



BRANCH LINE

NMRA'S FIRST REGION

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Coast Rails 2014, Trains to Hadley Junction

by Steve Wesolowski, Coast Rails 2014 Publicity

My PCR 2001 SLO experience

I stumbled back into Model RRs after 32 years away by walking into NTS 2000 in San Jose. Then I rejoined NMRA that Fall & learned PCR 2001 in San Luis Obispo had a bus tour of a California Narrow Gauge RR I'd never heard of, the Pacific Coast Railway. I registered to get a bus seat & drove to SLO for the tour.

At the train show in Veteran's Hall, I got my registration packet & my 1st train mug, and I met & later joined the Left Coast HOn30 Elsie modular group, who revolutionized my layout building with lightweight foam torsion

box modules and enthusiasm for many new train building ideas. Two Elsies were on **Karl Hovanitz'** bus, my first & maybe the best prototype tour in the 13+ years of PCR, NMRA and NNGC events I've enjoyed since.

Entering my First PCR Banquet/BBQ, **Jim Long** came up and introduced himself and me to many others who warmly welcomed me. Wow! Later that night, after a great speaker, at my first modeling auction, I bought two built HOn3 MDC Shays for \$15!

And, Yes, I enjoyed my first clinic(s). But, I didn't know SLO well, so I didn't visit any layouts. Since then I've learned [that] every layout gives me better ideas.

Coast Rails 2014

No one can GUARANTEE you'll enjoy PCR 2014 -- except maybe you. I believe how much you'll enjoy April 30 thru May 4, 2014 at **Coast Rails 2014, Trains to Hadley Junction**, is limited only by your imagination (& your sleep requirements). All the organized fun activities at the convention also help a lot!

PCR 2014 already shows potential for more fun than I had in 2001, because many PCR 2014 Volunteers are the same ones who facilitated PCR 2001 and they've learned so we'll enjoy even more fun this time! **Paul Deis'** volunteers are still adding clinics, layouts & other fun activities [that] I'll learn more about before the next time I write about your convention. I refer to PCR 2014 as your & our convention, because it is us, PCR Volunteers, [who] make our PCR Conventions happen. If you have some time to spare, please



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Coast Rails 2014 (Cont.)

help all of us to enjoy more fun in SLO by volunteering, either before and/or during our convention. We need volunteers to help with registration desk, clinic hosting, contest room & judging, switching contest, swap meet & Non-Rails' Hospitality Room.

We're also looking for a Volunteer Coordinator. Contact Paul Deis, at cr2014chair@pcrnmra.org if you are interested. You'll earn credit for MMR Volunteer certification, plus you'll enjoy meeting other modelers. If you want to fully enjoy your convention volunteer to help us all enjoy more train fun we're planning at the Sands Hotel and beautiful San Luis Obispo. Volunteers always receive more than you give.

1:1 Scale Trains around SLO

PCR 2014 is co-sponsored by the San Luis Obispo Railroad

Museum. I look forward to seeing this thriving museum, which was still being planned in 2001! It's at 1940 Santa Barbara Avenue, just south of the SLO Amtrak Station. Visit the SLORRM website at:

www.slormm.com.

San Luis Obispo is rich in railroad history. The first railroad in the area was the Pacific Coast Railway. Constructed in 1882, it was a 3 foot narrow gauge railroad that connected Port Harford (now Avila Beach) with San

Luis Obispo, Santa Maria and Los Olivos. The Pacific Coast Railway transported oil and agricultural products to Port Harford to be loaded on steam ships. We will be offering a bus tour of the right of way from this historic railroad.

The Southern Pacific Railroad arrived in San Luis Obispo in 1894 after 5 years of construction to climb over the mountain from Santa



Port San Luis module in the museum was built by museum members.

Photo by Chuck Harmon



Andrew Merriam spoke at the dedication of the new SLORRM Museum last October
Photo by Chuck Harmon

Margarita. San Luis Obispo was the main maintenance and crew change point between Los Angeles and San Francisco. The Union Pacific and Amtrak now service the city. We will also have tours of the historic railroad district and even have Amtrak rides over Cuesta Pass with bus rides back!

More SLO Fun

Besides trains, the San Luis Obispo area is also

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Coast Rails 2014 (Cont.)

known for its Beaches, Farmlands, Wineries and of course a wonderful Thursday night party known as the Farmers Market. A little north is the amazing Hearst Castle. It was on my bucket list. Today I recommend Hearst's Castle, a huge, multifaceted work of art.

