



BRANCH LINE

NMRA'S FIRST REGION

USPS 870-060
ISSN 07449771

Volume 68 Number 1

January - March 2011



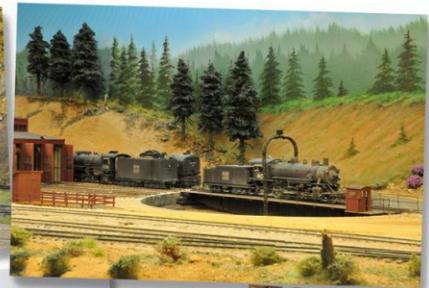
THE 2011 NMRA CONVENTION IS COMING!

Jack Burgess, Convention Publicity Chairman

By now, everyone should know that the NMRA national convention will be held in Sacramento in July 2011, right in our backyard! But you may be wondering why you should attend since you've already visited one of the premier attractions for the Convention, the California State Railroad Museum and some of the other attractions, such as Railtown 1897, and the Napa Valley Wine Train. But there are a number of great reasons!

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Clockwise from upper left corner - D&RGW No. 340 on Bill Iwan's On30 layout; a 2-8-0 is turned on Jim Dias's Western Pacific Railroad layout; SP AC-12 class 4-8-8-2 cab forward at the California State Railroad Museum; and an A-B-A set of F units in SP's Black Widow paint scheme on Dave Houston's layout.

First, there will be a lot of layout tours. Layout tours give you the chance to visit new layouts, get fresh ideas, see how others do things, and talk to the owners. In addition to around 80 HO layouts, there will be nearly a dozen each N scale, S scale, and G scale layouts on tour, and nearly two dozen O scale layouts.

While we will have traditional layout tours by bus (standard at national conventions), we will also have self-guided layout tours. We currently expect around 20 bus layout tours will be available for attendees and over 50 layouts open for self-guided tours.

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NMRA Convention (Continued)

In addition to layouts in the Sacramento and surrounding areas, we will have an Advance Section covering Bay Area layouts. The Advance Section runs from Friday afternoon through Sunday morning at the start of the Convention, July 1-3. At press time, we are expecting around 55 layouts to be open for tours during the Advance Section. You will need to be registered for the Convention to attend the Advance Section.

There will be many prototype tours, two of which will let attendees visit the Modesto & Empire Traction Co. and the Central California Traction Co. There will also be a special tour of the Nevada County Narrow Gauge Railroad which was abandoned in 1942. This mini-van tour will follow the NCNG right-of-way from Colfax to Nevada City with stops along the way.

While clinics are the norm for PCR regional conventions, there will be over 200 different clinics available during this national Convention. Some of the presenters will include well-known authors Tony Koester and Trevor Marshall; book authors Bruce MacGregor (South Pacific Coast RR) and Bob Church (SP steam); railroad historians Tony Thompson, Richard Hendrickson, and CSRM Curator Kyle Wyatt; modelers Bob Smaus (LA industrial railroading), Bruce Chubb (C/MRI), and John Olson (the Jerome and Southwestern RR project layout for *MR* and working for Disney); and subjects as diverse as rapid prototyping for making patterns, live steam operations in G scale, and advanced DecoderPro.

There is also the *Modeling with the Masters* clinic series. A team of Master Model Railroaders will personally help you build a model during each clinic. When the session is finished, you will be able to take your project home.

And then there is the National Train Show® which offers convention attendees the opportunity to meet model railroad vendors, suppliers, and manufacturers. Many manufacturers also unveil new products at the National Train Show®. The NTS begins Friday morning for Convention attendees and opens for the public at noon on Friday and continues through Saturday and Sunday for everyone.

There will be a number of special events hosted by the Layout Design Special Interest Group (SIG) and Operations SIG. The SIG activities will include a panel discussion on layout design, design assistance during the Convention, and an all-day program on the techniques of dispatching. You can also look forward to a number of opportunities to operate on layouts in the Sacramento area during the Convention (and in the Bay Area during the Advance Section), organized by OpSIG. At press time, we are expecting to have nearly 400 operating slots available between the Advance Section and Sacramento and surrounding area layouts.

There will be a full Railroad Prototype Modeler (RPM) meet as part of our Convention. The activities will include clinics specifically aimed at prototype modelers and model displays of locomotives, equipment, and structure models.

The X2011 West Convention is also hosting a Boy Scout Railroad Merit Badge program on Friday and Saturday, July 8 and 9. The scouts will get free admission to the National Train Show® if they are in uniform, visit the California State Railroad Museum, and be able to earn their merit badge. They can be from any council. The scouts should bring a Blue Card with them if they can.

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EXTRA 2011 WEST



JULY 3-9, 2011 SACRAMENTO, CA
2011 NMRA NATIONAL CONVENTION

NMRA Convention (Continued)

Unlike recent conventions, we also have an unbelievably low \$139 registration fee with an \$89 fee for spouses. This is a full 20% less than the cost of registration for recent conventions. As might be expected, registration for both the Convention and all of the tours and extra fare events is available online at www.x2011west.org. Log onto our website and not only can you register for the Convention but you can also sign up for tours and nearly everything else, knowing immediately whether tickets are still available for that tour or event! Yes, you can still register by mail by requesting a registration packet from: *X2011 West Registrar, 530 Fig Tree Lane, Martinez, CA 94553*. But we really suggest you register online!

The February issue of the NMRA Magazine will have an 8-page insert with more detailed information on the Convention. There is also more information on the Convention website at www.x2011west.org. You can also follow us on Facebook.

President's Report

Ron Plies, MMR, President, PCR/NMRA



I have three things I would like to report on in this report: first, PCR business; second, PCR events; and third, PCR people.

We held our mid-year board meeting at Findley Community Center in Santa Rosa, the site of our next PCR convention in May (more on that later). Treasurer Larry Altbaum noted that we had a small loss which was easily covered by our reserves. This is seen as temporary, as interest rates are low right now. Our Publications Chair, Mr. Gus Campagna, has asked Mr. Chuck Harmon from the Daylight Division to take over the editor's roll for the Branch Line, which he has accepted. Mr. Bill Kaufman, who has been our Branch Line editor, has taken a position with the National Association of Model Railroaders as a Vice President. We thank Bill for the wonderful job he has done for these last number of years. Bill made the Branch Line one of the best newsletters in the NMRA. Another position that had come open was that of contest chairperson. Dr. Giuseppe Aymar from the Redwood Division has agreed to take over this position from Mr. Bill Scott, who has done an outstanding job for so many years.

Our divisions are doing well. We are in need of a director for the Hawaii Division. Anyone moving to the islands soon or knows of someone who would like to step up and take the position, please let me know. Our Convention Chairman, Mr. Dennis Stokely, reported that we had 251 registrants at our last convention in Sparks, Nevada. Director Carol Alexander presented a check for \$250 for the sales of the convention DVD, "Thanks for Being a Friend." If you would like a DVD you can still order one from Director Carol Alexander. We will be in need of more photos for this year's convention, so get all the photos to Carol by the 1st of April. Her e-mail address is carolnma@msn.com. Her street address is 5307 Spain Ave. Santa Rosa, CA 95409. The next board meeting will be at Steve and Carol Skold's home on Friday May 13, 2011. Their address of 5306 Yerba Buena Rd, Santa Rosa.

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UNITED STATES POSTAL SERVICE (All Periodicals Publications Except Requester Publications)

1. Publication Title: BRANCHLINE
2. Publication Number: 4700
3. Filing Date: 10-01-2010
4. Issue Frequency: QUARTERLY
5. Number of Issues Published Annually: FOUR
6. Annual Subscription Price: \$6.00
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®): GUS CAMPAGNA, PUBLICATIONS MANAGER, 1915 WILLIAM DR, PRINGGROVE CA 94951-9524
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer): 530 FIG TREE LANE, MARTINEZ, CA 94533-4113
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank): PUBLISHER: GUS CAMPAGNA, 1915 WILLIAM DR, PRINGGROVE CA 94951-9524; EDITOR: WILLIAM KAUFMAN, 32 SALVADOR WAY SAN RAFAEL CA 94903-2412; MANAGING EDITOR: WILLIAM KAUFMAN, 32 SALVADOR WAY SAN RAFAEL CA 94903-2412
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address): PACIFIC COAST REGION, 40 LIVE OAK LN, NATIONAL MODEL RAILROAD ASSN., DANVILLE CA 94506-2140
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box: [X] None
12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one): The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: [X] Has Not Changed During Preceding 12 Months; [] Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)
PS Form 3526, September 2007 (Page 1 of 3) Instructions Page 3P PSN 7530-01-000-9001 PRIVACY NOTICE: See our privacy policy on www.usps.com

13. Publication Title: BRANCHLINE
14. Issue Date for Circulation Data Below: JULY-SEPT 2009
15. Extent and Nature of Circulation: Average No. Copies Each Issue During Preceding 12 Months; No. Copies of Single Issue Published Nearest to Filing Date

a. Total Number of Copies (Net press run)	896	675
b. Paid Circulation (By Mail and Outside the Mail)		
(1) Mailed Outside County Paid Subscriptions (Based on PS Form 3541) (Include paid distribution above normal rate, advertiser's proof copies, and exchange copies)	0	0
(2) Paid Distribution Outside the Mails including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS®	0	0
(3) Paid Distribution by Other Classes of Mail Through the USPS (e.g. First-Class Mail®)	0	0
c. Total Paid Distribution (Sum of 15b(1), (2), (3), and (4))	0	0
d. Free or Nominal Rate Distribution (Sum of 15d(1), (2), (3), and (4))	896	649
(1) Free or Nominal Rate Outside County Copies Included on PS Form 3541	0	0
(2) Free or Nominal Rate In-County Copies Included on PS Form 3541	0	0
(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g. First-Class Mail)	0	0
(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	0	0
e. Total Free or Nominal Rate Distribution (Sum of 15d(1), (2), (3), and (4))	0	0
f. Total Distribution (Sum of 15c and 15e)	896	649
g. Copies not Distributed (See Instructions to Publishers #4 (page R3))	31	36
h. Total (Sum of 15f and g)	865	675
i. Percent Paid (15c divided by 15f times 100)	0%	100%

16. Publication of Statement of Ownership: [X] If the publication is a general publication, publication of this statement is required. Will be printed in the _____ issue of this publication. [] Publication not required.

17. Signature and Title of Editor, Publisher, Business Manager, or Owner: GUS CAMPAGNA, PUBLICATIONS MANAGER, 10-1-2010

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

PS Form 3526, September 2007 (Page 2 of 3)

**The Branch Line
The Official Publication of
the Pacific Coast Region/
National Model Railroad
Association**

Vol. 68, No. 1

1st Qtr, 2011

The Branch Line is published quarterly to inform members of Region activities and to provide educational articles for the advancement of railroad history and the art and science of model railroading. It is distributed to members of the Pacific Coast Region. Electronic versions are posted on the PCR website, www.pcrnmra.org.

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President (Continued)

We have a number of events planned this year that I know you will want to be part of. The first of these will be the Layout Design and Operations meeting at the Santa Clara Biltmore Hotel, located at 2151 Laurelwood Rd., Santa Clara on Saturday the 29th and layout operations tours on Sunday the 30th of January 2011. We also have the PCR regional convention "The Sonoma Short Line" in Santa Rosa on May 14th and 15th. You can find registration forms in this issue of the Branchline. On July 3rd to the 10th the 21st Century Limited Inc. will be sponsoring the National NMRA Convention X2011 in Sacramento. You can get all the information from their web-page or the link from the PCR web-site. And don't forget the Division meetings held once a quarter in each of the Divisions. A joint PCR/PNR convention is tentatively planned for Medford, Oregon on May 2-5, 2012. Also check the master calendar on the PCR Web-page for more events and updates. Dave Grenier does a great job of keeping it up to date.

As I have said many times, people make this thing called the PCR happen. So many folks work behind the scenes that most of the membership never sees. I would like to thank all of those who work so hard to keep this organization going. As I said before, thank you to Bill Kaufman and Bill Scott for the outstanding work they have done over the years giving so much of their time and effort to bring enjoyment to the PCR. It is people like Giuseppe and Chuck who will keep us going for a number of years to come. I would encourage each and every one of you out there in PCR land, that when you see an opportunity to serve, do what these folks have done and step up and sign on. I know you will not be sorry.

One of our members, Mr. Bob Pecotich has just released a book entitled "Southern Pacific Sacramento Shops." I have not seen it yet but I understand from our VP, Mr. Pat La Torres, and others, that it is an outstanding work and if you have any kind of interest in this subject it should be added to your library. Bob is a long time member of the PCR and also a member of the Southern Pacific Technical & Historical Society. He has been a source of information for a number of years to me and many others interested in the Southern Pacific.

Last September when getting on the dinner train at Woodland with the SPH&TS convention, who should be up in the engine but another one of our PCR members, Mr. Bill Swindell. We have some outstanding members in our organization.

I would like to leave you with one last thought. I hear all the time, "What do I get for my dues for being a member of the PCR?" Here is one good reason: last Nov. at our RED Division meeting I picked up a great idea from Mr. Brice Benson. We have as part of our program a show and tell when members bring their models and tell us how they were built. He showed us a building he had built and talked about how he had weathered it. He said he bought a rust antiquing set from Michael's and told us how he used it to create some very convincing rust on his model. I purchased the same kit and used it on two of the shop buildings I am building for the NWP Eureka yard on our club layout. The results were great and I hope to display them at Santa Rosa. So do take advantage of all the PCR and its divisions offer and I know it will bring more enjoyment to your hobby. It has for me.



Bill Swindell was up front on the dinner train.

