



Coast Dispatcher

June 2013

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

June 9, 2013

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 "Adhesives for Model Railroaders," by Dave Connery
 11:00 AM "Model Photography " by Mark Schutzer
 11:00 AM Model Railroad Roundtable moderated by Howard McKinney
 Theme "Thoughts On Model Railroad Figure Animations."
 12 Noon Business Meeting
 ~1:00 PM* Auction starts, Roundtable continues
 1:30 PM Model/Photo Contest Results – afterward Auction continues
 3:30 PM Timesaver Results, Raffle – afterward Auction continues if required

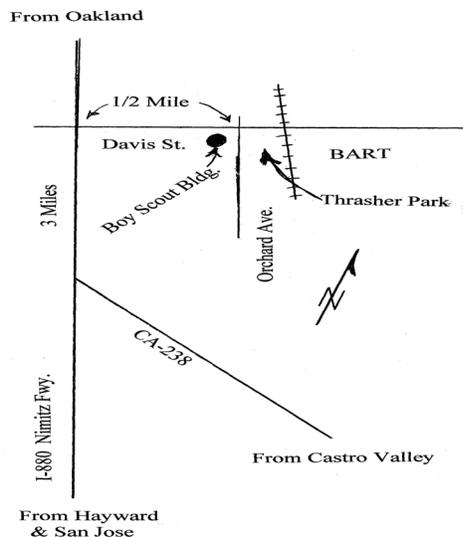
9:30 AM – 1:15 PM:

Model Contest: Structures, Traction and Self Propelled, Diorama

Photo Contest: Diesel Locomotives

Allen Fenton Timesaver Switching Contest (until 3:15)

* Auction actually starts as soon as Business Meeting ends.



Directions to the Boy Scouts of America

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.

Coast Call Board

Director: Mark Schutzer
Ph: 650-369-0481
Email: mark.schutzer@sbcglobal.net

Superintendent: Frank Markovich
Ph: 408-505-2727
email: frank@frankmarkovich.com

Chief Clerk: Darlene Ferguson
Ph: 925-231-5883
email: totempolekds@hotmail.com

Paymaster: Bob Ferguson
Ph: 925-228-6833
email: BobPCRCDD@aol.com

Achievement: Kermit Paul
Ph: 925-935-1859

Auction: John Marshall
Ph: 925-461-0206
email: jkmarsall43@gmail.com

Auction Accounting: Bill Swindell
Ph: 925-372-6996
email: bill_swindell@value.net

Clinics: Dave Falkenburg
Ph: 408-425-3936
email: falken@mac.com

Publisher, Coast Dispatcher:
Tom Vanden Bosch
Ph: 650-369-8305
email: tom-marian@att.net

Editor, Coast Dispatcher:
Tom Crawford
Ph: 510-790-0371
email: tom@thecrawfordfamily.net

Roundtable Facilitator:
Howard McKinney
Ph: 408-996-1581
email: mckinney@pacbell.net

Model Contest: Jim Eckman
Ph: 650-996-6728
email:
jim_eckman@roninengineer.com

Nominations: Dave Connery
Ph: 925-735-0134
email: dgconnery@sbcglobal.net

Photo Contest: Keith Wandry
Ph: 408-507-6469
email: keith@lobstershack.com

Publicity: Steve Wesolowski
Ph: 408-252-4192
email: swezz@comcast.net

Quartermaster: Stan Keiser
Ph: 510-791-1504
email: sbkeiser@juno.com

Registration: Ted Stephens
Ph: 650-856-4202
email: ted@stephensfam.com

Switching Contest: Eric Moe
Ph: 510-425-4915
email: moerailroadstation@gmail.com

Web Master: John Sing
Ph: 650-372-0765
email: singi@us.ibm.com

Meeting Sites: Steve Wesolowski
Ph: 408-252-4192
email: swezz@comcast.net

Layout Tours: Dave Parks
Ph: 650-961-7644
email: [Bearwestern@comcast.net](mailto: Bearwestern@comcast.net)

Membership: Darrell Dennis
Ph: 510-303-3431
email: u8444p@comcast.net

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Editor's Notes:

The Model Railroad Roundtables will now have "Themes." This will allow the roundtables to have more focus and allow people to plan ahead.

In the past, the Dispatcher has been essentially a report on Coast Meets. I've decided to add some life to it. I'm now including stories about groups and activities in the Dispatcher which are not directly related to Coast meets. In this issue I have included a story on the Swiss Meter Gauge modular group, and the first part of a multi-part story written by Tom Vanden Bosch. I have some more lined up for the future. If you have a story you would like to see posted in the Dispatcher, let me know.

