



Coast Dispatcher

March 2015

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 Event

March 1, 2015

Alameda Elks Lodge

2255 Santa Clara Ave, Alameda, Ca

9:00 AM.....Doors open. Free Door Prizes. Buy Raffle Tickets.
9:30 AM.....Get Auction Cards.
10:00 AM.....San Ramon Branch of the Southern Pacific—Dave Connery
11:00 AM.....Corrugated roofing and siding for 64,000 square feet of warehouses - Tom Knapp
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
~12:45Getting Started in Model Railroading - Frank Markovich
3:30 PMTimesaver Results, Raffle – afterward Auction continues if required

9:30 AM – 12:15 PM:

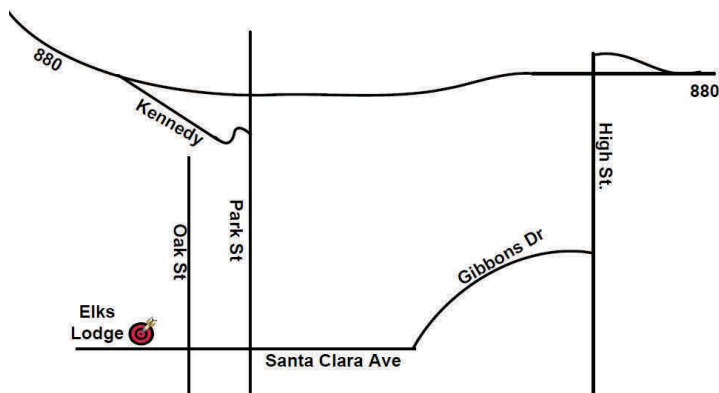
Model Contest- Caboose, Freight Car, Maintenance of Way

Photo Contest- Railroad Structures

Allen Fenton Timesaver Switching Contest (until 3:15)

* Contest results immediately after business meeting. Auction actually starts immediately after contest results. The "Getting Started in Model Railroading" Clinic will start at the same time.

Directions to the Alameda Elks Lodge



From the North:

Take Highway 880 south.

Take exit #39B/23Rd Avenue/Alameda onto Kennedy St.
Turn right onto 23rd Ave and then bear right onto 29th
which becomes Park. Turn right on Santa Clara.

From the South:

Take Highway 880 North

Take Exit 38, High St. Turn left on High St.

Bear Right on Gibbons. Turn right on Santa Clara.

The Elks Lodge is on the right just past Oak St.

There is parking in the back.

Coast Call Board

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Editor's Notes

Continuing our thinking of including layout owners descriptions of their layouts, this edition has the first installment about Mike Coen's Layout, the WP Oregon Division.

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.

To make room for the stories I included, I did not include some articles that are traditionally included in the Dispatcher.

If you miss any one of them and want them included in the future, let me know.

"Event" vs "Meet" We have changed to "Event" from "Meet" at the request of the NMRA President to appeal to a larger audience.

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! The Convention website at www.pcrnmra.org/conv2015/ has all of the information you will need to register online for the Convention and also get a room at the Convention hotel if desired.

The website now has an updated list of clinics that will be presented. Right now, there are 22 clinics on subjects ranging from prototype railroads including local ones like the Granite Rock Quarry in Aromas and the State Belt Railroad in San Francisco to the Sierra Railway. There will also be clinics on subjects as diverse as batch-building freight cars to signaling and passenger car operations. Also expect clinics on layout design and operations as well as assistance with the design of your own layout.

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 41 including some layouts which have not previously been open during conventions.

There are also 13 layouts which will be open for visiting operators! You don't need to know the layout owner, just register early and then wait to sign up for these 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.

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

Coast Division Superintendent's Report

Frank Markovich

The next Coast Division Event/Meet will be at the BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501. Please don't park in handicapped spaces or police spaces unless you have the right to. People have been towed.

We met at the Elks 2 meetings ago and the people there really liked the facility.

Come meet other local model railroaders during our free quarterly meet and enjoy two free clinics, model, photo & switching contests/displays, videos, etc.! Bring YOUR questions to modeler's roundtable for answers. You may win a door prize! Enjoy our lively auction of model railroading items & more!

There will be two clinics and a roundtable. The clinics will be on "The San Ramon Branch of the SP" and a "corrugated roofing and siding for 64,000 square feet of warehouses" showing how I made a fixture for creating my own N scale corrugated metal, (including a couple of failed ideas), how to install it, and how

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to weather it, By Thomas Knapp MMR. I will meet with people interested in getting started in Model Railroading right after the business meeting.