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View from the Left Seat

Pat LaTorres, V.P., PCR/NMRA



As we move toward the end of 2010 we're also moving into election time in the PCR. I won't make my candidate's statement for PCR President here, there is another space in the Branch Line for that. But, I will address the Vice President election which is coming up at the same time. For the past few elections we've been lucky to draft one nominee for any of the offices, and this time we have THREE members running for the V.P. slot. I see this as a step in the proper direction. Though it may upset some,

I'm going to editorialize just a bit here. While I think that any one of the three would make a good Vice President, I do have a concern about having both the President and the V.P. from the same division within the region. By dividing these two jobs between any two divisions within the region, we help prevent the perception that one division might have more influence than the others on the Regional Board of Directors. This is just my opinion and should be considered in that light. Having said that, I also feel strongly that whichever of these members does not get elected should be considered VERY seriously for the position of Divisional Director for their respective division – especially since I believe that all of our directors will be terming out at the next election.

In conversation with some other members of the region, the thought was put out that the President and V.P. should have some time on the Board of Directors prior to their being nominated for one of these two positions. While I don't agree that it should be mandatory, I do feel that it would be a big plus. I know that I would have liked some exposure to that level of the region's operations, but Ron and I were both sort of thrust into our positions by circumstances (I can't remember the number of times that Ron and I tried to force each other into the President position, fortunately I prevailed). It was also presented that moving from V.P. to President was a natural progression and helped provide continuity in operations. So, having only one nominee for President might not be as much of a concern as it would for the V.P. position. I ask all of our members to take the time and return their ballots as quickly as possible and maybe we'll have a record turn out at this election. It may sound tacky, but if you don't vote, you really are in no position to complain.

Now that I've touched on the election of unwitting volunteers to the top to slots in the region, I'd like to talk about the other volunteer positions within the region as well. As everyone knows, we have no paid positions within the PCR. This means if a job needs to get done someone needs to volunteer to do it. Well I've spent some time over the last few weeks and I have not been able to find "Someone" anywhere in our membership roster. This means that some of our members will need to step up and cover the work that he was supposed to do. This applies equally to the divisional and the regional levels (and higher) of the organization.

At a recent Coast Division Board of Operations meeting we had asked members with concerns (and there had been several making comments about what "The Division should do") to attend, and give that board some

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Vice-President (Cont.)

input. Surprisingly “Nobody” was the only one to attend. Well as we all know, when “Nobody” takes on a job not much gets done. And yes, when these same folks again complain about what the division isn’t doing they will be reminded of everything that the Division Board heard from them at the meeting.

As I said earlier, this applies just as well at the regional level. With very few exceptions, all of our regional BoD meetings are open to the members and their input is not only encouraged, but requested. Further, there are a number of jobs within the region that need to be filled and other positions where the person currently holding the job would really appreciate some help in moving the load. One does not need to become a department chair to help make the region operate, but in many cases these chairman positions actually require very little time over the course of a year. More often than not, they may get really busy around the time of a convention or some other major event and then remain quiet for the rest of the year. PLEASE take a look at the positions listed on the Call Board in this issue of the Branch Line and if you think you could help in any of the positions listed (especially those that are shown as vacant) contact your Division Director, or feel free to contact me directly and we’ll gladly give you more information. And getting back to elections, next year there will be a number of Director positions coming open and we would love to have more than one nominee for any one of these positions. If you want more information about what the Director job entails, contact your Division Director and ask them. I can assure you that they would all be more than willing to give you guidance going into the election and assistance if you happen to get the job.

At this point I’d like to say a few words regarding up-coming conventions within the PCR. First off is the Sonoma Short Line coming up next May. If you haven’t already registered, you need to get yourself in gear and get on board. While this is a smaller convention than normal, due to the NMRA national being in the PCR next July, Santa Rosa in the spring is a wonderful place to visit. And, what the Redwood Empire Division is putting together for us will only make it better. Please keep in mind that since the convention will be held at a community center, there won’t be a convention hotel as such. This will give you an opportunity to go for economy lodgings, which can be made more so by rooming with another member of the region and sharing costs. If you don’t have a room-mate already in mind, the PCR Yahoo group is great place to go looking. Back in 2004 I met Mark Schutzer for the first time when looking for someone to share a room with at the Napa convention. This has led to a long and strong friendship that might not have happened if I hadn’t posted a request to the group. I cannot stress too much my belief that this is the true strength of the NMRA on every level, the friends that I’ve made over the years through this organization – and the PCR Yahoo group is an easy way to meet these friends.

The other convention well up on the horizon is X2011 West, the 2011 NMRA national convention, which will be in Sacramento next year. There have been any number of articles appearing in the model press regarding activities and events tied in with this convention. Keep an eye on the Branch Line, the NMRA Magazine and the X2011 West website as a lot of information will be hitting the street as of January 2011 – this includes hotel information and information on the extra fare events at the convention. This

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Vice-President (Cont.)

information will first be made available to those already registered, so it pays to get registered early. There are still several ideas being worked on that will take this convention beyond what one usually gets and well into the realm of the “unconventional,” so the sooner you get registered the better your chances of getting into the high demand events. While talking about this event, I’ll drift back into the subject of volunteering. If you want to broaden your convention experience, consider being a volunteer at the convention. There are a number of areas where help will be needed, from being a Bus Host on the bus tours, to helping out for a short shift in the contest room, to helping the clinic committee for a few hours, or spending some time in registration. I can personally speak to this particular job, having spent time in registration at both the 2000 and 2004 conventions. This will give you the opportunity to meet NMRA members from all over the world and present the real face of the PCR to these folks who are our guests for the week. Again, you will have an opportunity to initiate friendships which will add to your enjoyment of the hobby for years to come. As mentioned before, the convention website, www.x2011west.org will have more information on volunteering.

Finally, I’d like to speak to the work being done by the members of the Regions and Divisions Yahoo group. These folks have spent close to two years now working on a new handbook to help grow the NMRA at the local level, where the real strength of the organization lies. If you go to the NMRA website, there is a link (I believe through “Regions and Division”) to the working version of this handbook, version 0.8. Feel free to download this file (yes, it IS large) and take a look at what these folks have put together. Our new National V.P. of Regional Relations, Bill Kaufman, is the coordinator of this effort and help on the project would be welcome. This is an effort put together by members across the NMRA, from Australia to Europe, and will allow all of us to influence the direction of the NMRA into the 21st century. The NMRA is NOT “them,” but is in fact all of us working together.

Until next time, keep it in run-eight.

Tales of the Santa Cruz Northern

The Open House

Jim Providenza

Sometimes less is better. December 5th was wet and stormy, not a great day for layout tours. So wet and stormy that I didn’t even try to put out the RR crossbucks – they would have wilted! This would be the third or fourth time Marin layouts had been open for the December edition Coast Division Layout Tours – yeah, we can all agree that Marin is really in RED, but few of us won’t open their doors for a tour.

Sometimes, layout tours can be really hectic. Several times I’ve had an op session at the same time I’m open for a layout tour – and the aisles on the SCN really aren’t designed for that sort of capacity overload! That is hectic. Sometimes there is a steady stream of visitors, other times they come in clumps.

Sometimes, like December 5th, things are much quieter. Open from noon to 5 pm, I had a total of 5 visitors. The first was Scott Kew, a member of our local round robin, who showed up “to show support!” Put him to work, of course... created a MofW train of several track cleaning cars and sent him on

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(Cont.)

Coast (Cont.)

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Tales of SCN (Cont.)

his way over the railroad.

As Scott was leaving one of my wife's co-workers came by. She "has been interested in trains since I was a kid" – but, of course, was not allowed to play much with the family trains. Such a waste. Maybe today's parents do better? She had her young son with her, a babe in arms. She's determined that he will have trains in his life as he grows up. And so will she I'm sure.

Next up were a couple – live steam folks, also into speeders. Talk about interesting. The wife was trying to explain the whole speeder subculture to "the co-worker" – I was able to point out a speeder at Doughertys on the SCN as a reference.

Several hours passed. Quiet and rainy, not cold. I did some maintenance, caught up on work on rolling stock, got out the soldering iron and made a wiring change up on the Damsite Branch. Made a cup of tea. Relished the quiet time.

Dave Turner showed up just before closing time. We talked helper operations and the Cementpede. Dave recalled how he came to an open house once and I put him to work as a helper engineer – something he had never done before. He looked at some new kitbashed Santa Fe reefers and talked about incremental change on an established railroad such as the SCN – over the years the car fleet has changed significantly as the era shifted back to 1971. Why, thinking about it (and the quiet time was good for that) somewhere around 70% of the track on the SCN has been changed over the years.

Dave took off and I turned off the porch light. I reflected on the quiet, quality "some-times" – quality time with the railroad, quality one-on-one time with my visitors, quality time with my own thoughts. Sometimes less is much more.

[The following post-script was added by Bill Kaufman. --Ed.]

Jim and I had breakfast on the next Tuesday. Sunday I had eight visitors to the State Belt (live about two miles from Jim). My first was a nice guy and his eighty five year old father. As I nattered away to the dad, the son wandered around, seemingly at random, videotaping bits of my State Belt. After they left it was nice but slow. Only five more people over three hours. I worked on things on the layout so it wasn't a total loss, but I began muttering to myself about why we were doing this.

The next day, the son posted a neat article on an on-line social magazine. If you want to see it, it is at <http://convozine.com/conversations/7989#>. At breakfast, Jim and I were talking about the tour. I grumbled a bit but finally reflected on an experience I had many years ago being involved in a religious retreat. Only four guys had signed up to attend. Usually twenty or twenty five men attended.

There was great sturm und drang on the team about whether we should put it on or cancel. We eventually did the retreat with the four what we call "candidates." On the weekend one of the candidates wrote a donation check that was the largest we had ever received by a factor of two or three. It even cashed and the guy began to participate in the retreats as a team member.

Continued on Page 9

Continued on Page 9

Call Board - Divisions (Cont.)

RED (Cont.)

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Tales of SCN (Cont.)

The point of this all being that you don't know who you touch or how you have touched them. I could look at the tour as a failure because only eight people showed up, or I can reflect that on a wet, gloomy Saturday afternoon a couple of people had a magnificent experience and then turned it around and shared it with the world. Sounds like a winner to me.

Bill Kaufman

Travelin' Around

John Sing

The NMRA National Convention 2011 Facebook team that I've been working on has been doing real-time online reporting of major NMRA events worldwide. (See the X2011 West Facebook page at <http://www.facebook.com/x2011west> - you don't have to be a Facebook member to see this page, it's free and visible to anyone). The real-time model railroading reporting will continue all the way up to and during NMRA National Convention 2011 in Sacramento.

In October 2010, our roving X2011 West Facebook reporters shared these photos from the NMRA British Region Annual Convention near Nottingham in the UK. Enjoy the sights! And remember that the Sacramento 2011 Convention will have NMRA members in attendance from all over the world.

More of these photos can be seen online at the following 3 URLs:

http://www.pbase.com/atsf_arizona/nmra_br_2010

http://www.pbase.com/atsf_arizona/nmra_br_2010_sat

http://www.pbase.com/atsf_arizona/nmra_br_sat_evening

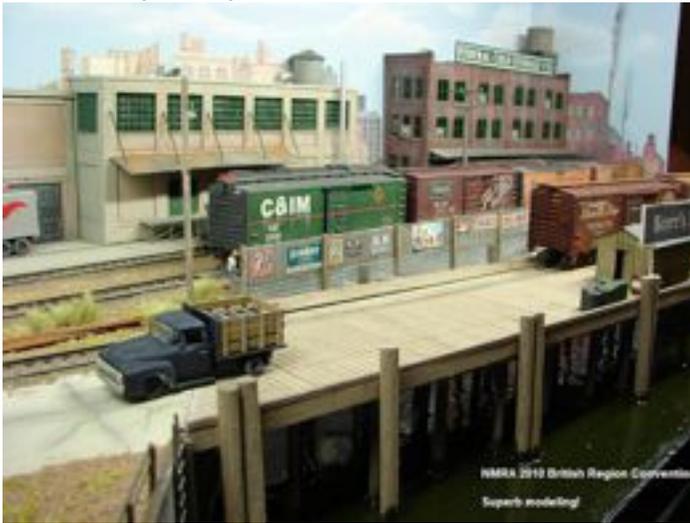


NMRA British Region 65th Convention,
Oct 22-24, 2010



NMRA British Region 65th Convention,
British-style shadow-box portable HO layout, Southern
Pacific theme. Named "29th Street Wharf"

Travelin' (Cont.)



NMRA 2010 British Region Convention
Superb Modeling



NMRA British Region 65th annual convention
Display Layout - Gulf, Mobile and Ohio



NMRA British Region 65th annual convention
Display Layout - Gulf, Mobile and Ohio



NMRA British Region 65th annual convention
Display Layout - "Roundhouse"



Keighpatt Bay
Camden & Amboy modeling USA in 1930s



NMRA British Region 65th annual convention
Display Layout -Early 1830s in USA

Continued on Page 11

Travelin' (Cont.)



NMRA British Region
Coyote Creek display layout



NMRA British Region
Coyote Creek display layout
Superb Arizona desert scenery



NMRA British Region
Coyote Creek display layout
Superb Arizona desert scenery

The creator of all the Coyote Creek
Arizona desert scenery:
Ruth Monk



NMRA British Region 65th annual convention
Photo Contest



NMRA British Region 65th annual convention
Model contest entry.



NMRA British Region 65th annual convention
Model contest entry
Notice the way the British Judges handle with care!

Travelin' (Cont.)



NMRA British Region Model Contest
Judges enjoying and doing their scoring



NMRA British Region 65th Convention
Railroad Prototype Modelers
Superb rendition of Moffat Tunnel Portals



NMRA British Region 65th Convention
The best thing is the people!