The Coast Dispatcher is only available in the electronic version starting with the March 2012 issue. It is available on the Coast Division Website.

<http://www.pcrnmra.org/coast/>

You may also subscribe to the Dispatcher for free by contacting Tom Crawford at tom@thecrawfordfamily.net or by going to

http://groups.yahoo.com/group/Coast_Dispatcher

and signing up. When you do this, you will get an e-mail with a direct link to each new version. (we do it this way because people with slower internet connections can download at their leisure as opposed to having it slow down their e-mail.)

All Coast division members now get post-cards providing important information for the upcoming meet.

Coast Division Superintendent's Report

Frank Markovich

Well this will be my first time as superintendent and I am looking forward to it. You will see some minor changes but only additions at this time. Starting with this meet, I will bring a projector and modeling movies for the afternoon. This will be at the same time as the auction. I will work something out so people watching the DVD's will know when items come up. Maybe we will have a runner (me) or some other method to keep the members up on what numbers are coming up in the auction. The auction is very important as it is the main method of raising money for our division. The DVD's are on Building Craftsman Structure kits by Scotty Mason – He has given us written permission to show his DVD's at NMRA meets including the Coast Division. These are excellent modeling DVD's and I will be showing 2 of them at the meet. I will be available to answer any questions regarding what is shown. The techniques in these can be used for not only structures but for rolling stock and in many cases the weathering can be used for motive power.

There are still some open positions in the division and I am looking for people to volunteer. If you are interested in helping please email me at frank@frankmarkovich.com or any of the other Coast board members. Two of these are the committee chair for the Auction and the webmaster – John Sing has been doing that but he now lives in Florida and we need to find someone local. Also if there are ideas of things you would like to see at the meets let me know. I would also like to encourage the members to bring models or photos for either the contest or show and tell. On that note, you don't have to have a finished model; in fact one in progress is great. You can bring in something that you are having trouble with and we can help. Or show how you did something. For those that won awards at the PCR Regional please bring them to display. If you bring a model you will get an extra door prize ticket. This auction will again be very large with the estate we started 2 meets ago still having lots of items. There were lots of great bargains at the last meet and I expect many at this meet. The location is at the Boy Scouts of America Headquarters, 1001 Davis St, San Leandro, CA.

Lastly, I really enjoyed the Iron Horse Express, the PCR convention was awesome. I enjoyed seeing a number of the layouts in our area that I haven't seen in the past and operating on Dave Parks layout. Lots of excellent models in the contest and some fantastic clinics.

The Director's Cut

Mark Schutzer

I hope you all had a great time at the Iron Horse Express Convention. I know I had a very busy week with all the activities going on. It was great to see everyone and to catch up on old friendships. PCR always puts on a great convention and this year's convention was no exception. I want to thank the whole committee and all the volunteers for a job well done!

The Coast Division only exists because of all the volunteers that make it work. We are always in need of more help and right now we have several open positions that we need to fill. If you have some time and you want to get more involved please contact me or our Superintendent, Frank Markovich.

I hope to see you all at the meet on June 9th.

Help Wanted

If any Coast Division member is interested in web-site work or would like to learn, please contact one of the Division Officers or Nominating Chairman Dave Connery. See the Coast Call Board in this issue for contact information.

Coast Layout Tours

By Dave Parks

The next Coast Division Layout Tours will be Saturday evening January 26, 2014 in conjunction with the PCR/Sig meet January 25 thru 27. Contact your area coordinator to have your layout on tour for the PCR convention or future Coast Division Tours. <http://www.pcrnmra.org/coast/>

| | | | |
|---|----------------|--|----------------|
| Chair | David Parks | bearwestern@comcast.net | (650) 961-7644 |
| North East Bay | Bob Osborn | bob@cmrailroad.com | (925) 420-6094 |
| | Andy Schnur | schnurae@netzero.com | (925) 283-4476 |
| South East Bay | Don Marenzi | donmarenzi@aol.com | (510) 794-3469 |
| North West Bay | Pete Cressman | gabi2pete-friends@yahoo.com | (650) 728-7681 |
| South West Bay | Steve Williams | spwilliams@gmail.com | (408) 857-6787 |
| South Beyond the Bay – Gilroy/Santa Cruz | Chuck Catania | cpccr@charter.net | (408) 846-5857 |
| North Beyond the Bay | Ernie Simard | esimard@yahoo.com | (707) 762-9163 |
| Web Coordinator | Steve Williams | spwilliams@gmail.com | (408) 857-6787 |

Coast Division Election Results

Dave Connery, Nominations Committee

At the March 10th Coast Division Meet election was held for Division officers for the coming two years. The Nominating Committee submitted the following candidates: Superintendent – Frank Markovich; Chief Clerk – Darlene Ferguson; Paymaster – Bob Ferguson. There were no further nominations from the floor. A motion was made and seconded that the three nominees be elected unanimously and this was approved. Many thanks to our out-going Superintendent – Mark Schutzer and Chief Clerk –Darrell Dennis for their 4 years of dedicated service to the Division. Let us all support our newly elected leaders and be willing to help out if they call.