Karl Hovanitz, our Outside Activities Chair (at cr2014outside@pcrnmra.org) is still growing a list of more tours to attract you. Always check our Website for updates! (www.pcrnmra.org/conv2014/)

Meanwhile, **Dorothy Deis** (at cr2014nonrail@pcrnmra.org) is also planning and documenting plenty of activities for your significant other and the rest of your family to enjoy if they (and, maybe, you!) want a change from more train fun before, during and after the convention.

All Non-Rail (and Rail!) PCR 2014 Conference attendees will have a variety of activities to choose from. Of course, there will be a room to gather in for crafts, games, and general socializing. (I stop by for cookies!)

Some of the many activities currently being planned: **Claire Pisching** has offered to make a presentation on Medicare fraud. Self guided "shop-hops" for local quilting & knitting shops in San Luis Obispo County will be arranged. There are plenty of local restaurants, shopping, and art galleries within walking distance of the conference hotel or by using the downtown trolley. As mentioned elsewhere, there will be a bus tour to Hearst Castle.

A winery tour will begin with a ride on AmTrack from the San Luis Obispo Station to Paso Robles. Then participants will board a bus to visit a local winery before heading back to the conference center in SLO. A Zip-line Santa Margarita Ranch Adventure is another destination that is currently under development. Of course, always "stay tuned to" our Coast Rails



**Hearst's Castle is a popular area attraction
Hearst Castle Photo**

Website for more information as more develops.

"Standard" Fun: Clinics, Layouts, Contests....

We'll also have "normal" convention activities! Our committee is still recruiting more clinicians and layouts to entertain & teach you, and prototype operations sessions for your enjoyment.



**Jeff Parker's layout is located in the Central Valley Models facility
Photo by Convention Committee**

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Coast Rails 2014 (Cont.)

Robert Chaparro (at chiefbobb@verizon.net) is setting up the self-guided layout tours, with carpooling encouraged. **Rick Anderson**, who is also putting together the timetable (at cr2014timetable@pcrnmra.org) will again



Andrew Merriam's HO layout has earned several AP certificates.

Photo by Convention Committee

ensure you have good maps to find layouts.

There will be operating sessions at several of these layouts. All registrants, layout tour hosts, operations session hosts and crews at the Coast Rails 2014 Convention are eligible to participate in these ops sessions. Our intention is that many who normally do not participate in these structured operating events will take advantage of this open enrollment to try it. No

previous experience is necessary, just a desire to run a model railroad as if it were a real transportation system. Again, this is open to all.

Of course there will also be contests. **Matt Hoffman** (at cr2014contests@pcrnmra.org) is organizing the contests and looking for volunteers to help judge and provide security for the contest entries.

Clinics and Current Schedule

The on-site registration desk will open at 9 AM, Wednesday, 30 April, with the first of many clinics (which are being scheduled by **Bruce Morden & John Houlihan** at cr2014clinics@pcrnmra.org) starting at 10:30. In addition to the many open clinics (open to everyone registered) we're also offering 6 Modeling with the Masters (MWTM) Clinics, taught by Master Model Railroader **Clark Kooning**.

NOTE: Modeling with The Masters clinics are not open clinics. You must have a ticket and pay a materials fee to attend. You may do so when you register for the convention or, if already registered, on the "Company Store" page. Attendance is limited to 18 participants for all clinics, except the turnout building clinic, which is limited to 24.

We expect these clinics to fill up before our convention starts. Register early!

Each MWTM session lasts 2½ to 5 hours and starts with a workshop, followed by a hands-on session where you will actually build a model aided by Master Model Railroader Clark Kooning. Clark will assist you, answer your questions and share his modeling expertise, skills and techniques. When the session is finished, you will be able to take your project home.

Note: Tools are the participant's responsibility. Materials, paints, and adhesives are included in the cost of the clinics and will be provided. Tool lists may be downloaded from the web site at <http://www.pcrnmra.org/conv2014/mwtm.html#tools>.

The 6 MWTM Clinics are:

Building a Laser Structure Kit in N or HO scale;

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Coast Rails 2014 (Cont.)

Scratch Building in Styrene in N, HO, S & O scales;

Learning to Build a DPM Kit Properly in N or HO scale;

Building a Turnout Using Fast Tracks (24 spaces in this class), with the opportunity to have your switches looked over for the NMRA Achievement Program;

Scratch Build a Cattle Ramp in HO scale only; and

Scratch Build a Puddle Jumper Bridge in HO Scale only.

Check our website for current information on schedules and availability.

Saturday (May 3rd)

Saturday starts with the Hobo Breakfast headed up by **Rod Smith** our Hobo-In-Charge (at cr2014hobos@pcrnmra.org). There will be a Swap Meet, plus more Clinics.