NMRA British Region 65th Convention
Modeling with the Masters



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Memories of the Gorre & Daphetid Running the Passenger Train Rod Smith

As far as I remember, the passenger run was the only train which had a schedule for departures and arrivals at the stations along the Gorre & Daphetid (G&D). The through freight run departed at a set time from Great Divide, but ran as an extra. The passenger train, on the other hand, had to follow a schedule of departures from each station. Of course, it could be running late, but it was not allowed to depart early.

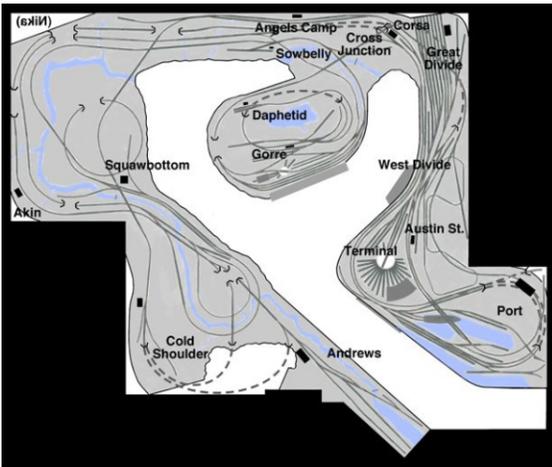
It departed Great Divide at 7:00 AM. We normally ran a consist of green heavyweights composed of four cars; a baggage, an express reefer, a combine and a coach. The G&D also had a red streamliner, but John discouraged its use, preferring the heavyweights or the gas electric car. Number 49, a 4-6-0 was the normal power; sometimes we ran #50, a Pacific which was painted green.

The G&D trackage was never completed. Only one bridge remained to be built when John died. The high bridge between Angel's Camp and

Continued on Page 13

G&D (Cont.)

Cold Shoulder was missing. There was however a track called “the cutoff,” a connection between Great Divide and Gorre, which was planned as a connection to allow continuous running. This track entered a tunnel behind the Great Divide throat and emerged at Cross Junction. Because all trains left via the “cutoff,” the train would be pulled from the Great Divide passenger terminal by the yard switcher and delivered to the suburban station named Austin Street for loading. The road engine would proceed from the turntable, run through the throat of the yard, and back down on the cars. Since this was an ‘out and back’ operation and a local, the lead car could be either the baggage or the coach. The engines were turned; the cars were not rearranged between runs. I think that may have had some bearing on John’s hesitancy to use the streamliner which would require shuffling and turning of the observation on the turntable. In my roll as yardmaster I can appreciate that since there was precious little time to do all the freight shuffling and car delivery between through trains!



The G&D Track Plan

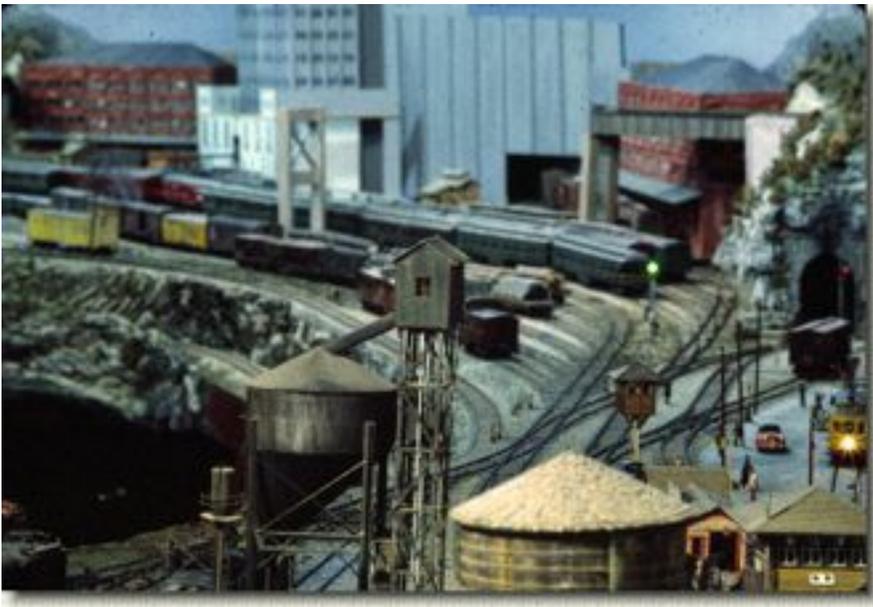
The passenger run would proceed to Gorre, Squawbottom, Cross Junction, and Port. Scheduled stops were made at each station. If the gas electric car was used, an additional stop would be made at Sowbelly, and the car would run beyond Port to Corsa and up to Akin and Eagles Nest. We didn’t run the four car train to Akin because it would have needed to back downgrade returning to Port, and any derailment would have been catastrophic. Rails hadn’t reached Andrews in 1965.

In accordance with the schedule, the train left Port station, running westbound through Cross Junction, Squawbottom, Gorre and back to Great

Divide. A stop was made at Austin Street, and the road power would back the train into the Great Divide Passenger Terminal. There the road power was uncoupled and pulled forward to the engine terminal where the hostler took control. The yard switcher had to clear the road power and not block its path to the engine terminal. This sometimes resulted in holding a string of cars out on the passing siding, since the switching lead passed through the throat.

What about passengers for Daphetid, you ask? To serve them, the G&D possessed a shorty combine which would occasionally be attached to the through freight. This train would run as a mixed train from Great Divide to Gorre. There the combine, which was coupled behind the caboose, would be left at the station. The

branch train would take the combine up to Daphetid and back to Gorre in time for the returning freight to pick it up for delivery back to Great Divide. The shorty combine never ran to Port.



Great Divide Yard Throat

Sonoma Short Line PCR's 67th Annual Convention May 13-15, 2011

Gus Campagna

Short schedule, full value-packed convention. These two seem not to go together well, but at this Redwood Empire Division sponsored convention you will get both.

Friday starts out with the PCR Board of Directors Meeting (*one of the things required by our bylaws*) and finishes up with layout tours in the southern end of Sonoma County.

Saturday will find us at the Finley Center in Santa Rosa for an action-

packed day. We will be starting with coffee and a no-host continental breakfast. The morning clinics will include one track with some serious hands-on modeling techniques involving turnouts. The alternate clinics track will start off with an introduction to local railroad history and evolve into operations and design of local layouts. The afternoon will feature more clinics on modeling techniques, layout operations, and design.

The convention will include a full contest with all three categories of entries: photos, models and arts & crafts. The contest

room will be open for entries and viewing all day, with judging starting at around 3:00 pm. There will also be an area for display of models not entered into the contest.

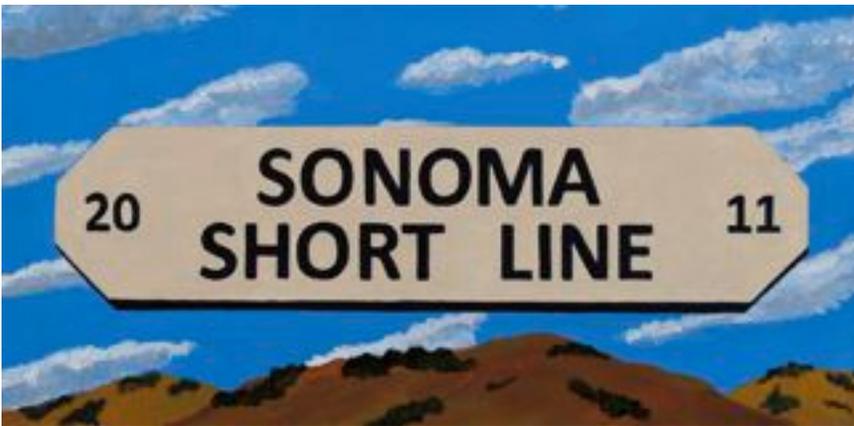
A no-host lunch will be served in the courtyard with "Mary's Snack Bar" providing the goodies. There are also a few nice restaurants located nearby. Following the dinner break, a number of local Santa Rosa area layouts will be open for tours.

Sunday morning starts with a full breakfast at Trattoria Lupo, a fine dining establishment in Santa Rosa. This breakfast is included with your registration and will include the PCR Awards Ceremony. Following breakfast we will have the PCR Annual Meeting (*also a requirement of the bylaws*) and the door prize drawing. To conclude the convention, there will be several layouts available for touring on the way home, some new to PCR Conventions.

Because of the short duration of this event, we will not hold our usual Hobo Breakfast. But don't despair: it will be held this year at X2011, the National Convention in Sacramento. (In fact, it will be held in a very unusual location - come and see for yourself!)

Remember to check the convention website www.pcrnmra.org/conv2011/ for updates.

And last but not least, there will be an additional attraction...this is Redwood Empire Division's 50th birthday year, so look for some extra celebration to mark this event.



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PCR/NMRA
Sonoma Short Line
2011 Convention
Santa Rosa, Ca
May 13, 14, & 15, 2011

Return Form and Payment to:

Sonoma Short Line
c/o Carol Alexander
5307 Spain Ave
Santa Rosa, Ca 95409

Email: carolnma@msn.com
 Website: www.pcrnmra.org/conv2011/

Hosted by: Redwood Empire Division, Pacific Coast Region, National Model Railroad Association

Registration Form

Last Name: _____ First Name: _____ (will print on badge)

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ email: _____

NMRA # (membership is required): _____ **NMRA Region** (if not PCR): _____

Registration type: Model Railroader Non-Rail Youth

Primary Scales and Interests: HO S N O G Narrow Gauge SIG Other: _____

Additional Registrant Living at the Same Address:

Last Name: _____ First Name: _____ (will print on badge)

Registration type: Model Railroader Non-Rail Youth **NMRA #:** _____

Item	Qty	Price ea.	total
Full Fare Registration		\$50.00	
Spouse/Partner Non-Rail Registration		25.00	
Youth Registration		25.00	
Breakfast only for non-participating spouse or partner		15.00	
Convention car (hand car with trailer and shed)		10.00	
Shirts (royal Blue w/logo) size: <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> XXL <input type="checkbox"/> XXXL		25.00	
Total			\$

Make payment by check or money order payable to: **Sonoma Short Line Convention.**

Send payment to: Sonoma Short Line
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 Santa Rosa, Ca 95409

Hotel and Restaurant Information: www.visitsantarosa.com

ACHIEVEMENT PROGRAM - Chief Dispatcher

Jack Burgess, MMR

Interest in realistic operations on model railroad layouts has been growing exponentially in recent years, especially operations under timetable/train order or TT/TO. The Chief Dispatcher certificate recognizes the work involved in realistic layout operations, although “working” as a Dispatcher during operation sessions is not a specific requirement.

The requirements for Chief Dispatcher are fairly basic. Like the other certificates, the full requirements for this category are available on the web at the NMRA site. You can also get a copy of the requirements by calling me.

To meet the requirements you must participate in the operation of a model railroad (either home or club) for not less than 50 hours. The layouts used to meet these requirements must have at least two mainline trains plus yard switching in simultaneous operation. Some system of freight and passenger car movements, including road switching, must be used for controlling train activity. That generally means TT/TO, Track Warrants, a CTC system, etc.

Of the 50 required hours of operation, a minimum of 10 hours must have been served in three of the following five categories:

Engineer
Yardmaster
Hostler
Towerman
Dispatcher

There are definitions for the above positions and their duties included with the requirements for the AP category online. For example, a Towerman can operate one or more towers/control panels, determine which cars come and go from each industry, or be the operating trouble-shooter and repair person.

In addition, the modeler must: 1) prepare a schematic drawing of the layout being used to qualify for this category; and 2) develop an eight-hour timetable for the layout; and 3) develop an operating chart (graph) for this

Continued on Page 17

Unconventional clinics...bus layout tours plus many self-guided layout tours...the Sierra Railroad, the movie railroad...the Virginia & Truckee Railroad...Advance Section layout tours in the Bay Area...the Napa Valley Wine Train...the California State Railroad Museum...

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O-Scale West Location

I just got my confirmation e-mail about the 2011 meet. Here's the URL for them: <http://www.oscalewest.com/index.shtml>.

Interestingly, while they tell us the hotel is only 5 miles from the San Jose airport, they don't list the actual address. But, from the descriptions of parking and VTA access it sure appears to be the same place. The AAA tour book lists the Hyatt Regency at 5101 Great America Parkway.

E-mail from Rod Smith

Achievement (Cont.)

timetable; and 4) develop or adapt a system of operation for the layout including the necessary forms. If members of the same operating group are applying for Chief Dispatcher, they can use copies of the same paperwork with their application but must develop and submit their own timetable and train chart, even if they are for the same operating scheme.

A note on the required hours of operation...as noted, a minimum of 10 hours must be served in three of the five categories which totals 30 of the 50 required hours. The other 20 hours can be in any of the above categories. It is also possible that credit can be earned by serving in other prototype positions. For example, being a station agent/operator may qualify if the position involves the duties of a prototype agent such as transcribing train orders from a dispatcher, providing crews with those orders and Clearance Cards, operating the train order board, etc. Send me an e-mail if you have questions about serving in positions not specifically listed in the requirements.

Once you complete these requirements, submit a Statement of Qualifications (SOQ) which includes the required drawings and forms and describes the jobs held and approximate number of hours in each category. Witnesses must sign a *Certificate of Operation* verifying that the applicant has operated the model railroad in a prototype manner. Send the completed SOQ to your Divisional AP representative, along with a photocopy of your NMRA membership card and you are on your way toward another certificate!