Registrar's Report

Ted Stephens

Here are the Registrar's notes from the last meeting.

Attendance

| | |
|-------------------|----------|
| Coast Division | 84 |
| Sierra Division | 5 |
| Redwood Division | 10 |
| Daylight Division | <u>3</u> |
| Total | 102 |

We took in \$142 in Raffle tickets sales and \$6 in Name Badges.

Kermit Paul and he has agreed to take over the making of name badges. I will meet with him later this month to give him everything he needs to get the ball rolling on this.

Thanks,
Ted

Publicity Report

Steve Wesolowski

When Dispatcher Editor Tom Crawford phoned last night to ask where my (several days) late Publicity Report was, I agreed to keep my report short. After Tom stopped laughing out loud that I COULD be brief on ANY subject, I said I'd try. With Iron Horse Express over & no Train Show yet scheduled in Coast, I think I can be succinct. You'll judge.

I just want to Thank EVERY Volunteer during PCR's nearly 70 years, for the decades of shared Train Fun events Your/Their Volunteering has directly or indirectly facilitated for every one of us fortunate enough to enjoy them.

ALL Train Fun events need Volunteers to make them happen. As a kid at a couple Coast meets in Emeryville in the '60s, I didn't know this: maybe I assumed those meets just 'happened'; I don't recall.

As an adult returning to Coast Division, PCR & NMRA in 2000, I knew Nothing just 'Happens'. All Train Fun events always require volunteers Paying it Forward for ALL our Train Fun to happen, for us to enjoy more train fun together.

I try to remember to Thank Everyone who helps my life more enjoyable, including my Train Life, because it requires every one of them to share their most precious gift, our limited time alive together.

I've been thinking about how many in our hobby "Paid it Forward" whom I didn't know, ever since Richard Hendrickson was named John Allen Award recipient in Dublin last month.

Richard is the first John Allen Award recipient I'd not heard of before, only because our paths just have not crossed yet, to my knowledge. I was surprised anyone could contribute as much as Richard has, consistently helping others enjoy our shared hobby, demonstrating the same generosity of spirit John Allen did in sharing his knowledge, that I hadn't heard of Richard. As I've learned of some of Richard's many contributions, I realize there MUST be others maybe I've met, or haven't or never will meet who've increased my Train Fun directly/indirectly by Volunteering recently or in the past.

Examples: I think I met Paul Shimada in the '60s when we traded Layout Passes. When I visited Bob Dupont's layout just a few years ago Bob said remembered me from the '60s: he signed one of my 60's PCR Member cards as PCR President. Although I never tried the Switching Contest when Allen Fenton ran it, so I think we never spoke, his contributions through those he taught to run it, including Tom Van Horn, have indirectly enriched my train fun, hugely!

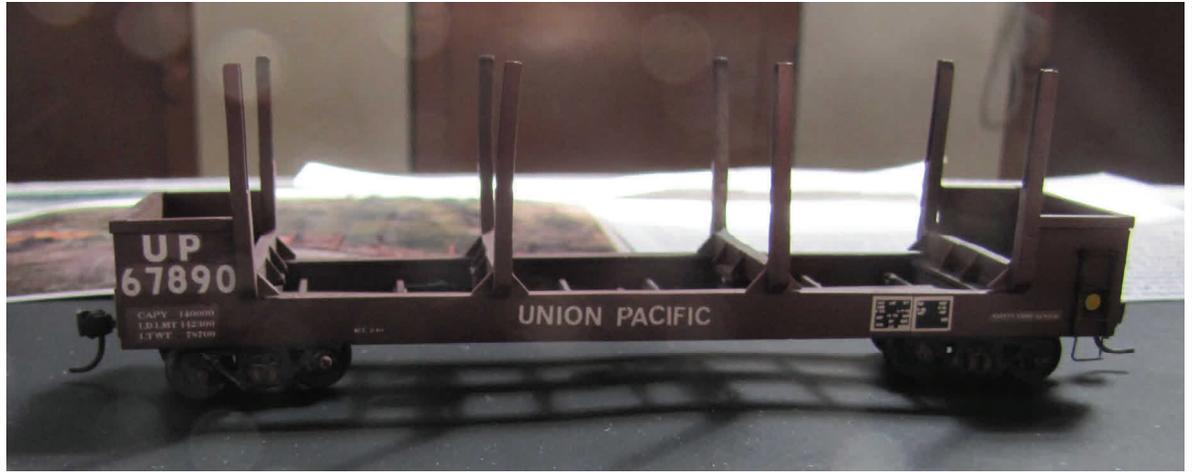
Because of Allen Fenton AND Richard Hendrickson, I've realized, maybe before it is too late in some cases, I Will try to Thank the person next to me or any member I haven't met at future Coast Division, PCR or NMRA events: You've likely contributed to my train enjoyment. I just don't know how, yet. Happy Trains to You, Until we meet or meet again!

