading dock
 - Piano factory / Narrow and standard gauge freight transfer
 - Orange grove and Produce dock / Freight transfer



TCNGRR Climax #6 Switching The Monty Ubiquisite Mine

Construction:

- Cookie cutter benchwork-island style with a pit in the middle for access
- Plaster cloth over cardboard strips and some carved foam for scenic land contours
- Ground cover of tan paint, real dirt and ground foam
- Trees are a mix of store bought and homemade using twigs from real trees as armatures
- Water made of plaster, covered with layers of gloss coating
- Rock outcroppings are a mix of real rocks and plaster castings
- Photo collage mounted on foam core for photo backdrop
- Direct, hand thrown turnout control for reachable switches
- Remote turnout operation using Tortoise, only on unreachable switches.
- DCC control using Digitrax

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Operation:

Mixed trains along the branch between Ryan Junction and Roslyn

Ore trains running on the branch between the mine and the ore dock

Loop running to service the orange grove and cattle pen as well as watching trains and test running locos

1-2 operators-One working the yard at Ryan Junction, One switching industries at Roslyn



*The Orange Grove
Home of the Amazing Gracie Oranges*



*The stock pen and loading chute
(hamburgers on the hoof)*

Motive Power:

Small-ish narrow gauge steam engines:

Road engines: 2-6-0, 2-8-0, 4-6-0, 2-8-0 (motive power for mixed trains)

Geared engines: Climax, Shay (motive power for the ore trains)

Manufactured by: Bachmann, Broadway Limited
Extra details added



A beauty shot of 2-6-0 TCNGRR #4 waiting for a spin on the Roslyn Turntable

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Rolling Stock:

A mix of Bachmann, American Model Supply, San Juan Car Company
Also some kit built and customized cars



*TCNGRR RPO #32 on the
Ryan Junction house track
(The latest issue of Railroad Magazine has just
arrived)*

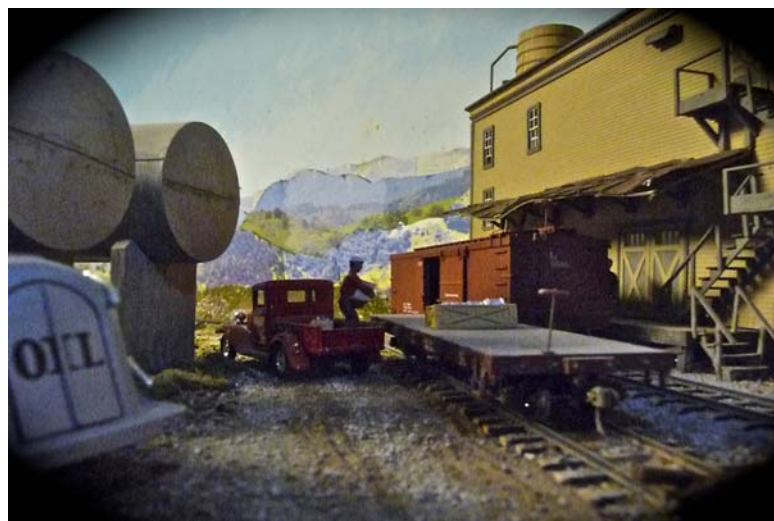
Features:

Scratch built structures:

- Arcade style engine house
- Fuel Oil facility
- Sand facility
- Gallows turntable
- Mine head frame and hoist house
- Piano factory
- Produce dock and office
- Stock pen with water tank
- Girder bridge
- Oil loading dock

Kit built structures:

- Depot at Ryan
- Freight transfer
- Yard office
- Water tank at Ryan
- Bulk oil dealer
- Truss bridge



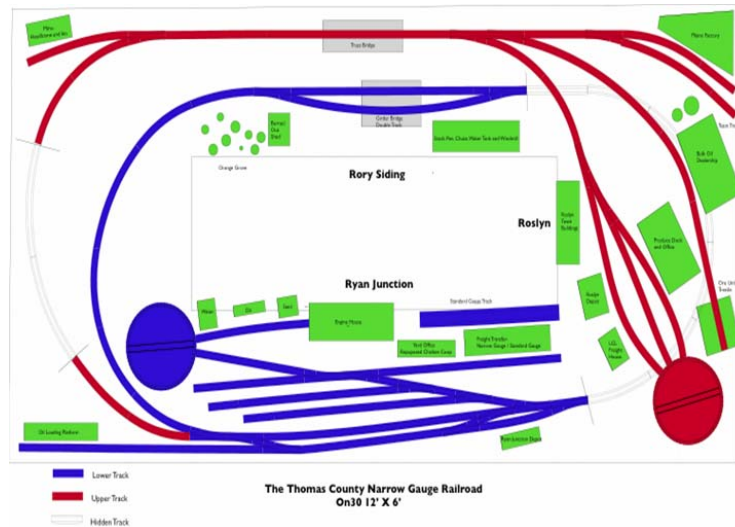
*Unloading at the Team Track next to Dr. T's Piano Factory
(Dr. T's-Home of the Happy Fingers piano method-after all 5,000 fingers can't be wrong)*

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Standards:

- 24 inch minimum radius
- 4% maximum grade up the branchline to Roslyn
- Base height is 47 inches
- Maximum track height is 56 inches
- Peco On30 track and switches
- Digitrax DCC control
- Furthest reach in to track: 24 inches
- Pit in the center for track access and maintenance.



The TCNGRR track plan

The On30 Thomas County Narrow Gauge Railroad has served its purpose well. My new goal is to dismantle this island style (with a pit in the middle) layout and construct a new around the walls style layout. The TCNGRR-2 will be bigger and better access-wise, operation-wise, scenic-wise and control-wise. This leads us to:

Lessons Learned:

- Direct access to all trackage. The easier, the better....especially as we age.
- Wiring-Keep it simple and labeled. Also, keep wiring diagrams.
- Turnout access by hand is preferred, where possible, for operation and repair. That being said, keep structures and scenic details out of the way.
- Maintain couplers, wheel and track gauge to proper standards.
- Ground cover is best when done in layers.
- Scratch building is easier and more satisfying than I originally thought.
- Only the visible portions of structures need be detailed.
- Photo backdrops look best with some dimensionality. Mount photos of nearer subjects to foam core.
- Layout presentation is important. Use fascia and skirting (hide all of those boxes, books, magazines and tools).

It's been a long road since those days when I would eagerly anticipate my father coming home with a new piece of equipment for our fledgling layout. However, the excitement and enjoyment of this hobby is still very much with me. Operation has become a significant part of the hobby for me as I have been part of an operating group for the last several years.

Designing, building and operating are, for me, the sacred trinity of model railroading now.

Tom Tomasello
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