Saturday tours include not only a bus tour of the Pacific Coast Railway, but you can also visit the recently renovated San Luis Obispo Southern Pacific freight house that is the pride and joy of the San Luis Obispo Railroad Museum. More activities are still being worked out. Visit our website for updates.

Sunday (May 4th)

We will have the PCR Annual Meeting, followed by more layouts for you to visit before/as you head home.

Registration:

You may Register on-line or by mail. All participants in the Coast Rails 2014 PCR Convention, now co-hosted by the San Luis Obispo Railroad Museum, must be members in good standing of either the National Model Railroad Association (NMRA) or the San Luis Obispo Railroad Museum (SLORRM). Convention registration is also required, in addition to either NMRA or SLORRM membership. NMRA membership information is available at the NMRA website. A 6-month Rail Pass is available to encourage anyone [to] have a 'look-see' without a long-term commitment. All levels of NMRA memberships may be requested and paid for on the registration forms.

San Luis Obispo Railroad Museum (SLORRM) membership information is available at the SLORRM website. Both Individual and Family SLORRM memberships may be purchased when registering or anytime afterwards on the "Company Store" page.

Early Bird, Non-Rail/Spouse, One Day & First Timer Registration

Register now through midnight Jan. 31 for the Early Bird \$79 rate; on Feb. 1st registration is \$89. Our "Non-Rail or Spouse" fare of \$69 also applies to female or male spouses who are model railroaders. Youth Fare is \$50. Our special "First Timer" fare of \$69 is for PCR members who've not registered for the last 5 conventions. Why not see what you have been missing? All fares, except Day Fares, include full convention registration privileges and access, including the Awards Banquet. Our Day fare of \$35 is for one day of convention attendance, including clinics, layout tours, and contests. The Awards Banquet and Modeling With The Masters clinics are **not** included, but may be purchased as extra-fare items. The Awards Banquet Only fare of \$20 is for an unregistered Guest accompanying you **ONLY** to the Banquet and nothing else. For more information, see all the details on the website Registration page.

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Coast Rails 2014 (Cont.)

Dave Grenier (at pcrWebmaster@pcrnmra.org) maintains our informative set of web pages at <http://www.pcrnmra.org/conv2014/news.html>. This includes our on line registration, which also will pass your registration Information on to **Doug Wagner**, our Registrar (at cr2014registrar@pcrnmra.org).

Our Convention Hotel:

The Coast Rails 2014 Convention Hotel is the Sands Inn and Suites, 1930 Monterey Street, San Luis Obispo, CA, located just south of US-101. Their web site is <http://www.sandssuites.com> and their phone is (805) 544-0500 – Call this number to make reservations using Group Code "PCR2014". The convention room rates are: King or Queen Suites @ \$127.50, King Deluxes or Double Queens @ \$119.20 and Single Queens @ \$95.20.

Bring Your Models:

Bring some of your models and/or arts and crafts to share with the rest of us, whether as entries in one or all our many standard PCR Contest categories or for show and tell. Visit our website for more information on entry forms and other details. We all learn from each other's models, crafts and artwork, so please increase our pleasure by sharing your works with us!

Consider Sharing:

We all know all conventions cost some of our precious modeling money to attend. I mention this only to encourage you to consider sharing your transportation and/or lodging with your other modeling friends who perhaps would love to attend, but maybe can't drive that far or maybe can only come if they can save a little by sharing some expenses. If you have some room in your car or want to find someone to share a room with, our PCR-NMRA Yahoo list is just one venue to post your info/requirements/contact on, at <http://groups.yahoo.com/group/PCR-nmra/>

Contact Us:

Helping guide all us volunteers is Paul Deis, our Convention Chair, (at cr2014chair@pcrnmra.org) and **Hilding Larson**, our Vice Chair/Facilities Chair, (at cr2014facilities@pcrnmra.org). Both of them, along with the rest of us, have been working hard to help bring you another fun filled PCR convention that you will remember for years to come. Feel free to email questions to any of us volunteers, including myself at cr2014publicity@pcrnmra.org. I'll have more Info for you next time. Meanwhile, happy trains to you, until we meet again! I hope we all see you at Coast Rails 2014! 🚂



Our convention headquarters is the Sands Inn and Suites on Monterey Street
Photo by VRX Studios

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President's Message

By Pat LaTorres, President, PCR/NMRA

Well, I'm back for yet another issue of the Branch Line and a brief look at the life of the PCR, at least from my perspective. To start with, I'd like to take one more opportunity to extend a very heart felt congratulations to **Giuseppe Aymar** and **Frank Markovich** on their joining the ranks of Master Model Railroaders. I mentioned Giuseppe in my last column, but shortly after that issue came out Frank's paperwork got finalized as well. These two gentlemen are both prime examples of what a MMR is supposed to be, they both are more than willing to share what they know about the hobby and provide a resource for those that are looking to improve their own



modeling techniques, they have no secrets regarding how they build their models and they're both just really nice people! Additionally, while at the PCR Board of Director's mid-year meeting I learned that **Andrew Merriam** and the Branch Line's Editor, **Chuck Harmon** are both well on the way through their final A.P. certificate. So two more will soon be joining the MMR ranks. Over the next several months, some of us will be working to help some more of our members take their first steps into the A.P. We also hope to soon have the paperwork in place for at least one of our members to earn his Golden Spike award. I should have more on this very soon.