Model Contest/Photo Contest

Frank Markovich

In a word WOW! Not a huge number of entries but all that entered were exceptional. There were six models for achievement judging and all six received over the 87 ½ points needed for the award. There were 2 each in freight car and M of W and one caboose. Here are the highlights:

First Place
Freight: UP Log
Car By Bob
Warner.



Second Place Freight: CB & Q
Autocar by Ken Martin.

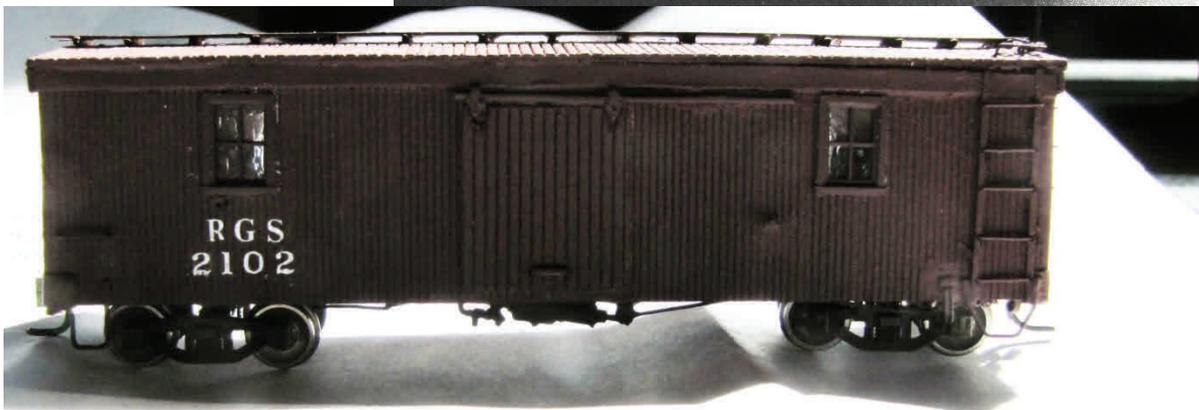
Caboose first place CB & Q
Caboose by Ken Martin.



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First Place Maintenance of Way: SPMW Boxcar #3574 by Andrew Merriam – Also earned a merit award with 107 points.

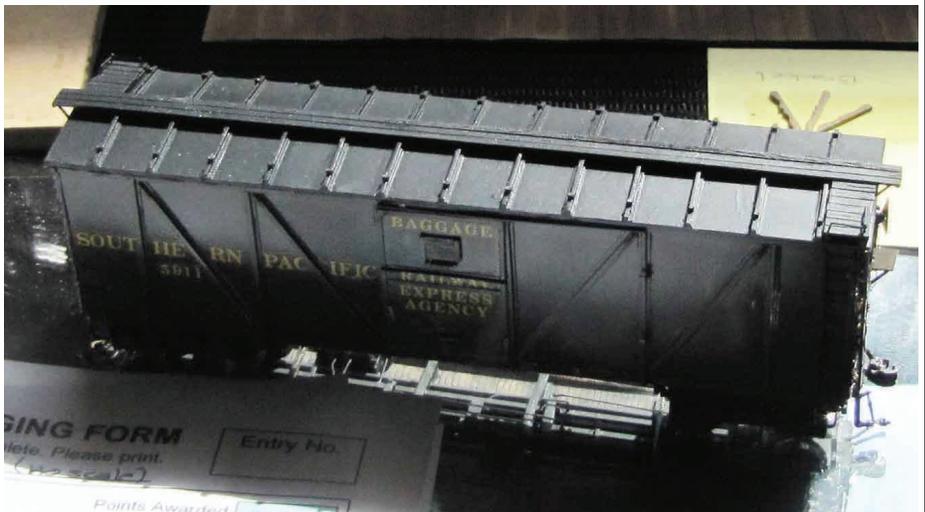


Second place RGS Outfit car 2102 by Ken Martin.