I apologize for missing the deadline for the last issue of the

Branchline and thus delaying the announcement of several AP certificates. I am pleased to announce that Michael O'Brien has been awarded a Golden Spike Certificate. In addition, AP certificates have been awarded to Paul Deis for Chief Dispatcher, Robert Pethoud for Association Volunteer, Giueseppe Aymar for Association Volunteer, Mark Schutzer for Model Railroad Author, and Mike Blumensaadt for Scenery. Congratulations to all of you!

If you are interested in the AP Program or Golden Spike Program,

contact me for more details. My phone number, address, and e-mail address are listed on the PCR web site, <http://www.pcrnmra.org>.

Thousands of negatives still need



So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level – Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



Gold Level – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

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Non-Rail X2011

Susan Swindell
Non-Rail Committee
Project Linus Coordinator

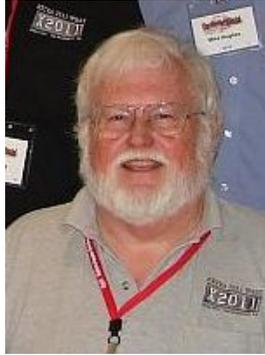
Please pass this message to the non-rail in your household. Thank you. The non-rail program is coming together but we need the help of PCR members. We will again be continuing with the [Project Linus](#) program that was started at the NMRA in Seattle. For those not familiar with Project Linus, it is a nation wide project that provides blankets and quilts for children who are seriously ill, traumatized, or otherwise in need. We will be giving our creations to the Sacramento Chapter.

How can you help? We need donations of fabric suitable for children. The fabric needs to be 100% cotton. Especially needed are large pieces (1 ½ to 2 yards) to be used for quilt backings. Project Linus provides for children up to 18 years of age. I would like to focus on teenage boys but any donation would be gratefully appreciated. Donations can be brought to the PCR Convention in Santa Rosa in May.

Another way to help would be to stop by the non-rail/hospitality room to sew up a few blocks. Help assemble and tie quilts. You can also crochet or knit afghans at home then bring to Sacramento with you.

Noise from National

Bill Kaufman, National Vice President for Special Projects



Most of you know by now that I have moved on from being the Editor of Branch Line to being the National Vice President for Special Projects. I'll tell you in a couple of years whether it was a great honor or punishment for past sins. I will say I am enjoying it. I went down to the PSR convention in San Diego and over to the British Region's convention in Kegworth near Derby. I had a grand time at both.

So what am I doing as VP? I'm trying to breath some life into the NMRA's web and technology. John Sing is doing such a great job with the x2011 West

Facebook page that I have recruited him to help jazz up the NMRA's page. I've also recruited him to help with some over-all social media initiatives for the NMRA. I stole his PowerPoint on the Social Media and am going to use it to raise questions with the board about how the NMRA is going to use Twitter, Facebook, Yahoo Groups and the like.

I've also been involved in getting the Region and Division Handbook spread around. Chattanooga mailed CDs with the Handbook and supplemental files to every Region President and asked them to duplicate it and pass it on. (We wanted to save a few bucks because this isn't the final version. If you want to see what is in it, look at <http://www.nmra.org/handbook/>). It is enough of a success that we have people writing a section for divisions who want to help the Boy Scouts with their Merit Badge program

Pretty much because the Regions and Divisions Yahoo Group is my baby, I was charged with giving the Board of Directors a report on relations with the regions and divisions. This too has been interesting. The most fascinating part of that has been surveying each member of the BOD and each of the Regional Presidents for the top three things they think the NMRA should be doing. Some priorities the Board and the Presidents agree on. Some differences in emphasis make you wonder if they are in the same organization. I'll share some of this after I have presented it to the BOD in February.

One side issue to the R&D report is the effort of Nobby Clarke, the Atlantic Director, to create something called a "subdivision" in Europe. We have long had contact with a Dutch group who model American Prototype trains. There is now a large show of what they call "American Profile" trains in Germany. I also ran into close to a dozen Norwegians at the convention in Milwaukee. The BOD authorized this effort this summer and we will see what happens. On a similar note a couple of NMRA officials from regions along the Mexican border have been talking to some Mexicans about the AP program. Because you have to be a member to be part of the AP program, they are exploring a structure to bring organization and membership to Mexico.

A couple of national initiatives are moving forward solidly. The Kalmbach library holds some 100,000 images. The Diamond Club is paying to have the first 30,000 digitized and put up on the web. We are hoping that sales of these images will help pay for digitizing the rest. There will be two

Continued on Page 19

Change of Location for Bay Area PCR/LD/OP SIG Meet

January 29-30, 2011

Due to scheduling conflicts we've had to move the meet to the Biltmore Hotel in Santa Clara. Full information is available at <http://www.pcrnmra.org/sigs/>, where you can also pre-register. Once again we'll have a full program of clinics and panels on Saturday followed by layout tours Saturday evening and Op Sessions on Sunday. Pre-register now to ensure you get your layout operation selections!

The location is:

2151 Laurelwood Road
Santa Clara, CA 95054
(408) 988-8411

They have a weekend special of \$81.75 a night for Fri. or Sat. It includes breakfast and free WiFi. You have to book it through their web site and prepay at <http://www.hotelbiltmore.com/>

Preregister for the meet at: <http://fs10.formsite.com/grenida/formSigRSVP/index.html>.

e-mail from Seth Neumann
Organizing Committee
Chairman

Noise (Cont.)

tiers of prices. You, as an NMRA member, will be able to buy .jpgs at a greatly reduced price. I believe anyone will be able to browse for free.

Our own Charlie Getz is spearheading the effort to get the Howell Day Model Railroad Museum moved out of the basement of Chattanooga and into the CSRM in Sacramento. Right now where that stands is that there will be a large space dedicated to our material in the museum proper. While the project has \$250,000, about a third of what they need, the Howell Day will conduct a fund-raiser to help pay for the exhibition. I believe that they have their eye on a permanent space too but that's not final.

Something I do not know how it is going to end is the magazine database. When Kalmbach announced last summer that it was going to discontinue it, a number of NMRA members set to recreating it and publishing it under the NMRA banner. They have a preliminary site up at <http://www.rrmagindex.org>. It is not finished and they could use help. Meanwhile Kalmbach has announced that they are putting theirs back up. The rumor is that ours will end up better with more links to other resources. I hope so.

As far as the business of the BOD, I'm interested in the February meeting. There has been lots of sturm und drang about the AP program, about folding the NMRA Magazine back into membership, about the place of Standards in the NMRA (BTW Bob Sexton did nice video on the latest Standards revision on coupler height), and even about the whole point of the NMRA. I wonder what discussion will actually occur and what, if any, actions will be taken.

As always, if you have any comments, my email remains whk58@pacbell.net.

Pacific Coast Region SIG Report

Seth Neumann

Fall is a busy time for all kinds of events and not the least model railroad operations. Most of the local operating layouts have been busy including my Union Pacific, which has run three times since I last reported. I'll be open at the SIG meet (see below) and you can request to run on my layout when you sign up.

We had several opportunities to travel to out of town layouts at OPSIG sanctioned events:

Labor day weekend, NC RailRun was held in North Carolina with several layouts in the Raleigh Durham and Charlotte areas. It was a lot of driving but these were excellent (and all of the ones I ran were N scale) and well worth the trip. This is a more or less annual event and they will be running in early October next year. Watch for their announcement in the Dispatchers' Office.

In early October several of us from the Bay Area traveled to Indianapolis for CIRROPS (Central Indiana RR Operations) where 16 layouts were available. We ran on four: 2 in Indy, one in Moline and another in Lafayette. All were very good and there were some interesting wrinkles such as the layout that had Sergeant couplers.

The La Mesa club (in San Diego's Balboa Park) hosted their 24 hours of Tehachapi the first weekend of November and again the Bay Area was well

Continued on Page 20

Sig (Cont.)

represented. Four of us drove down, railfanning Tehachapi and Cajon passes along the way and met another six when we got to San Diego. If you are serious about learning Time Table and Train Order operation, this is the place to go as the layout features near-prototypical runs and you usually can't see where the other trains are. A session takes about 50 operators and there are road jobs, yard jobs, operator and dispatcher positions. La Mesa also operates in January (opposite our PCR/LD/OP SIG meet) so you don't have to wait until November.

Looking ahead:

The Bay Area PCR/LD/OP SIG meet will be held on the bye weekend between NFL playoffs and the Superbowl, 2011, at the Biltmore Hotel in Santa Clara, you can pre-register at <http://www.pcrnmra.org/sigs/>

We will be hosting BayRails 2011 (an invitational operations meet) March 17-19 of 2011, contact me off-line if you'd like to help

We will be hosting the Advance Section of X2011W in the Bay Area the weekend before the main convention, July 1-3 2011. As X2011W is part of the X2011 West national NMRA convention, X2011W registration is required. In addition to prototype tours we will be holding layout tours and op sessions.

I hope to see you operating this winter, that's it for now! If you have any questions you can e-mail me at sneumann@pacbell.net.

Candidate Statements

Candidate for President - Pat LaTorres



It's been four years since I took office as Vice President of the Pacific Coast Region, yet it seems like only yesterday. At the time, when Bill Kaufman asked me if I would consider accepting that nomination my thoughts were that he was quite probably a bit daft. As things have worked out, it has been one of the most enjoyable four years that I've spent in the hobby. I've had a chance not only to meet so many more members of our region, but also to meet and get to know several new friends from across the entire NMRA while acting on behalf of our region. I've had the opportunity to work with Ron Plies and the region board to make a number of changes, which we hope will increase what is to be gained through a NMRA membership. While it would be comfortable to sit back and say, "Things look to be working pretty well", that's just not the way I was raised. The fact is, things aren't all wonderful and warm. The membership on both the regional and national level is dropping. I'm glad to say that it doesn't look as bad as it was six or eight years ago, but things can still get better. One of the goals that Ron and I were in agreement on when we took office was to try and turn the contest room into an exciting place to visit during our meets. In this we have succeeded. Our next goal was to bring the NMRA, through the region into a closer relationship with the SIGs. While we're working pretty well with the Layout Design and the Operations groups, we still have a long way to go with the Railroad Prototype Modelers and some of the others. This is something which I feel that needs to be moved to the front burner over the next few years and I think that the region board feels this way as well.

I intend to keep involved with the Regions and Divisions Yahoo group. This group has made great strides in encouraging the growth of the NMRA on the local level, which is where we need to start. If the divisions grow, the regions will grow; if the regions grow, the NMRA will become stronger. If neither the regions nor the divisions get stronger, the national organization cannot grow. This will be my second area of focus.

Finally and most importantly, I am going to work with the PCR board to encourage programs within all of our divisions to grow the PCR at the grass roots level. We on the regional board can say all the wonderful things we like, but if we don't extend help to the divisions we're just wasting our time. I will be making an effort, and will be asking all of the officers within the region and its divisions to join me in bringing new blood into our operating groups. We have three people running for the Vice President position, something I can't recall in my time as a member. Since only one will get elected, I will do my best to get the other two involved on their divisional level.

Continued on Page 21

Candidates (Cont.)

I know that I'm running unopposed, but I still need to know that the membership is with me over the next two to four years. The bottom line is, what was once "Good enough" isn't! As Ron said several years ago, "This is NOT your father's NMRA". While we need to be aware of our tribal history, we are in the 21st century and we need more to look forward to our future than backward to our past.

Pat LaTorres
PCR Vice-President

Candidate for Vice-President - Paul Deis



Hello, I am Paul Deis, a candidate for Vice President of the PCR. Why do I want to serve as Vice President? I believe we are on the right track in the way we are encouraging various groups inside and outside the NMRA to share our love of trains. I agree with the great efforts that some have put into working with youth through groups like the Boy Scouts. I want to help continue these efforts. We need to engage our members and give them a reason to belong. I think we need to continue to strongly support the Divisions. The Division meet is where the many members really experience some of the best benefits of the NMRA.

Who am I? I have been involved in model railroading for my entire life. My earliest memories are of my dad's Lionel trains in the basement bedroom I shared with my 2 brothers. From that Lionel layout I moved to that new "N" scale in my teens. 1971, that is. I built several small layouts in "N" over the years. I joined the San Luis Obispo Model Railroad Club about 20 years ago in moved into HO Modular railroading. I held several offices with the SLOMRC including 2 terms as President. I was one of a small group that put together the original FreeMo standards that have now been adopted nation wide. In 2001 I served as Chairman for the PCR convention held in San Luis Obispo. I have served the Daylight Division as Superintendent and Clinic Chair. I have authored articles in the Daylight Observation and Branchline. I have presented clinics on a variety of topics at all types of meets and conventions from division meets to national conventions. I have received the achievement award for Chief Dispatcher.

I currently am building two layouts. In HO I am modeling the SP Coast line from San Luis Obispo to San Miguel as it was in November 1949. In Large scale I am building a large garden railroad in 1:20.3. This railroad is a freelanced design based on the Rio Grande out of Chama, New Mexico in 1945.

I ask for you support.

Thank You,
Paul Deis

Candidate for Vice-President - Ed Merrin

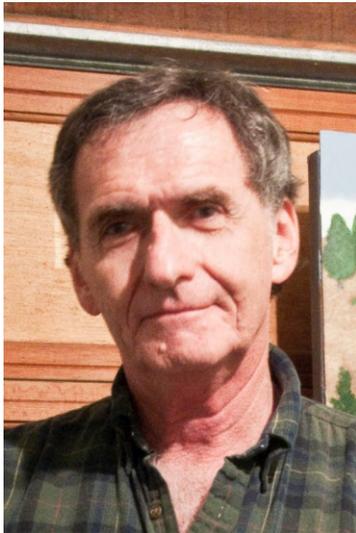
This is a first for me, writing a candidate's statement for the Branchline. Or for anything else for that matter. So here it goes.