I really want to encourage entrees into the contest so there will be an extra door prize again for every entry in model or photo even if it is just show and tell.

We expect the auction to be large again. Again the auction in December made a sizeable amount as we had close to 500 items. We had two clinics and the room was packed for both of them. One was on car cards for modules and the other was the final build a memory clinic. We also had just over 100 people sign in. This was about 20% more than the number that we had for the previous meet.

The Business meeting was rather short but here are some of the highlights: Lots of information but here is just a sampling. Charlie Getz talked about changing our meets to be called events, also about progress at the Sacramento Train Museum on the Scale Model Railroading exhibit.

I understand that LD/OPSIG Meet was the best ever. I couldn't go as I started teaching that week and had to work on Friday evening and Saturday day.

Also coming up is O Scale West: **February 5 – 7, 2015**, O Scale West / S West Meet, Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA. I will have my layout open on Friday night. Even if you don't go to the convention you are welcome to come visit my layout at 1904 Chula Vista Dr, Belmont, Ca 94002. I will be open on Friday February 6, 2015 from 7:00 PM until 10:00 PM.

I have taken over the West Side Reunion and this year the West Side Reunion and the Sierra Seminar will be the same day for the presentations and on Sunday we have great activities scheduled for the Seminar. There is an announcement in the back of this Dispatcher.

Pete Birdsong has taken over the Coast Website, if you haven't looked lately please do. Much improved. Pete is a great addition to our board.

Dates and locations for next year are all set – mark your calendars:

March 1st Elks club in Alameda,

June 7th San Leandro Boy Scout Headquarters – thanks so much to Bob Carnes!!

Sept 27th Elks

Dec 6th San Leandro Boy Scout Headquarters.

Don't forget the PCR Convention, The Club Car 2015, is in Newark this year, May 13-17, 2015.

We also recognized 3 of our members for getting Achievement awards:

Dave Connery was awarded Master Builder - Scenery and Master Builder - Structures. Dave completed all the requirements for Official and am about ready for final judging on the Civil Engineer and Master Builder - Cars awards, which would be all required for the MMR designation.

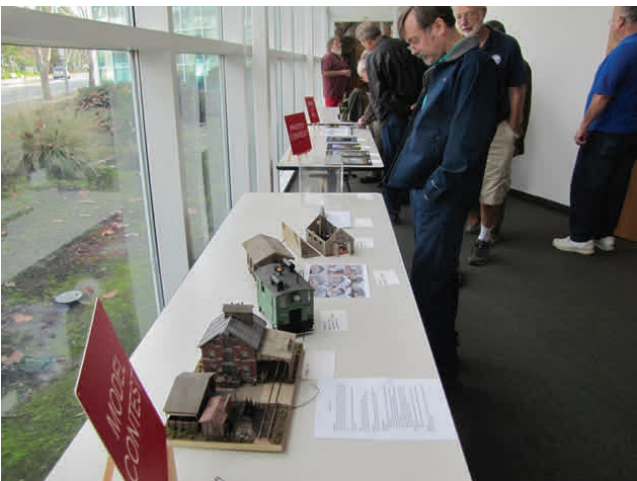
Howard McKinney – Scenery, Electrical and Civil.

Rodney Smith – Electrical

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Here are some picture from the last meet:



Model Contest/Photo Contest

Jim Eckman

Model Contest Favorite Model

First Place: Earl Girbovan's Yehuda's Heating, it also received a merit award. Lots of scratchbuilding as well as kit building went into this. Nice detailing as well.



Second Place: Pete Birdsong's Blacksmith Shop – Wonderful job, great interior detail.



Third Place: Pat LaTorres' Box Cab . I think this one is number two or maybe three of Pat's boxcab builds.

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Three other great models were entered,

Pete Birdsong's Freight House,



Paul Ingraham's Business Car and Coach

and Steve Wesolowski's Recycled Radio Flyer –



Photo Contest– Favorite Photo

First place Stanley Keiser, *Through the Rotary Window*.