Achievement Awards:

Andrew Merriam with his SP Express boxcar – 100 points.

Andrew Merriam with his SPMW boxcar 107 points. Picture above.



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Andrew Merriam – SP 1898 freight House 105 points.



Tom Vanden Bosch with his KCS Sallisaw, OK Station – 108 points.

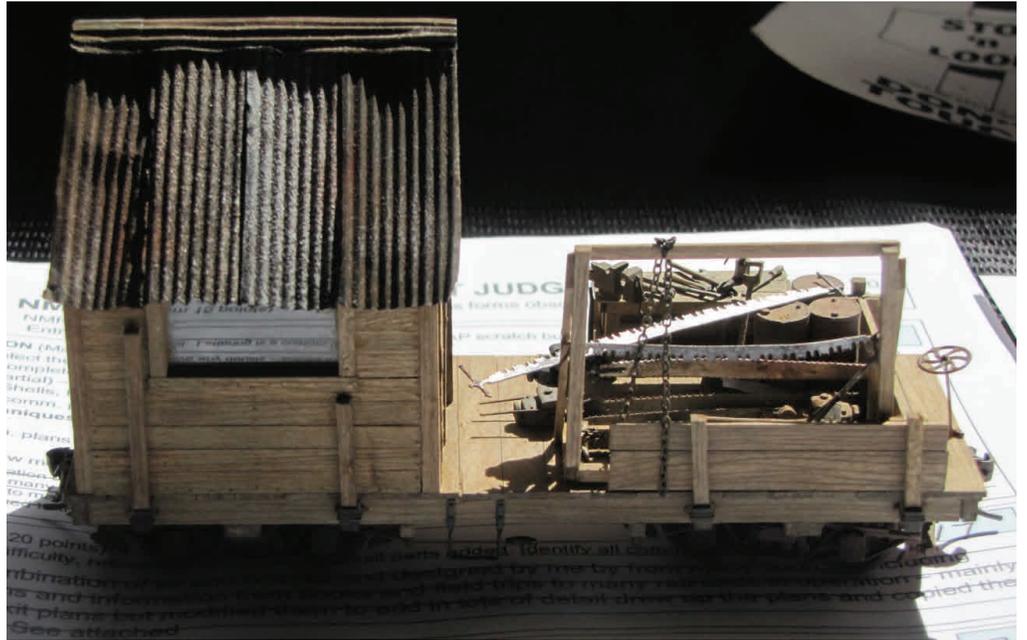
Frank Markovich – WS Hon3 Snowplow – 98 points.



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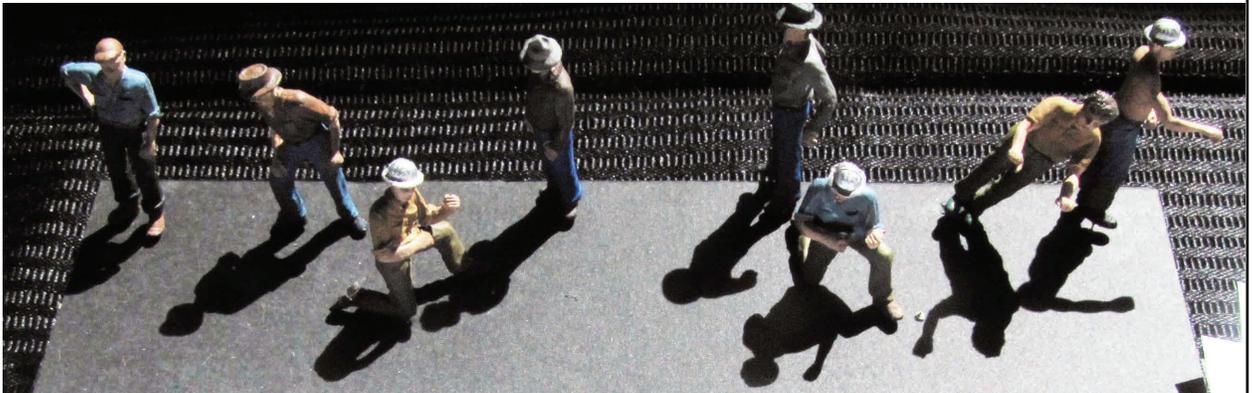
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Frank Markovich – Tool car – 107 points.



One other Show and Tell was Dennis Reid brass 2-6-6-2 Loco and Tender – In a word wow! Unfortunately, I don't have a picture of this model.