I was caught by surprise when a Very Important Person asked me if I was interested in being nominated for the office of PCR Vice President. My NMRA experience to date had, with the exception of a few articles for the Branch Line, been totally within the confines of the Redwood Empire Division, where I have been Chief Clerk for almost four years. But the more I thought about it, the more interested I found myself in taking on a role in shaping things beyond my own neighborhood.

In essence, that's what our organization is about. Model Railroading is more than a solitary hobby. It is enhanced by sharing and learning from others and by finding friends who know something we don't, while passing

Continued on Page 22

Candidates (Cont.)



on what we know to others. The NMRA and its Regions are at their best when they make this happen.

The NMRA and the hobby as a whole are facing some real challenges. A whole generation that was raised on toy trains in the 1950s and 60s and graduating to scale modeling is aging. Sometimes it looks to us older folks like the hobby may die out with us. But I don't think so; young people are still mesmerized by trains. All it takes is the right kind of organization to reel them into the fold.

In fact, there are plenty of younger modelers who are not active in NMRA. Why aren't they? They have a range of interests that they don't see represented well by their local NMRA organizations. Some of them have affiliated elsewhere or have established their own groups and have their own meets. More of them are probably out there, modeling on their own but not interested in hanging out with a bunch of old guys who could be their fathers or grandfathers.

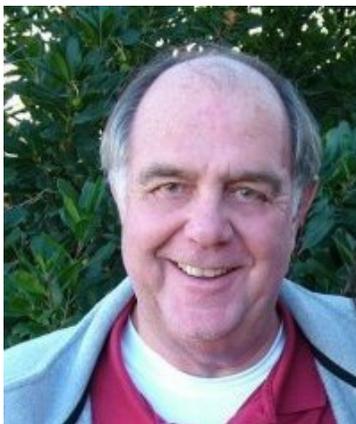
Fortunately, the PCR has shown itself to be innovative in shaking things up. The format of the upcoming National in Sacramento is an example of what has been emerging on a smaller scale at PCR conventions. This includes integrating Special

Interest Groups into the fabric of the meetings, sending the message that the NMRA is a diverse organization with something to offer modelers of all interests. This has been a good start, but there is more work to do.

Should I be given the privilege of filling this office I would devote my energies to expanding our outreach as far as we can. This could include presenting at public venues, organizing displays and exhibitions designed to appeal to broad interests and age groups, and the use of electronic media. I hope you'll give me the opportunity to take a whack at this.

Ed Merrin

Candidate for Vice-President - Ted Stephens



My name is Ted Stephens and I am presenting my candidacy for PCR Regional Vice President. I am currently the registrar for the Coast Division and since joining the NMRA about four plus years ago, I have been an active participant in many activities offered to the membership. I've participated in several Modeling With the Masters Workshops, attended the last three national conventions and regional conventions, as well as being an active member of the SIG/OPS group.

While I have been involved with model railroading since my teenage years, and after a long armchair absence from active modeling, I am now building a 10 x 30 HO layout in my office. I'm still learning new things about model railroading and am excited about the possibilities the future brings our membership in terms of technology as well as social exchanges.

I am concerned that while our region membership remains strong in the NMRA, we are not recruiting enough youngsters into the hobby to keep a good growth curve going. In this regard, one of my past efforts has involved helping Boy Scouts earn their Railroading Merit Badge where some of the requirements involve building models, participating in a "time-saver switching exercise," and learning other aspects of the hobby. I hope to bring a fresh perspective to the Region and will ask a lot of questions about why we do the things we do, and are there better approaches to some of our lingering issues. I plan on devoting a significant amount of my time actively working to encourage other individuals to join the hobby and become a member of the NMRA.

I will always listen to your ideas on how we can improve our organization and will work to implement those ideas whenever possible. I would greatly appreciate your support for my candidacy.

Ted Stephens

National Model Railroad Association

PACIFIC COAST REGION

PCR OFFICERS BALLOT

Instructions for Election:

1. Election starts with receipt of ballot (Branch Line mailed approximately March 10, 2011).
2. All ballots must be postmarked no later than April 15, 2011.
3. Vote only for one candidate for each office.
4. You may write in a candidate of your choice. However, the candidate must be willing to serve if elected.
5. Voting for more than one candidate in an office will void your ballot.
6. Do not make any other marks on the ballot.
7. Fold in thirds so that the return address is showing, and tape the ballot closed.
8. The ballot is considered a first class letter, and requires 44¢ postage.

PLACE AFTER YOUR CHOICE FOR EACH OFFICE.

PCR President <i>(Vote for ONLY one candidate)</i>	PCR Vice-President <i>(Vote for ONLY one candidate)</i>
Pat LaTorres <input type="checkbox"/>	Paul Deis <input type="checkbox"/>
_____ Write in candidate <input type="checkbox"/>	Ed Merrin <input type="checkbox"/>
	Ted Stephens <input type="checkbox"/>
	_____ Write in candidate <input type="checkbox"/>

(Fold here)

Postage
44 cents

PCR Ballot Chairman

Jim Providenza

16 Drake's Cove

San Rafael, CA 94903

(Fold here)

Daylight Division Holds Layout Tours

Chuck Harmon

Daylight Division hosted its third annual layout tour on December fifth, showcasing layouts in the Fresno and Clovis areas. Layout tour Chairman Gary Saxton assembled a tour of nine layouts, with times staggered in the morning and afternoon so that some layout hosts would be able to view other layouts that day.

HO Scale layouts included the Milwaukee Road / D&RGW layout of Ron and Dave Baker, The Belmont Train Group's 17' by 40' freelance layout, Rob Briney's Sierra, Clovis and Western, Chuck Harmon's San Joaquin Central, John Ptacek & Trina Eaton's Chicago and North Western, Marlin Costello's Goshen and Gooschase, and Steve Silva's BNSF.

Gary Saxton opened his N scale NYO&W and John Houlihan's O scale model of valley features of the Santa Fe and Southern Pacific were also on the tour.

Attendance was reported as light by many hosts, probably due to the rain. Some, however, were overwhelmed by the interest of the public in model railroading. Daylight is looking forward to another tour next year, and potential hosts will be grooming their layouts all during 2011.



This Scratchbuilt Packing House on Rob Briney's layout will soon be available as a kit from On-Track Design.

Layout Host
Rob Briney



Layout Host
Steve Silva



Layout Host Ron Baker



Big BNSF Power passes through the trees on Steve Silva's layout

Kaufman to Speak on SF Belt Line

The North Beach Model Railroad Society invites you to a presentation on the San Francisco Belt Railroad by Bill Kaufman at 2 p.m. on January 16, 2011. It will be held in the Club Room of Telegraph Landing, 150 Lombard Street, San Francisco. Cross street is Sansome. Free parking on Sansome south of Lombard and other local streets (check parking meters - Port Commission meters operate every day.) One block from the F car stop at Chestnut. Across the street from the Belt Line Engine house.

Bill Kaufman recently authored a multi-part article on the Belt Line and modeling it in RMC. See his web site at www.statebelt.org

No charge for admission and refreshments will be provided. Limited seating. Weather permitting, we will enjoy a roof-top view of the engine house.

This is a mini-meet, in cooperation with the Coast Division of the PCR.

To reserve your seat, please e-mail robinben@aol.com or call Bennett at 415-982-6577

e-mail from Bennet Woll.

PCR Contest Report

Giuseppe Aymar

Hello fellow members of the PCR. My name is Giuseppe (Joseph) Aymar, member of RED and, as of October 2010, your next Regional Contest chairperson. While some of you already know me, most of you probably have no clue who I am. In some circles I am known as Joseph, in others as Giuseppe, still others know me as Dr. Aymar, the Dentist, Luigi the Enforcer, the Mafia guy (being Italian) and the all encompassing "hey you, what's your name?" "Finally, to my three adult children, I am the dad who never grew up and still plays with his trains. As with most of you, the upper tier of middle age has crept in and I find that unless I do something now, there might not be an opportunity a few years hence. So, my wife and I have created a "bucket list" of sorts and faithfully are going through it so as not to have any regrets later. Well, being PCR Contest Chair **was not** part of my Bucket List. The reason I have accepted is a tribute to the persuasive skills of Bill Scott (newly retired PCR Contest Chairman) and to the fact that no one else had expressed any intention of volunteering for the position, not to mention knowing that Carol Skold was going to stay and train me and be my Guardian Angel. Succeeding Bill in this endeavor is both a joy and a curse. Joy because Bill has brought the Contest to high level of precision and sophistication so that all I have to do is follow exactly what he has accomplished and outlined; curse because any mistake will be very public. Thank you, Bill, for having been at the helm for 10 years; we in PCR are very grateful for all the hard work, leadership and innovations that you have brought to this position. Under your leadership the number of entries has continued to grow every year, enthusiasm has skyrocketed, and the quality has remained at a high level.

Contests are as old as the Hobby itself, a way for modelers to share their skills, for others to see what can be accomplished with our two hands, and learn that anything is possible as long as we are willing to try. This upcoming year is a milestone for our Region in that PCR will be the host Region for the National Convention in Sacramento. Obviously we all want to show the rest of the NMRA that we can throw a party. Many innovative ideas are going to be unveiled for the first time, guaranteeing a fresh and spunky approach that will obviously change how conventions are going to be run in the future. This is due to the commitment and sagacious nature of your leaders in the Convention Committee; so thank you to all of you who have toiled in silence to create what will be a monumental and epic convention.

Being that the contest is such a vital part of every National Convention, and so much is made of it, I feel that our PCR should go all out and be a leader in the NMRA. The success of a contest is mainly measured by the number of entries. This is so, for it seems to equate to the level of enthusiasm of the membership. It is an undisputed fact that PCR has so much talent within its ranks and many active enthusiastic members, that it follows that with no effort at all PCR can, by default, be able to surpass any level of entries of previous years. So, what do say! **Let's do it! Each one of us is to bring a model to place in the Contest.** Does it have to be a perfect model? NO. Does it have to necessarily win first place? NO. It needs to be a model you like, one that you have worked on and improved, one of which you are

Notes from the New Editor

Chuck Harmon

I would like to thank the members of PCR and Publications Manager Gus Campagna for their confidence in allowing me to step into the very large size shoes of Bill Kaufman as Branch Line editor.

The revised layout should be easier to read when posted on the web site. Stories are continuous from one page to another so it can be read on a monitor by simply scrolling down. The wide left margin allows ads, photos, personnel lists, events, special items, and "boiler plate" to be located where it does not interfere with the flow of the main articles.

In future issues I hope to add more photos of region and division personnel and include articles written by members from every division. I have requested photos of the board members and division superintendents. I would like to have head shot photos of all other region and division committee chairs and officers. I would also like to start a series on getting to know our leaders, so I would like to ask the board members and divisional officers to send me a short bio. I will run one or two in each issue.

I want photos. Please send me photos of your activities along with the articles. I prefer them at full size or at least 300 dpi. Please send as attachments only, not embedded in your e-mail or article text.

I welcome your comments and feedback. My e-mail is harmonsta@aol.com and my telephone number is (559) 299-4385.

Contest (Cont.)

proud. It can be in any scale. There is a category for anything you bring. In future columns I will go over how easy it is to fill out forms so, please, don't stress over that!

Going out on a limb, and making myself vulnerable to failure, I am going to ask any member who is going to commit to bring a model to please answer **YES, I commit** at my e-mail giuseaymar@aol.com or if you do not have a computer you can always call me on my cell phone : 707-291-0701. I will then communicate with you and answer any questions you might have.

As a prelude to the National, our RED will be hosting the annual PCR Convention next May in Santa Rosa. This will be a Mini Convention, just two days, due to the time proximity with the National. We will still have a Model Contest (Saturday only) a perfect opportunity for many of you to enter your model(s) prior to the National. Doing so, in such a non threatening environment, will get your feet wet and will show you that it can be fun and definitely will invoke lots of constructive ideas. The time to start planning your model(s) is now with months to go before our Regional or National Conventions.

We are reminded by Aesop, the great Greek storyteller, on the importance of planning, in the story of the Ant and the Grasshopper:

In a field, one summer's day, a Grasshopper was hopping about, chirping and singing to its heart's content. An Ant passed by, bearing along with great toil an ear of corn he was taking to the nest.

"Why not come and chat with me" said the Grasshopper, "instead of toiling and moiling in that way?"

"I am helping to lay up the food for the winter," said the Ant, "and recommend you do the same." And the Ant went on its way and continued to toil. When the winter came, the Grasshopper had no food and found itself dying of hunger, while it saw the Ants enjoying corn and grain from the stores they had collected in the summer. Then the Grasshopper knew:

It is best to prepare for the day of necessity.

There is no better time to prepare than NOW. There is no better place than the PCR and the National Conventions. These events are set up for our enjoyment and for learning and sharing with friends. Let's become part of the festivities and not attend as a spectator merely looking from outside the window at the cornucopia that has been laid out for us. Our involvement, in bringing a model, could be the Convention highlight for someone else; one never knows who could be inspired by one's work. Do not underestimate your potential to be a positive influence for someone else. And remember, being a participant will make it "your Convention." What if you cannot attend? Let me know and I will find a way to have your entry in the Contest room, irregardless.

Your Division Contest chairman is willing and able to help you with any question and any time. Please make use of his knowledge and expertise:

John Sing for Coast, Bill Scott for Daylight, Norman Morris for Sierra, Giuseppe Aymar for Redwood

So long for now and ciao.