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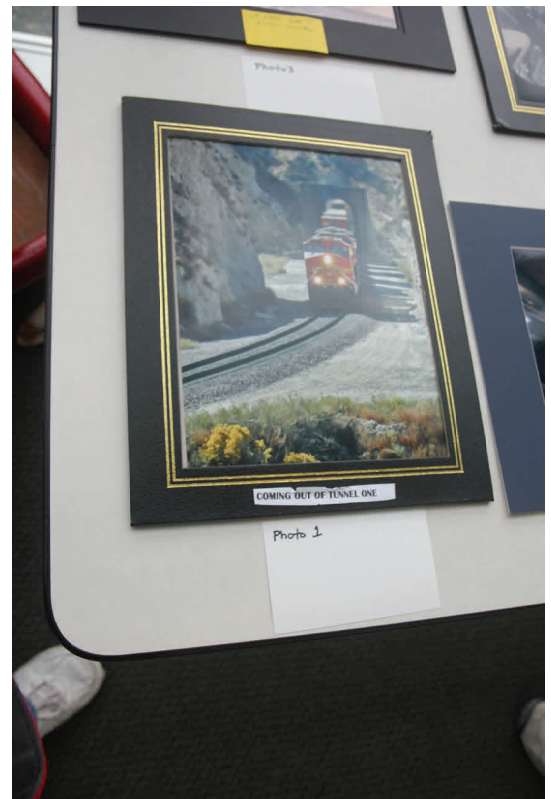
Second place Seth Newman, *UP 5334 East at Afton Canyon,*

tied with



Pat LaTorres *Starlight at Oakland Canyon.*

Third place Stanley Keiser, *Coming out of Tunnel One.*



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Show and Tell

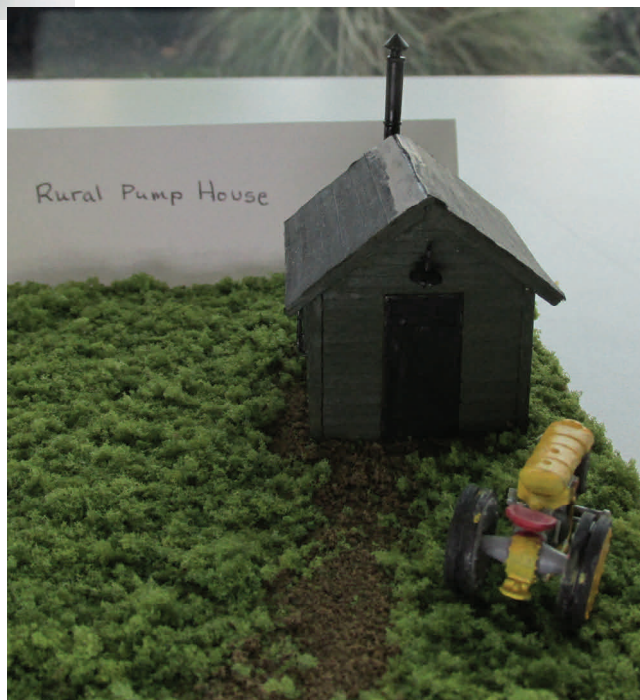
Tom Knapp's Nn3 log train –
Totally awesome.



Howard Lloyds' Lehigh Terminal Grain Elevator - I really liked the weathering on this.



Lisa Gorrell's Pump House – Great little diorama



WP Oregon Division

Mike Coen

I am building the Western Pacific Oregon Division, circa 1966 - 1980. I wanted to build a layout that covered a territory I loved and had a believable backstory. Follow along as I tell you how the Western Pacific was built into Oregon.

Star Trek fans know about the concept of an "alternate universe". The WP Oregon Division is exactly that, what "might have been". In my scenario, WP built the Northern California Extension, aka The Highline, at the same time as the Feather River Route, rather than in the early '30's. Financial help in my version came from James J. Hill of Great Northern fame. Rather than stopping at Bieber, CA, the WP kept on building going through Klamath Falls. This is based in reality, as Great Northern did offer to sell the Bieber to Klamath Falls portion of it's line. On my layout, WP built over the Cascades via Pengra Pass to Eugene where it met up with the Oregon Electric, a subsidiary of the Spokane, Portland and Seattle, a line also controlled by James J. Hill. The backstory is that Hill and Jay Gould, the builder of the WP, hated E.H. Harriman with a passion. This was true, the men couldn't stand each other. Harriman was none to fond of the Goulds either. They built the WP, Rio Grande, Mopac and Wabash. Harriman actually threatened Gould, saying about the WP, "if you build that line, I will kill you." In my version of events, the Goulds and Hill colluded to build a north-south corridor to compete with the SP in California to Oregon and Pacific Northwest traffic. That was also based in reality. The real SP Natron cutoff was not completed from Klamath Falls to Eugene over the Cascades until 1926, due to the Harriman lines being tied up in anti-trust litigation. On my layout, the WP beat the SP building the route and the SP only has the older, more circuitous Siskiyou line. Are you with me so far?