Also Jim Eckman and Frank Markovich exhibited the figures that they painted at the NMRA booth at WGH in San Mateo the week before.



Notes for the next meet:

Categories: Structures, Traction and Self Propelled, Diorama. This isn't until June so you have time to prepare. You don't have to have a finished model for Show and Tell. It can be a work in progress. I will be bringing at least one item for show and tell.

I am now taking over the Superintendent position from the able hands of Mark Schutzer starting next meet. I only hope that I can do as good a job as Mark has done these part 4 years. Mark will still be the Division Director. Jim Eckman will be running the contest – for his first time, I will be helping him. Please give Jim the support he needs.

If you have ideas on how to improve our meets please let me know! Email is best:

frank@frankmarkovich.com

I can also be reached at 408-505-2727 but since I teach and am in class quite a bit I can't take calls at those times.

Meter Gauge Modules

by David G. Baird

San Jose, California

Email : davidgbaird@mac.com

The Bay Area has the largest chapter among the nationwide organization of the European Train Enthusiasts (ETE). Many members of ETE are also fans of European narrow gauge trains and have ridden tourist lines in Germany, Austria and Switzerland and have collected models for both HOe and HOm gauges. Standard gauge (4' 8.5") is 1435mm. HOe and HOm are both HO scale (1:87), with HOe representing 760mm gauge that runs on 9mm track and HOm representing 1000mm gauge that runs on 12mm track.

In 1998 a special interest group of narrow gauge enthusiasts within ETE convened to form a module group for HOm, and over the years several people from outside of ETE have joined in the fun, too. The emphasis is on Swiss meter gauge, mainly because that country has an extensive network of meter gauge lines and mass production model trains are available, including the famous Glacier Express and Bernina Express. The characteristics we wanted to capture are single tracked mainline running with passing tracks in stations, and varied terrain that includes bridges, tunnels and elevation changes.

Figure 1 : stone arched viaduct typical on the Rhaetische Bahn

We adopted the Fremo style where there is no fixed closed loop geometry. Running can terminate at a station with runaround tracks, or at reversing loops. To accommodate elevation changes we have adjustable legs that can handle 1" increments that get the module top between 42" and 54". We limit our slopes to 5% maximum, or at least 20" of horizontal run per 1" of height gain.



So far we have modules that change 1", 2" and 4" in height, and it's obvious there's a slope involved when a train track crosses over itself, like a mini version of Tehachapi or Williams Loop.

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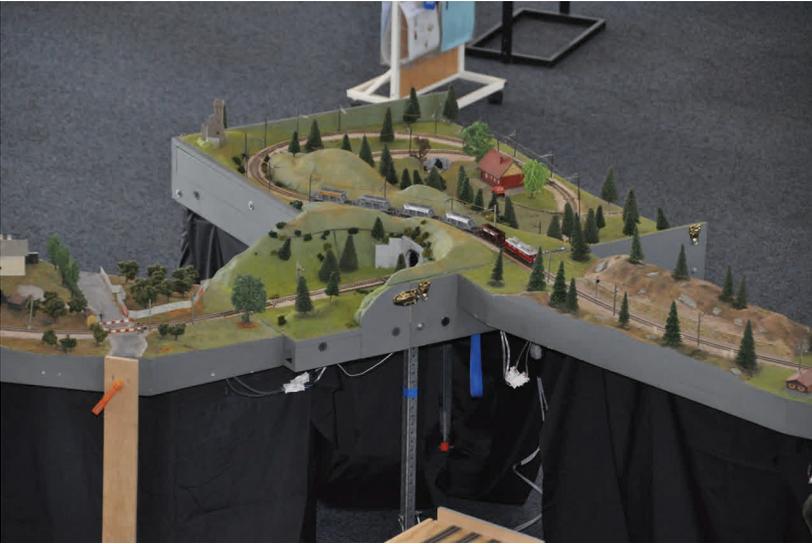


Figure 2 : train going "up the hill", a 4" gain in 270 degrees of curvature

Electrically, the models are 2-rail DC. We divided the modules into 2 types, dubbed scenery modules and station modules. A scenery module just has the single track, and a station module has anything with a turnout and a power pack. The control method is to have each station module control power locally and out to the left and right through scenery modules. Each scenery module has an electrical break in the middle, and a switch that connects or isolates the two electrical track sections. If multiple

scenery modules are placed between stations, one is chosen as the isolator, the others connect the track power straight through.