Signal Repeaters

Seth Neumann

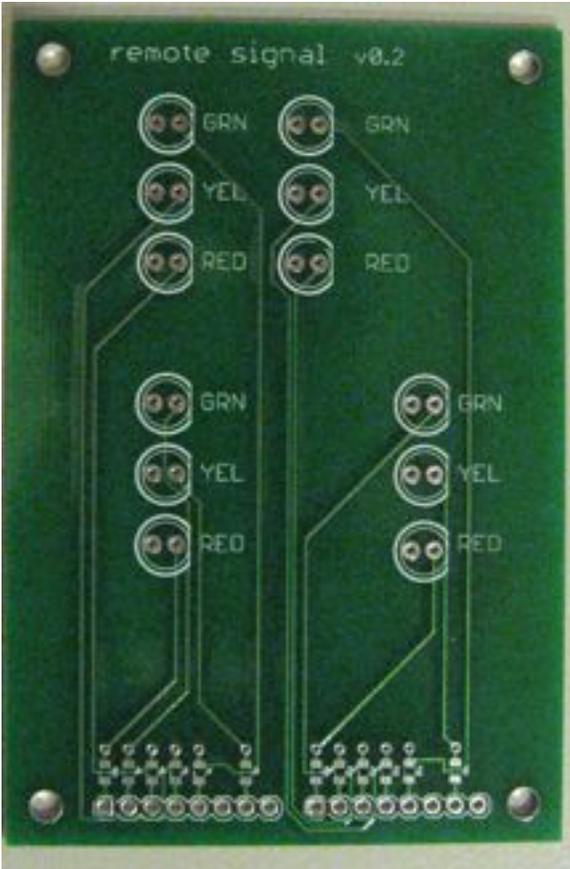


Fig. 1 The front side of an un-stuffed circuit board.

It's great to live in the PCR! The people are great and the talent pool is fantastic. Let me tell you a story about a project I just completed on my Union Pacific in Niles Canyon layout. My prototype, the UP's Oakland Sub from Niles Jct to Radum and the Milpitas Sub, was fully signaled in my era (1999). I've been working on implementing signals and a modern form of Centralized Traffic Control (called Digicon) with fellow modeler Steve Williams taking the lead in implementing a JMRI application called CATS. By early summer Steve had CATS working fairly well and we decided it was time to start experimenting with signals. Unfortunately, no one is currently manufacturing an accurate model of the Union Switch and Signal (US&S) type H2 searchlight signals with the correct ladders and bases, although BLMA has indicated they will be available in 2011. I didn't want to go to the expense of good quality layout signals if they were not accurate and I didn't want to wait either. So we decided we'd need signal repeaters above the layout in any case and we could implement the signal system with the repeaters and install the layout signals when BLMA released them.

So what is a signal repeater and why would you want them? They are extra signals that are mounted above the backdrop so they can be seen even if: the primary signal is on hidden track, the primary signal points in a direction that can not easily be seen by the operator, another operator is standing your line of sight, and, since we used color light signals for the repeaters (stop light style signals, or "Type D"), color blind operators can follow them (unlike searchlights). The signals do not look like the prototype. They are schematics on faceplates with LEDs mounted in styrene boxes. See Fig 3.

Why does living in the PCR matter? Because a group of us meet at the Train Shop in Santa Clara every Friday at 11:45 and then go to a local restaurant for lunch and to talk trains. I mentioned my project to fellow "DCC luncher" Dave Falkenburg and he offered to design a small circuit board for me that would provide a mounting for the LEDs and resistors for the "Control Point Triad" of three signals seen at each end of every CTC controlled siding (a high double signal, a high single signal and a low single signal). The board would be reversible so by flipping it over and stuffing from the back it would handle either end of a siding. By Sunday Dave had completed the preliminary design and emailed it to me for review. I made some minor changes and Dave had the final design by mid week. Dave then combined my design with a board he was doing for the Silicon Valley club and sent it to a short-run circuit board fabrication house. In another two weeks I had my boards for about \$20 each,



Fig. 2 The styrene box, assembled circuit board, and laser cut and engraved face plate.

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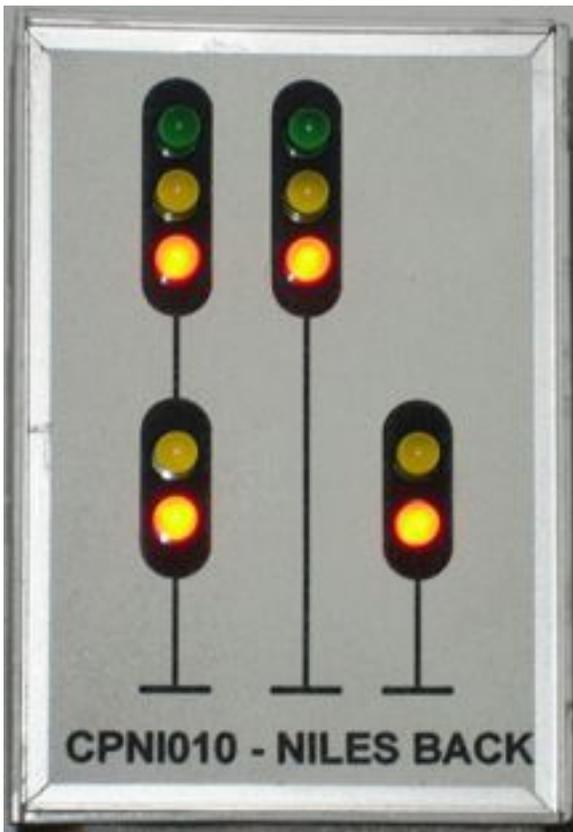


Fig. 3 A repeater in service. Note the trim made out of Evergreen 294 angle cut with a NWSL chopper. The red lights are all lit indicating that no route has been cleared through the interlocking.

Repeaters (Cont.)

comparable in cost with building them from perf board and much easier to build.

I fabricated the boxes out of .040 Evergreen styrene purchased at the Train Shop but I was having trouble getting my faceplates drilled with enough accuracy to assemble well. I was stumped until I remembered that Coast Division AP chairman Kermit Paul had given a clinic on laser cutting. I called Kermit and asked if my problem could be solved with a laser cutter and asked if he could recommend a laser cutting service. His answers were, "Yes," "I have a suitable laser cutter," and "when do you want to come by?" My answer was: "Next week!"

The following Tuesday I stopped by Kermit's well equipped machine shop and we discussed materials (we settled on a two layer plastic which allowed us to engrave the legends through the white top and also cut precise holes in base dark material). A quick trip to the plastic supply house with a stop at Just Trains on the way back and we were back at Kermit's. He set me up with a graphics program (Corel Draw) and I was able to transfer the faceplate design in a few minutes. Happily Kermit had a template which made short work of determining which lines were cuts and which were engravings. Fifteen dollars of materials provided enough for my 13 faceplates plus a few extras that become necessary as the project continued. My layout is now signaled and running under CTC even though the BLMA searchlights are still 6 months out. Only in the PCR!

Made, Published or "Born in the PCR"

Steve Wesolowski, Coast Publicity & CA/NV NG Foamer/Zealot?

I WAS going to expand a topic I put on the PCR List: "How to Attract More New Members at Train Shows by Practicing Better Modeling Hygiene, or How Wearing a Necktie Makes You Model Better." I enjoy reading 1930's, '40s & '50s Model Railroaders/RMCs. I've noticed a big change for the worse in average modeler's attire while practicing our hobby since the '50s in pics in old MRs: many fewer buzz (MIL-STD) haircuts & buttoned dress shirts with neck/bowties & pocket protectors. A Clinic by Brad Lloyd and Dave Connery a couple years ago was the last time I saw modelers work while wearing a dress shirt and tie, or a jacket with matching slacks. Brad & Dave are Class Acts, IMO. I forget the last time I buttoned ANY of my Floquil & glue stained shirts while modeling. Just because my T-shirts have no buttons is a poor excuse for my lack of pride in modeling appearance. After more research on IF a neater appearance raises my model's contest scores, I'll get back to ya'all. Maybe not.

Meanwhile, recalling Mr. Connery's Made in the PCR Articles, I was singing "Born in the PCR" to Bruce's tune (I'll spare you!) & how overjoyed I've been about some NG/RR books I recently found, mostly "Written in the PCR." I guess I'll 'review' 'em quickly here, rather than annoy you by singing...

Continued on Page 30

Calendar

January 15 & 16, 2011 - 10:00 am to 4:00 pm - **The Great Train Expo**, Cal Expo, Sacramento, CA. Adults: \$7.00. Kids under 12: Free!

January 16, 2011 - 2:00 pm, **San Francisco Belt Railroad presentation** by Bill Kaufman. Held in the Club Room of Telegraph Landing, 150 Lombard St, San Francisco. Free. To reserve your seat, e-mail robinben@aol.com or call Bennett at (415) 982-6577.

January 22 & 23, 2011 - 10:00 am to 4:00 pm, **The Great Train Expo**, Anaheim Convention Center, Anaheim, CA. Adults: \$7.00, Kids under 12: Free!

January 28 to 30, 2011 - **Bay Area Layout Design & Operations Weekend**, Sponsored by Pacific Coast Region-NMRA, Layout Design and Operations Special Interest Groups. Biltmore Hotel & Suites, 2151 Laurelwood Road, Santa Clara, CA, 95054, Tel: (408) 988-8411

February 17 - 19, 2011 - **26th Annual Sn3 Symposium**, Double Tree Hotel, 924 West Huntington Dr., Monrovia, CA.

February 19, 2011 - **Redwood Empire Division Meet**, Napa Valley Model Railroad Historical Society, Napa Valley Exposition, 575 Third St, Napa, CA. Doors open at Noon, meeting starts at 1:00 pm.

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Born in PCR (Cont.)

#1 I'm enjoying Mal Ferrell's latest, *Nevada Central Sagebrush Narrow Gauge*, by Heimberger House, \$43.95 list. If you enjoy Nevada or Narrow Gauge railroads, the Nevada Central lasted 59 years after construction began in 1879 connecting Battle Mountain south to Austin, NV. It is another of Mal Ferrell's wonderful books with many rare pictures of strange & wonderful trains, including several NEAT rail motor cars, a Whitcomb "Diseasal" now at Rio Vista, some tankers went to Swayne Lumber; even two locos and other equipment restored as p/o the Golden Gate National Exposition on Treasure Island in 1939 after NC RR closed in 1938. As I read, I learn of more connections between the Nevada Central's equipment and employees and other California & Nevada railroads, even SP and SPNG. (I finally met Mal at the 30th NNGC in St. Charles and I thanked him for all the fun his many years of work on Narrow Gauge RRs have given me, et al. I also thanked Robert Sloan. Next time you see someone whose work YOU enjoyed, consider thanking them while they are still alive- they smile!)

#2:: On Thanksgiving I found a copy of *The Swayne Lumber Company, Narrow Gauge Logging in the Merrimac Forest*, a book published by PFM in 1992 & written by Paul Beckstrom & David W. Braun. I've been really enjoying learning about Swayne Lumber near Oroville from the drawings and pictures of equipment, some of which went to West Side Lumber. The founder's son, later its president, was an amateur photog who took many snapshots; his collection really makes this book, documenting this company from unlimited access. If you are lucky enough to find, or borrow a copy, I think you'll enjoy this book. I hope it's republished soon; it really should be more affordable & available, but Amazon or Alibris prices begin at \$295. I was lucky to find one under \$100.

#3: I also just found *Red River Paul Bunyan's Own Lumber Company and Its Railroads*, by Robert M. Hanft, published by Center for Business and Economic Research California State University, Chico in 1979?, 2nd Printing 1981. Keith Wandry & I had never seen or heard of this book before, and a picture on page 184 shows a trestle built simply by fitted (cribbed) log segments atop one another with rails laid/spiked on parallel logs lap seamed at the ends about every 20 feet or so! I found 11 Used copies on Amazon starting at \$58, so this book of a CA logging empire that came and went IS affordable.

#4: *A Tale of Two Cities and a Train, History of the Nevada County arrow Gauge Railroad 1874-1942*, By Juanita Kennedy Browne, 1987, Nevada County Historical Society, Nevada City. I bought a Signed 1st Edition for \$60 then found another online under \$20! Reasonably priced copies are available. The author died fairly soon after publishing this, her 2nd book on Nevada County history. This has a lot of information on NCNG I haven't seen in the other NCNG books.

#5 & 6: As a Carson & Colorado/SP Narrow Gauge modeler, I was ecstatic when I first saw Joe Dale Morris' *Southern Pacific's Slim Princess In The Sunset - 1940-1969* in 2008 and still available from the SP Historical & Technical Society for \$70. All those COLOR/even monochrome pictures of some of my favorite trains! If you like SPNG, you should see this book, even w/o any equipment drawings.

Continued on Page 31

Calendar (Cont.)

February 26, 2011 - Daylight Division Meet, Scout Shack, 264 North E St (@ Palm St), Exeter, CA. Registration starts at 9:30 am, Meet begins at 10:00 am. All-you-can-eat Brunch will be served: \$6.00. Info: Brewster Bird - (559) 381-4785 or mec569@yahoo.com

March 5, 2011 - 9:00 am to 2:00 pm - Orange Empire Railroad Museum (OERM) Swap Meet, 2201 S. "A" Street, Perris, CA. Admission is \$7 for non-members, children ages 5-11 are \$5. Set up time for sellers is 7am. Sellers bring own tables and chairs. Information: info@oerm.org / 951-943-3020 or 951-657-2605

March 12, 2011 - 9:00 am to 10:00 pm, Winterail Railroadiana Show and Sale, Scottish Rite Masonic Center, 33 W. Alpine Avenue, Stockton. Write for tickets to: Vic Neves - Producer
P.O. Box 1627, San Leandro, CA 94577

March 12 & 13, 2011 - Sat: 10:00 am to 5:00 pm; **Sun:** 10:00 am to 4:00 pm, **Golden Empire Historical & Modeling Society's Annual Model Train Show**, Horace Massey Building, Kern County Fairgrounds, 1142 S. P Street, Bakersfield, CA. Admission is \$6.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days. Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating

Continued on Page 32

Jan-Mar 2011

Born in PCR (Cont.)