Here's the good part: In my universe, when the USRA took over the railroads during World War I, it directed WP to grant trackage rights to the SP to expedite freight traffic to/from Oregon and California. If you know western railroading, you know about the WP's through-train agreement with BN and Santa Fe, where North/South traffic was expedited by the three railroads to compete with the SP. BN and WP had locomotives run through but Santa Fe did not. This was mainly due to a reverse move required in Stockton, CA, when the trains were handed off between WP and Santa Fe. There was no northbound connection from the Santa Fe's Mormon Yard to the WP mainline. On my railroad the connection was built. So....I get to have run through Santa Fe power, BN and BN predecessor road run through power, and WP power on my road. I just love the justification of Proto-freelancing.

Also, with the steep grades and lumber drags out of Oregon, WP's Oregon Division would need drag freight power. That means six-axle power, something WP never had. In reality, WP came very close to buying SD45's. Parts Standardization was a key method for WP to control costs. On the WP Oregon Division, to keep parts inventory low, six axle and four axle power share similar parts - EMD GP40's and SD40's and SD45's, GP7's and SD7's, maybe a few SD35's to compliment the GP35's. There are no six axle GE's because they couldn't share the EMD trucks and traction motors like the four-axle GE's that WP did own, which rode on EMD Blomberg trucks from traded-in F units.

So there you have the backstory. As to the layout itself; the modeled portion of the railroad from Portland to Klamath Falls exists in a L-shaped room, 13 feet wide on both legs, 22 feet on the short leg, 34 feet on

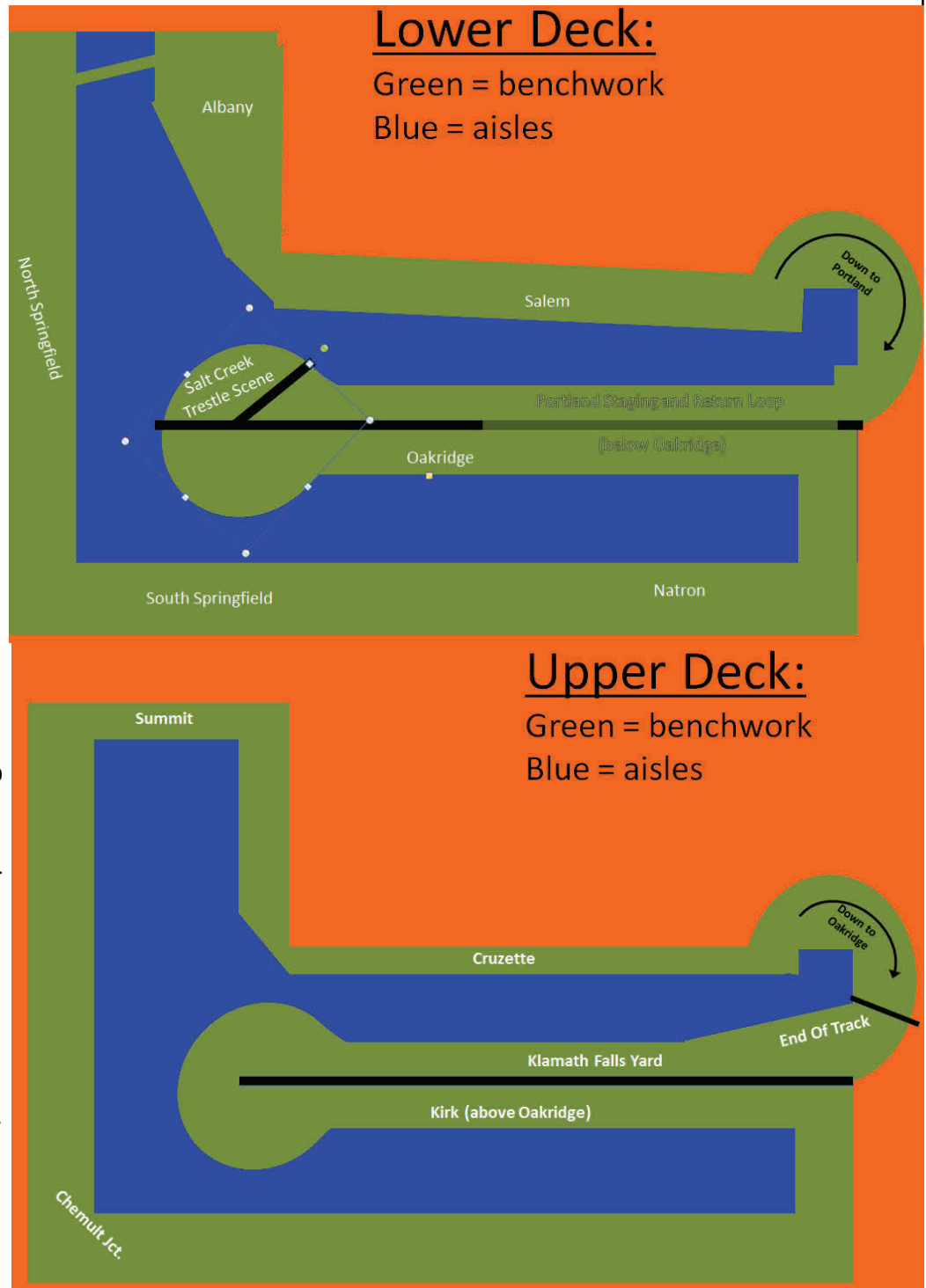
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the long leg. There is a center peninsula running down the middle of the long leg. Just as the prototype SP line climbs continuously out of Eugene for almost half the distance to K-Falls. My layout mimics the grade profile; it climbs out of Eugene yard for almost half the distance to Summit siding located on on the second deck. It's flat running from Summit to the Yard at K-Falls, just like the real line. Benchwork and the mainline are complete. Some basic scenery is in. There are five sidings. Train length is a maximum of 10 cars for locals and 25 cars for freights. A San Francisco leg of the Empire Builder runs on the line. Again, WP and GN discussed the possibility of just such a train and in my "alternate universe" it actually happened. Amtrak's Coast Starlight will run during Ops sessions depicting the post-1971 era.