Operation is centered on station control, handing off trains from one power block to the next station's control. I liken it to driving a car with a manual transmission. Every change of direction needs a control panel switch change, and with single track running, there's a lot of switching to be done. It's actually quite fun, it's meant to take concentration and communication, and we have taught several kids how to run the stations and they've taken to the challenge and have become adept operators. When we don't have an operator at every station, we need to move between stations to manage the controls as trains arrive and depart, and the kids are happy to move around a lot, and they've learned how to manipulate each station's control panel and power pack.

Figure 3 : Hannah is driving a train into the siding while an opposing freight waits at the Wiesen station



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Figure 4 : Katrina is driving a passenger train into an available track at the Chamby station



Since the overall layout is large and the geometry must vary to fit the space available, I developed scale drawings of each module in the CAD program called Visio. We have set up the modules in large conference rooms in schools, and in the last several years we have run at the Hiller Aviation Museum in San Carlos when they invite train groups, usually around Easter and in the summer when ETE holds a weekend event called EuroWest. Most recently we have been able to setup the modules in an open office space in a warehouse near the San Francisco airport. The building owner is an ETE member who encouraged usage of the space while he is in between rental tenants.

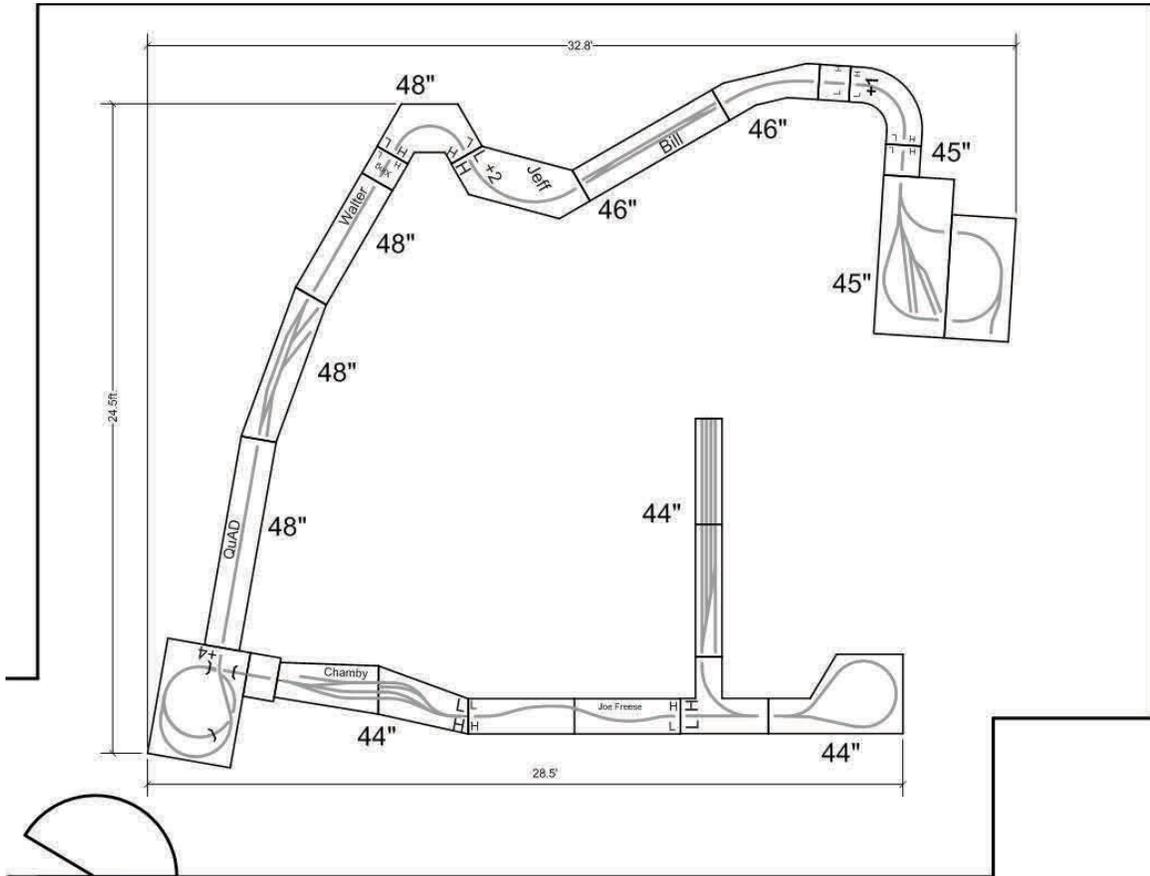


Figure 5 : a cement silo train winds its way around the large return loop. Storage tracks are seen in the middle.

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Figure 6 : Visio drawing of the modules, with dimensions and module heights shown



and

Editor's Note: This is the first installment of a serial story.