Imagine my JOY a couple weeks ago when I learned of Robert Bader's new book: *Southern Pacific Narrow Gauge Locomotives and Freight Equipment Also Including the Carson & Colorado Railroad and the Nevada & California Railroad 1880-1960*, for \$85, from www.sphtsstore.org and elsewhere. Bader's book has DRAWINGS of ALL the SPNG Equipment, including some parts I've never heard of or seen covered in any other SPNG sources! As "a retired CalTrans Civil engineer...his love is the Narrow Gauge in Owens Valley." His love for SPNG shows through ALL I have been able to read in the few hours I've begun enjoying his book! His documentation of the SPNG's various trucks, couplers, brakes, and lettering used, in addition to drawings of the oldest freight cars, have already changed and improved my understanding of models I've built. Thanks to this book we'll all be able to build better & more accurate models in our future. Thanks to Mr. Bader, my Christmas arrived 14 days early!

I hope you enjoyed these brief reviews of books "Born In the PCR" by someone who was also Born in the PCR. And, consider reviewing some books or kits yourself here. Happy Trains to you in 2011!

Coast Division Report

Darrell Dennis

The last meet was held on December 12, 2010 at Buchser Middle School, 1111 Bellomy Street, Santa Clara, CA and was enjoyed by 71 Coast Division members, four Redwood Division members, four Sierra Division members, three Daylight Division members, and one Guest and/or First Timer, for a total of 83.



Clinics included:

10 AM: "Backdrops and Beyond" by Dave Biondi
11 AM: "Roads Less Traveled" by Brad Lloyd

The Round Table was moderated by Jerry Littlefield, although for the first time ever, no one attended

And we welcomed the Job's Daughters, Bethel 129, who offered up our refreshments for the day. Thanks ladies for the hot dogs, chili, drinks and snacks! Great first time effort!!!!

Coast Division clinics information (including pictures and handouts) can be seen online at: http://www.pcrnmra.org/coast/meet_clinics.shtml

The business meeting portion of the meet was called to order by Mark Schutzer, Coast Division Superintendent, at 12:04.

Announcements and remarks were made by Mark Schutzer, who made welcoming remarks to the group, and introduced the Job's Daughters to the crowd.

Bennett Woll announced there will be 'mini-meet', in cooperation with the Coast division, in San Francisco January 16, 2011 featuring Bill Kaufman, speaking about the Belt Line. Bill recently authored a multi-part article on the Belt Line and modeling it in RMC. See his website at <http://www.statebelt.org>. The meeting is at the Telegraph Landing club room,

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Branch Line

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Calendar (Cont.)

model trains on display. Train rides for railfans of all ages (\$2.00 additional charge)
Contact info: (661) 331-6695;
email: carldw@aol.com

May 13 - 15, 2011 - Sonoma Short Line 2011 "Mini" Pacific Coast Region Convention,
Finley Center (Cedar Lobby),
2060 West College Ave, Santa Rosa, CA.

July 3 - 9, 2011 - Extra 2011 West NMRA 2011 Convention and National Train Show,
Sheraton Grand Sacramento,
1230 J Street, Sacramento, CA.

Volunteer Call for X2011 West

Jack Burgess, Publicity
Chairman, X2011 West

By now, I'm hoping that everyone in the Pacific Coast Region knows that the NMRA national convention will be held in Sacramento next July. If not, you need to log onto our website www.x2011west.org and register on-line as soon as possible! The sooner that you sign up, the better your chances of staying in the Convention hotel and getting the tours you'd like to attend.

However, conventions don't happen without volunteers! The Convention committee has been working on this convention for a couple of years now. But now is the time for volunteers to sign up to help out. We need all types of volunteers from people to help out on-site at the Registration Booth to bus tour guides. If you want to sign up for a particular

Continued on Page 33

Coast report (Cont)

150 Lombard Street, San Francisco. Check transit maps, but this location is only one block from F car stop at Chestnut, and near a Bart stop. No charge for the meet, but please reserve a seat via email robinben@aol.com or call Bennett at 415-982-6577.

Dave Parks – Dave reminded the crowd about the [Bay Area Layout Design & Operations Weekend](#), January 28 thru the 30th, 2011. Events include: Friday - 7:00 pm - Welcome dinner at [Fiorillo's Restaurant](#), 638 El Camino Real, Santa Clara, followed by layout tours. Saturday - 8:30 am to 10:00 pm - Clinics and panel discussions, layout design consultations, "Birds of a Feather", followed by layout tours. Location is the Biltmore Hotel in Santa Clara. Sunday - Operations Sessions (newcomers and out-of-towners encouraged!), layout tours. Additional information can be found at <http://www.pcrnmra.org/pcr/calendar/mastercalendar.htm> and <http://www.pcrnmra.org/sigs>.

Steve Skold, RED Superintendent, reminded us that the PCR 'Mini-Convention' will be May 13 - 15, 2011. The "Sonoma Short Line" convention is a "mini" due to the "X2011 West" National Convention later in Sacramento. <http://www.pcrnmra.org/conv2011> is the site for registration!

Mark Schutzer thanked Don Shortt for his years of help with this meeting site, and Mark reminded the members of the urgent need for meeting sites: union halls, schools, or whatever! Also, Mark said that anyone who had a name badge on order (for the last year!), you are going to get them(!) and you will be refunded the \$2.00, and thanks for your patience.

John Sing, Model Contest Chair, told members that the NMRA 2011 National Convention "X2011 West" has a FaceBook page that reports on current X2011West-related events. It will be reporting "real time" on everything happening at the 2011 Sacramento National NMRA Convention. The URL (which anyone can access, you don't have to be a Facebook member) is <http://facebook.com/x2011west>

Dave Connery, Nominations Chair, told the members that at the March, 2011 meet there would be Coast Division elections for Superintendent, Pay Master, and Chief Clerk. All three of the current office holders are eligible to run again and have agreed to run for office next year: Mark Schutzer, Superintendent; Bob Ferguson, Pay Master; and Darrell Dennis, Chief Clerk. Dave opened nominations, none were presented. According to Division by-laws, further nominations will be accepted in March, if the person being nominated is in attendance to accept.

Steve Wesolowski, Publicity Chair, let us know of the recent 75th birthday of Don Shortt! Yeah Don!

Bill Swindell announced the successful bidders from the Silent Auction.

Mark noted, with no other business or announcements, that the Auction would begin in 10 Minutes.

Model Contest Results: Theme is "Favorite Model" (open category)

- 1st Place: Al Kuhn "MT&B Well Car with Tunnel-Bore load"
- 2nd Place: Eugene Brichacek "SP Bay Window Caboose #4615"
- 3rd Place: Tom Vanden Bosch "Kansas City Southern Caboose Hops GP7 #4159 & Caboose #400"

Continued on Page 33

Volunteers (Cont.)

tour, how about volunteering to be the bus monitor and assisting in getting others back to bus on time? If you have always liked model contests, how about being a contest judge? If you live in Sacramento and love the city, how about volunteering to work at the Registration Booth, not only handing out registration packets but answering questions about restaurants, Old Sacramento, the California State Railroad Museum, and public transportation options?

There are a lot of ways to help out. You don't need to spend all of your time volunteering but, if we have enough volunteers, we can cover all of the needs with just a few hours from a large pool of volunteers.

Karen Kiefer is our Convention Volunteer Coordinator. If you can volunteer a few hours or more to make the 2011 NMRA Convention better for every attendee, please get in touch with her at kkay@sbcglobal.net.

Coast report (Cont)

The categories for upcoming meets are: March 2011: "Freight Car, Caboose, Maintenance of Way" June 2011: "Structure, Display, Self-propelled Cars & Traction." September 2011: "Steam Locomotives, Diesel & Other Locomotives, Passenger Car." December 2011: "Favorite Model" (Open Category)

Photo Contest: "Trains In The Seasons" (This Popular Vote Contest was run by Kieth Wandry)

1st place: Eugene Brichacek "U.P. 844 on Altamont"

2nd Place: (tie) Pat LaTorres "San Francisco Zephyr at Soda Springs"

2nd Place: (tie) Ronnie LaTorres "Flanger Train at Truckee"

The Photo Contest categories for upcoming meets are: March 2011: "Railroad Structures", June 2011: "Diesel Locomotive," September 2011: "Caboose," December 2011: "Steam Locomotive."

Switching Contest: (This test of skill was over-seen by Steve Peters)
Brakeperson -

1st place: Stanley Kieser 7:27

2nd Place: Bernard Peato 8:52

3rd Place: Eugene Brichacek 9:06

Senior Brakeperson:

1st place: Bill Burket 6:01

2nd Place: Alan Havens 6:28

3rd Place: Steve Wesolowski 9:06

Model Contest, Photo Contest, Switching Contest, and Show and Tell results for the Coast Division, including full color photos, dating back to December 2005, can be seen online at: <http://www.pcrnmra.org/coast/contest.shtml>

The auction had a total of approximately 321 Items.

Our next meet is on March 6, 2011 location is TBD.



Al Kuhn's scratchbuilt model of a well Car with load captured first place at the Coast Division's December Meet. (The Load is a tunnel boring machine.)



Daylight Division Report

George Pisching

The fall Daylight Division Meet was held on November 20, 2010 at Mary Carole & Hilding Larson's home in San Luis Obispo.



Dennis Pearson's Teacup Loco

Two very interesting clinics were presented. The first was by Bob Schremp from the San Luis Obispo Free-Mo Group. Bob's presentation was on the Free-mo system of Modular Railroading.

The second was by Jim Betz. Jim is from our neighbor the Coast Division. Jim did his presentation on "What is DecoderPro, How Does it Work, and Why do you want to use it?" Jim showed us how to puzzle through setting CV's to try and get that DCC decoder to do what we want. Just what is a speed step anyway? Jim had the answers to many of our DCC questions.

The San Luis Obispo Model Railroad Association brought their Large Scale Timesaver. This was a new twist on the Time Saver Switching Contest. There was no excuse for poor eyesight

Following the clinics, everyone was treated to a bar-b-que tri-tip lunch hosted by the Larson's.

The business meeting proceeded quickly. Superintendent Dave Grenier announced that Goerge Pisching would be taking over as Editor of the Daylight Observation. He presented past Editor Chuck Harmon with a certificate of appreciation for his many years as Observation Editor.

The \$25 door prize was won by Sophia Smith, daughter of Industry Liaison Jay Smith. A raffle was held for items donated by several model railroad suppliers and individuals. Donors included **Central Coast Trains** / Anita Walter of Atascadero-\$15.00 Gift Certificate, **Creative Promotions Resource** / Jay & Celest Smith of Clovis-'Still Plays With Trains' tee shirt, **Pentrex** of Pasadena, CA-2 DVDs entitled '20th Anniversary Daylight Combo' & 'Daylight Freedom,' **Terri's Timeless Treasures** / Dave & Terri Baker of Clovis-Athearn HO 40' Flat Car Kit, **Aztec** of Carson City, NV- 6 each 20% off Gift Certificates, and **Dave Grenier** of Clovis- HO 2005 - 2 each Commemorative Box Car (SBHRS).

After the business meeting, door prizes and white elephant auction, layout tours were held at area layouts.

Hilding & Mary Carole Larson's layout models the Union Pacific branch line to Yakima Washington and the Yakima Valley Transportation. Guests were treated to operating and viewing the layout in the lower level of their home.

Charlie Burns Models the Southern Pacific Coast Route in N-scale. Charlie had a time-table operating session with 17 train movements that lasted well into the evening.

Terry Taylor's HO layout models the Santa Fe's Coast Lines Valley Division, second and third districts in the San Joaquin Valley from Eugene (MP 1089 just east of Riverbank near Modesto) to Holt (MP 1129 just west of Stockton, CA) in the era of 1949 to 1953.

George Gibson's DK & Pacific Mountain Railway was under re-construction, with HO standard guage operating on the lower deck and Hon3 operating on an upper deck.

The next Daylight Division meet will be held in Exeter, CA on February 26, 2011.



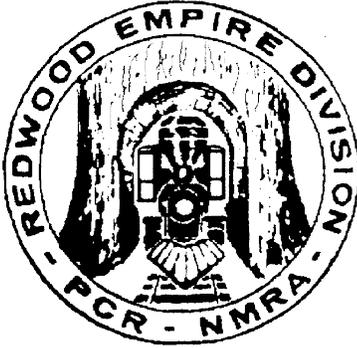
SLOMRR G-scale Time Saver



Glenn Geissinger's Sawmill

Redwood Empire Division Report

Steve Skold



RED has had a busy three months this late summer and early fall. Our summer meet was moved to September 11th and was in conjunction with the Roots of Motive Power annual steam up in Willits. There were two standard gauge logging locomotives running along with a steam shovel, the first steam roller I have ever seen operating, and several steam donkeys. The logging museum is always fun to wander through, and the BBQ at the end of the day made it worth staying. My wife Carol and I drove over the Ft. Bragg that evening and rode the Cal Western Skunk train on Sunday. We missed the last run of the motor car by one day.

RED participated in the second annual Train Show, which was in conjunction with the Home and Garden Show at the Sonoma County Fairgrounds. We had an NMRA booth and that gave some of us time to see what else there was. There were several modular groups attending, along with O scale and G scale. Outside was a large scale live steam shay running with adults and children being pulled in cars. Even the light rain on Sunday did not dampen anyone's enthusiasm.

RED hosted the PCR mid year board meeting at next May's mini convention site in October at Finley Center. This was followed by a BBQ at the Skold residence. When dinner was ready, we had to drag several people out of the garage after turning off the power to the rails. I am sure Ron Plies will have more to say on that meeting in this issue.