I've given this layout a lot of thought. I wanted to model Oregon since I was a teenager. The concept for this layout first gelled in the late 1970's, when I was a junior member of the East Bay Model Engineering Society in Emeryville. Major influences have been the V&O, Utah Belt, Jim Providenza's Santa Cruz Northern, and Rick Fortin's Santa Fe Shasta Route. Attending the annual Layout Design and Operation SIG meet was especially influential. A model railroad like mine doesn't get develop in a vacuum, and I want to acknowledge Don Marenzi, Seth Neumann, Bob Hemmer and the DCC Lunch group for helping me keep focused on achieving my dream.

On the next few pages we will have a tour of the layout.



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Portland Staging



Passing through Salem

There really was a brewery in Salem



Albany

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Willamette River and East Springfield

Entrance via Nod under an d swing gate.
Gate built on 1/2 a solid core door
mounted to 4x4 posts anchored to floor.
10 years old, Predates current layout—
bulletproof.

Springfield Yard—Heart of the
layout.



Springfield Junction—Natron.

SP interchange to Eugene staging.

Oakridge



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Portland Staging and return loop will be hidden by scenery.



Klamath Falls—end of the line.

Operations:

NCE DCC with Wireless Throttles

Track Warrants with FRS Radios

1st and 2nd Gen. Diesels, Some w/Sound

Max. Train Length: Approx. 22 fifty ft. cars with Four, 4-axle locos or Three, 6-axle locos

Locals – One or Two Geeps, 6 – 10 cars

Future Operation of S.F. Empire Builder/Amtrak

Crew: Dispatcher, Springfield Yardmaster, Yard Engine/Hostler, 4 locals, 4 – 6 Through Freights

Lessons Learned—so far

Join the 21st Century – Use Design Software (cut pixels before plywood)

Finish the room first. Finish the room first

Visit and Operate other layouts. Repeat.

Get operating—the best way to spot problems.

Build a Little. Operate. Repeat.

Seek feedback from Experienced operators.

Count on making changes.

In the next Dispatcher we will describe the changes I made to the “hole in the wall” based on what I learned from the LDSIG.

NMRA InfoNet News For January, 2015

Tom Draper

NMRA Election Ballots

The ballots for the upcoming NMRA elections have been sent out with the February, 2015 issue of the NMRA Magazine.

On this ballot are shown the names for:

- 2 Candidates for NMRA President
- 2 Candidates for Vice President – Administration
- 1 Candidate for Vice President – Special Projects
- 6 Candidates for At-Large North America District Director
- 2 Candidates for Pacific District Director
- 1 Candidate for Eastern District Director

All voting members worldwide can vote for candidates in the positions of NMRA President, NMRA Vice President Administration, NMRA Vice President, Special Projects.