Working on a Model Railroad in Oklahoma

Tom Vanden Bosch

Not quite 50 years ago I married into a family of three kids; two boys and a girl. Naturally, as soon as they got used to me I started on the introduction to model railroading. First a 4 X 8 layout in the boys bedroom; it didn't hold up well. Then a similar sized layout in the garage; I agreed to park my car outside. Both my wife and I took the boys train watching; 16th street, Oakland including an invite to see the works inside the tower; Redwood City harbor for a cab ride in the local switcher, etc. Soon rock & roll and girls short circuited the model railroading for the boys. Fast forward about 30 years and the oldest boy, Steve, is now in the mid-40's, living in Tulsa, working in radio and in need of a diversion. His wife bought him a train set and as they say, katy bar the door!

In 2008 with their kids gone they moved to a 5-acre piece outside of Tulsa with a house that suited the wife and wonder of wonders an insulated out building with a shop, office, lounge/model room and a 35 X 50 space for a model railroad. Steve, I and his model buddies collaborated on selecting a prototype and the design of his new model railroad. It is based on the third subdivision of the Kansas City Southern in 1982, modeling operations from Watts on the north to Heavener on the south with branches to Ft. Smith, Arkansas and to Waldron, Arkansas. Check it out at <http://kcs3.webs.com>. The MOP crosses the KCS about half way between Heavener and Watts and the BN is accessed in Ft. Smith.

On the KCS in 1982 all the motive power is white with a big red KCS on the side of the hoods. Cabooses are still in use and are white or stainless steel. My role in all this has been to push for prototype accuracy. I have been reasonably successful. At last count I had acquired five books on the KCS and a dog-eared copy of a 1982 ORER. My job was to weed out freight cars and locomotives that did not operate on the KCS in 1982. The loco part was easy, but the freight car part still needs work; mostly 40-ft cars from dead railroads like the Rock Island.

The railroad began operating in early 2010 with the first operating session as part of the Indian Nations OPSIG meet. The railroad is dispatched by CTC using JMRI and trains can be run on the mainline under computer control. It is fun to watch the track-cleaning train that runs before each operating session carefully clean the mainline and then make a second circuit to clean all the sidings; all without human interference.

Enough for this time. If there is enough interest, I'll next delve into rebuilding the layout, train types and schedules and eventually the part I like most, model building.

NMRA InfoNet

Welcome to the InfoNet-News For April, 2013

Peachtree Express 2013 News

- Most of the prototype and general interest tours are limited to 50 people due to venue limitations. Keep in mind that we must confirm tours with the bus providers 30 days before the convention. So please register now to avoid disappointment and/or canceled tours due to lack of pre-registrations.
 - Update of the tour to the CSX Training Center (P355): CSX has recently informed us they will **NOT** be able to allow us inside the center. We are working on substituting tours of Tilford and Hulsey yards. The good news is that we have added a visit to the Georgia Northeastern RR, where you'll get an overview of their operations, see some of their locos, and visit their dispatch center and yards.
 - The Southeastern Region is hosting an NMRA Welcome Reception at the convention hotel on Sunday, July 14, from 4:00 - 5:30 PM, providing a great opportunity to catch up with old friends and make some new ones. Light snacks and a cash bar provided.
 - The clinic schedule has been posted to www.NMRA2013.org as well as updates to some of the other events.
 - A very active and entertaining general interest/non-rail program is planned, so bring the family, sample some Southern hospitality, and see all that Atlanta has to offer.
 - Model Celebration & Contest: Chair Bob Hamm has issued a challenge to exceed the 2011 Sacramento Convention in the numbers of models brought for display and/or AP judging. Let's not disappoint! Bring what you're working on and show it off.

-Joe Gelmini, Convention Chair , Peachtree Express

Message from Gerry Leone, MMR – Vice President, Special Projects

Greetings, Presidents and Superintendents!

For the past four years the InfoNet News eblast has contained interesting NMRA facts you could share with your newsletter editors and members. With the advent of our new eBulletin, we now find that that same information is going out every other month directly to all NMRA members.

So, rather than stopping this direct communication between National and you, we've decided to reformat it. Beginning next month, each InfoNet News edition will be authored by a different NMRA Board Director or Officer. Each will be written "manager-to-manager," and may contain tips, techniques, insights, facts – any and all kinds of things that can help you be an effective leader and a greater resource to your members.

We trust you'll like this new format, and hope that it'll open the door to some lively dialog between you and NMRA National.

-Gerry Leone, MMR
Vice President, Special Projects

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
Director – Support Services