Carol and I spent 10 days in Kaua'i and got back just in time to work out problems with our Fall meet. It turned out that the Lakeport club was not able to host us, so we had to scramble to find an alternate site, date and program. Ron Plies volunteered to do his Power Point show on his SP module. When things start to go wrong, it never stops. He had a Power Point 7 show that did not work with Mary Moore-Campagna's Power Point 3 program so several last minute alterations were made. Frank George won the Special Door Prize, a McKenzie Brothers tree making jig. Our show and tell segment included models by Ron Plies, Brice Benson, Dave Turner, Mike Ernst and Steve Skold

Our next meet will be in Napa on Saturday, February 19 at the Napa Club. It will feature our popular show and tell segment. Our clinic has yet to be chosen. We are encouraged to bring DCC locomotive to run on the layout and any car that meets NMRA standards.

Next will be the PCR Mini-Convention May 13, 14, and 15 at the Finley Center in West Santa Rosa. Gus Campagna will have an article in this issue of the BL with more details. Our last meeting of my tenure as Superintendent will be Saturday, May 21st at Monroe Hall, where we will have our Annual meeting and Election of Officers. We are still looking for candidates for Superintendent and Chief Clerk.

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Sierra Division Report

Jim Long

The Sierra Division had two Division Meets on Oct 9. One was held in Sacramento at the South Natomus Library and the other was in Reno at the home of Jim Petro. Our original plan was to have two Meets on different sides of the mountains and to connect them together with Skype. We would have one clinic in each location and the group at the other location would see it by Skype over the internet. Our plans fell apart because Ray Ritch was in the hospital. Ray has the equipment and knowledge to do this on the Reno end. This made us have two separate Division Meets but they were not connected. [Editor's note: There was a discussion about having a Daylight Division meet like this at a recent meet in Fresno. Jim Long just happened to be a guest at that meet. Hmmm?]



Entertainment at the Dinner was "Local"

In Sacramento we had our normal business meeting and a clinic by Dave Bayless, "You Don't Need No Stinking Yardmaster." This is a great clinic about how the Southern Pacific operated the GEMCO Yard in the San Fernando Valley. Dave is an engineer for Union Pacific formally Southern Pacific. He explained how the yard worked and which trains operated out of it and came through the main line next to it. It is very interesting and everyone learned something about how the railroad runs the real way. I saw this clinic

several years ago and I would like to see it again, as Dave has a lot to share with us.

In Reno, the meet was scheduled for the Morrison University where Ray teaches. Because he was sick we moved it to the home of Jim Petro, a short distance away. Jim has a wonderful layout modeling the D&RGW. The entire group of people had an operation session on the layout.

I am pleased to report that Ray Ritch is on the mend. He was in the hospital almost three weeks and has lost a lot of weight. He is now gaining some of it back and is getting stronger all the time and is back to work. He is looking forward to having the two Meets connected in the near future.

[The following was "stolen" from the Sierra web site. Ed.]

Sierra Division held its summer picnic on July 31 at the at the Dunsmuir Botanical Gardens. Richard Hughes, a retired SP Conductor from the Dunsmuir area told some stories about his career. Attendees also had an opportunity to see Bruce Petty's layout and the Dunsmuir Model Railroad Club. Dunsmuir is a crew change location for the railroad, so they expected to see several trains that



No doubt these modelers are discussing the technique used to weather this structure. (Photo taken at Colusa meet)



Taken at Jamestown, in the heart of Sierra Division, Coast folks will recognize Dave Connery. Not just a guest of Sierra...He's a Docent at the Jamestown State Park, site of a recent Sierra Meet.

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

ACCRS is located at the Alameda Co. Fair Grounds, Pleasanton. A 30 by 100 foot room has O and HO layouts. Open to the public every Friday, 6 to 10 PM, they operate continuously during county fairs and special events. Annual dues: \$24, \$15 initiation fee; Jr membership for ages 12 to 18 (with sponsor), free. Contact: Gary Lewis 925-455-8135 E-mail: glslewis@comcast.net Web: www.pleasantonmodelrr.org/index.html

ANTIOCH MODEL RAILROAD CLUB

The Black Diamond Lines is an HO club located at 425 Fulton Shipyard Rd, Antioch. Scenery is 95% complete and there is a lot of operating action. In 2006 we celebrated our 25th year of operation (anniversary cars available). We meet Tues. and Fri., 7:30 to 10:00 PM. Runs are the 3rd Fri. of the month. Contact: President Tom Lutrel, 925-609-7093. Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

BANTrak MRC invites N scale modelers to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Ave., Crockett, on Wed. and Sat., 10 AM to 3 PM. Contact: Bob Lewis, 925-283-6838 E-mail: BobLewis1@sbcglobal.net.

BAY AREA Z MODULE COOPERATIVE

BAZ is a group in the SF Bay Area interested in developing and displaying Z scale modules. Members are building them to the "ZBend Track" Module miniModuleZ specs Anyone in Northern California interested in Z Scale railroading is welcome to join us. We meet Sundays 10 AM to 5 PM at members' houses. Contact: Robert Ray pray59@sbcglobal.net Yahoo group: groups.yahoo.com/group/BAZ_modules.

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

The CCMRC is located in the old Agnew depot (Santa Clara) of the Southern Pacific (4185 Bassett St.) directly across from the Lafayette St. gate of Agnew State Hospital. The theme of the 15' x 50' HO club is western railroading running from the Bay Area to Southern Oregon. We meet Fri., 7:30 to 11 PM. Operating sessions the 1st and last Fri. of the month. Contact: 408-988-4449 (operating nights), or Wayne Cohen, 408- 779-0707.

CARQUINEZ MODEL RAILROAD SOCIETY

HO Model Railroading on a Grand Scale! Can you imagine taking one real time hour to run an SP (or your favorite name) DCC train round trip from Oakland, through the Sierras to Sparks and back? Don't imagine, join us! Friday nights 7-10 (by appointment) at 645 Loring Dr, 2nd Floor, Crockett CA Call Weds 7-10 510-787-6703 or e-mail anytime loggingrr@aol.com, bob@bob2sell.com or lambert5522@att.net

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth, 707-823-9615 Web: <http://cvl.hobby-site.com>.

EEL RIVER VALLEY MODEL RAILROADERS

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building NW corner, Ferndale. Contact: Ron Plies, 707-725-9063 Mail: P.O. Box 950, Fortuna, CA 95540

ELSIE

The Left Coast (Elsie) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-664-8614 or Ken Lunders in Cupertino, 408-777-9572.

EMPIRE BUILDERS MODEL RAILROAD CLUB

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by I580 and 35th Ave. Dues \$10! Call 510 339 0550 (Bob) for an invite to see/chat/join.

GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

Bakersfield GEHAMS, founded in 1987 and in their current location since March '94, is dual-scale with a 30' x 100' HO, and a 18' x 80' N based on SP's route from Bakersfield to Mojave with Tehachapi Loop. Though under construction, mainlines are in with monthly operations. Contact: Doug Wagner, 661-589-0391 email: carldw@aol.com GEHAMS web: www.gehams.com

GOLDEN STATE MODEL RAILROAD MUSEUM -- EAST BAY MODEL ENGINEERS SOCIETY

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come Friday evenings between 7:30 and 10 PM (first Fridays are meetings); behind the scenes tours also available most Wednesdays 11 AM to 3 PM. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call (510) 236-1913 (to 8 PM). For other information or to schedule special events, email PR Director and Museum Secretary John Edginton: publicity@gsmrm.org. Website: www.gsmrm.org.

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Clubs (Cont.)

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

The HB&EMRC meets at their clubhouse and layout at 10 West 7th St., Suite #C in Eureka, on Sat., 7:00 PM. Visitors are always welcome. Business meetings the 1st Sat of the month, 7:30 PM. Contact: David Berriman P.O. Box 915, Arcata, CA 95518 707-825-7689.

MOTHER LODGE MODEL RAILROAD CLUB

The MMRC meets every Mon., 11:00 AM in the old historic primary school building in Sutter Creek. Additional open houses are normally held the second Saturday of each month at 9:00 AM. We are a fully DCC operating HO club with a large layout. Contact: Robert Piety, 209-296-3587.

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail: NapaJohn@napanet.net Web: www.nvmrc.org

Nn3 ALLIANCE

Our 700 members in nine countries model narrow gauge in "smaller scales". Nn3 describes 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Our local portable exhibition layouts and modules regularly appear at conventions and shows. The Nn3 Handbook, 140 pages with 400 illustrations, covering all aspects of small scale narrow gauge, is available through the address on the website. Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006 Web: www.Nn3.org <http://groups.yahoo.com/group/nn3/>

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HO_{N3} layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

Most of our events are operating sessions, where we make up trains in our large switch yard, and send road crews out to switch cars into and out of industries at the towns along the main line. The club owns a large main yard, the corner modules, some special modules, and some rolling stock. Members own their own modules and rolling stock. Contact: Dick Witzens, 916-684-1987 Web: <http://saccentral.railfan.net/>

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

The SVLS was founded in 1968 and is located in Hagen Community Park, Rancho Cordova, CA. Our initial 1500 feet of track has expanded to over 6300 feet of mainline and sidings. Approximately 1500 feet is dual gauge 4 3/4" and 7 1/2". We can accommodate equipment ranging in size from 1 inch scale (standard gauge) to 5 inch scale (2 foot narrow gauge), the most common scale being 1 1/2". Public run days are on the 1st Saturday and 3rd Sunday of each month during our operating season.

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

The SJVGRS was founded in July of 1995 to promote the joy of building and operating Garden Railways. We have grown to over 70 families in the Central Valley, meeting monthly at members' homes to spend the afternoon sharing our hobby, weather permitting. Dues: \$25 a year for a family. Contact info: Richard Emerson 559-439-7173 E-mail: emerson.r@worldnet.att.net Web: <http://home.att.net/~sjvgrs/train/>

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

The SLHRS models the SP from Oakland/San Leandro to just east of Norden using the tri-level Donner Pass plan featured in the March '98 Model Railroader. It's housed in the former S.P., San Leandro depot, located at 1302 Orchard Ave., San Leandro (just off Davis St.). Work sessions Sat. 9:00 AM - 1:30 PM and Tues. 7:30 - 9:30 PM, business meetings the 1st Fri. at 7:30 PM. Contact: Pat LaTorres, 510-276-3121 email: duhnerd@pacbell.net

SAN LUIS OBISPO MODEL RAILROAD CLUB

SLOMRA members are actively engaged in HO, N, O and On30 scales. Work & run sessions on our N-scale modular layout monthly, and we are actively seeking new members to join us! Evening meetings on the 3rd Mon. of every month - 7pm at the Oceano Depot in Oceano. Contact info: Web: www.slomra.org E-mail: info@slomra.org E-mailing list: groups.yahoo.com/group/SLOMRA. Jim Keating 805-458-8734

SILICON VALLEY LINES

The SVL is located at 148 E. Virginia St., San Jose. We meet Fri. 7:30 to 11:30 PM, with business meetings the 1st Fri. and operating sessions the last Fri. of the month. Our HO layout utilizing DCC for realistic operations, computer-generated train orders and radio-based dispatching. E-mail: svl@siliconvalleylines.com Web: www.siliconvalleylines.com

SOUTH BAY HISTORICAL RAILROAD SOCIETY

SBHRS invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Ave., Santa Clara, Tues. 7:00 to 10:00 PM or Sat. 9:00 AM to 4:00 PM. Contact: 408-243-3969.

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

SOUTH COAST SOCIETY OF MODEL ENGINEERS

We meet every 3rd Tues. at 7:30 PM, and other times. The club has no address, but consists of enthusiasts of all scales and prototypes in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. Activities include operations and work sessions at member layouts, and field trips. Membership is \$2 per month. Contact: Secretary Walter Naumann, 805-564-1359 email: WINaumann@aol.com

SISKIYOU MODEL RAILROAD CLUB,

Siskiyou MRC will be meeting at members' homes through March. As the weather warms up will return to meeting at the YW depot. Thursdays--7 pm. Call for information. Tom Brass 530-842-4921 , Glenn Joesten 530-340-2537. "12-inch scale live steam division" (the Yreka Western Blue Goose) is planned to operate at least on weekends this year. The 19 is being prepared for the annual FRA boiler inspection and volunteers are preparing for the Rules Training and Exam.

TIDEWATER SOUTHERN RAILWAY HISTORICAL SOCIETY INC., Manteca, formerly the Manteca Model RR Club

(org '73), TSRHS reorganized and incorporated in 1990. Located at the San Joaquin Fairgrounds, Building 1, (corner of Airport and Charter Ways (Hw 4), Stockton), a 2,400 sq. ft. alcove houses a large HO layout depicting the Tidewater Southern, several Valley towns, and museum display cases. We meet 6 - 8:30 PM Thursdays.

Contact: Ben Cantu, 209-825-7215 Mail: PO Box 882, Manteca, CA 95336 E-mail: bcantu@SQ50.com

TRI-CITIES MODEL RAILROAD CLUB

The TCSME is temporarily without a home or layouts. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please visit our website at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org

WEST BAY MODEL RAILROAD ASSOCIATION

Meets at the former baggage building near the Menlo Park Railroad Station. The address is 1090 Merrill Street next to the tracks. The club meets every Wednesday from 7-10pm. Business meetings are on the second Wednesdays of the month and operating sessions, open to the public, are on the fourth Wednesdays. There are O, S, and HO Scales on a large layout. Admission is free. Donations are greatly appreciated. Contact: West Bay Model RR Association 650-322-0685 and visit our web site at : home.earthlink.net/~pesce/westbay.htm.