All voting members in the U.S. and Canada can vote for the position of NMRA At-Large North American Director.

All voting members in FL, GA, SC, NC, VA, WV, MD, DE, PA, NJ, NY, CT, RI, MA, VT, NH, ME, AND DC can vote for the position of NMRA Eastern District Director.

All voting members in Asia, Australia, New Zealand and the Middle East can vote for the position on NMRA Pacific District Director.

Please be sure and VOTE! Your ballot is very important.

Please be sure and mail in your completed ballot to the address shown in the NMRA Magazine. Ballots must be postmarked no later than March 1, 2015 and received no later than March 10, 2015

The following is from a White River Productions Press Release:

(Bucklin, Missouri) – White River Productions has acquired *Railroad Model Craftsman* and *Railfan & Railroad* magazines effective September 1, 2014. The asset purchase agreement between Carstens Publications and White River Productions was completed Thursday, August 28, 2014.

Carstens Publications' final issues of the two titles are the June issues, and future issues will be produced by White River Productions. Staff assignments for the two publications have not yet been determined. Included in the agreement is the Books Division of Carstens Publications, which will continue under White River Productions. Not included is *Flying Models* magazine.

"We are excited to welcome these two Carstens titles to our family of White River Productions publications," said Kevin EuDaley, president of White River Productions. "These magazines are an important part of railroad publications and White River Productions looks forward to continuing their legacies."

Subscribers will be pleased to know existing subscriptions are to be honored and fulfilled by the new ownership. Fulfillment will be based on the number of remaining issues in existing subscriptions. Due to the need to get the

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magazines' cover dates current, a combined issue scenario will likely be employed, but the number of issues owed to each subscriber will be adjusted accordingly.

"If you have six issues left on your subscription, you will receive six issues," EuDaley said.

The magazines' new mailing address for all subscriber, reader, and industry communication is the Bucklin address (PO Box 48, Bucklin, MO 64631).

Advertisers should contact Mike Lindsay of White River Productions at 800-282-3291 or via email at ads@railfan.com, ads@modelcraftsman.com, or ads@modelrailroadnews.com. Mike will be managing advertising for the new titles.

Railroad Model Craftsman and Railfan & Railroad

About the Carstens' Publications

Railroad Model Craftsman magazine was founded in 1933 by Emanuele Stieri as *The Model Craftsman*, aimed at all areas of scale modeling. Ownership of the publishing company passed in 1934 to Charles Penn. In 1949 the name of the publication was changed to *Railroad Model Craftsman*, with a focus on the scale model train hobby exclusively. Hal Carstens joined the publishing firm in 1952 and purchased the company in 1963, renaming it Carstens Publications.

Railfan & Railroad in concept goes back to 1968 when future *Railroad Model Craftsman* editor Tony Koester along with Jim Boyd pitched the idea to Carstens for a "railfan's" magazine. By 1971 Jim Boyd has joined Carstens to work on *Flying Models*, and in 1974 *Railfan* was born as a quarterly publication. It went to six times a year in 1977, and monthly in 1987. In 1979 it was merged with the defunct *Railroad* magazine (which began in 1906 as *Railroad Man's Magazine*), becoming *Railfan & Railroad*. The magazine was edited by Jim Boyd from its inception until his retirement in 1998, after which Steve Barry took over as Editor.

About White River Productions

Founded in 1992 by Kevin EuDaley, President, White River Productions is currently producing 22 historical society magazines plus calendars, books, and other peripheral items such as membership brochures, advertising rate cards, annual meet announcements, and ballots. The company also publishes *Model Railroad News*, *Railroads Illustrated*, *Passenger Train Journal*, *The Railroad Press* magazine, and now *Railroad Model Craftsman* and *Railfan and Railroad* magazines. The company began when owner Kevin EuDaley decided to write and publish the book *Missouri Pacific Diesel Power*. He produced *The Eagle* for the Missouri Pacific Historical Society from 1993 to 1996 and picked up the editor's reins for the MPHS in 2010. In between, he has edited and produced numerous historical society publications. His wife, Nadean, manages day-to-day operations at White River Productions.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in the NMRA Magazine

If the person holding a region or division office changes, or their email address changes, please contact me at tcdraider@aol.com with the corrected information.

Regards,

Tom Draper – HLM, DSA, FA
Director – Support Services