The second issue in this column is something a bit less enjoyable. Unfortunately, due to some issues and conflicts I have asked for and received Tom Crawford's resignation from the position of Secretary for the PCR. This was not an action that was taken lightly and while it was done with the support of the region's Board of Directors, that does not make it any easier. I will not be going any deeper into the situation than to say that there were some ongoing concerns shared by the members of the board that could no longer be worked around. Regardless, the final decision was made by me and I take full responsibility for this action as President of the region.

While our current society seems to have some need for airing dirty laundry from the highest flag pole (something along the lines of officially sanctioned gossip), this is not a behavior that I feel is either appropriate or healthy. If you really have a serious need or reason to know about this (something which I will some convincing to believe), feel free to speak with me privately and in person. Otherwise you will just need to trust that your representatives on the region BoD have the ability to exercise good judgment in this matter, since the majority of the board sent unsolicited supporting feedback to the action. Moving forward, I glad to announce that long time PCR and Coast Division member **Lisa Gorrell** has agreed to step in to fill this position for the remainder of my term as President. Anything beyond that will be between Lisa and my successor. I'll conclude this paragraph by thanking Tom for the time and effort that he gave to the region and for the service that he provided to the entire membership of the PCR. That there were issues that could not be resolved in no way takes away from that which he shared with us from when he stepped in following the passing of **Rich Kolm**, his predecessor.

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Onto more positive matters, the trip down to the National Narrow Gauge Convention was a well spent week (and I was well spent by the end of that week), and there is a bit more on that elsewhere in this issue of the Branch Line. But I will say, it was great to see the large contingent of PCR members that made the trip down to Pasadena. Unfortunately, I was so tired when we got home on Saturday night at the end of that week, I just wasn't up to making the railroad festival at Ardenwood on Sunday. That I didn't take the opportunity to grab a day of running live steam might give you an idea of how worn down I was after the convention – but it was good! I made up for that at the beginning of October by running trains steam trains at the parking lot gathering that Joan puts on every year at Just Trains, up in Concord.

The second weekend in November my wife, **Ronnie**, **Steve Wesolowski** and I made our annual pilgrimage up to Roseville for the International Rail Fair. This is something like the fifth year that we've gone up to work the NMRA recruitment table in an effort to show support for the Sierra Division at this event. At the same time I had the opportunity to speak with some of the members that live a bit farther away from me. While the Internet is a handy tool for communicating with our membership, there is nothing like speaking with folks face-to-face. I ran into several folks from the Reno/Sparks area, as well as a number of members that made the trip up from the Bay Area and other parts of the PCR. If you want to help support the region and the work that we're doing to promote the hobby of model railroading, you might want to contact **Mary Moore-Campagna** next October and ask about getting onto her crew for this event. In exchange for your travel time and two hours of volunteering you get free admission to the event (which can include getting in the door ahead of time and getting a shot at some deals before the public comes in when gates open). But the best part is that you have an opportunity to share with others the joy that you find in the hobby of model railroading, to act as an ambassador for the hobby by becoming a resource for those looking to start out in the hobby, and showing others some of the benefits of involvement with the NMRA.

Along those lines, two of our members, Frank Markovich, MMR and **Mike Blumenstadt**, with the encouragement of NMRA President **Charlie Getz** have been working on the "Building A Memory" program. This program has been written up in recent issues of the NMRA Magazine and is designed to show folks how easy it is to get started in the model railroad hobby. When the program gets into full swing, it will be a cooperative effort between Bachmann, Walthers, Athearn/Horizon, Home Depot and the local NMRA regions and/or divisions. The main roll out of the program has been put on hold while some bumps in the road are worked out, but Charlie has asked that a few regions get an early start on the project, to get a feel for where things might need to be reworked a bit. At the Great Train Expo in Pleasanton, the week before Thanksgiving Frank and Mike had their initial display set up and spent time talking to several people while spreading the gospel of model railroading. I hope to have more on this in the next issue of the Branch Line.

With that, I will wrap up this issue's column by hoping that the holiday season was good for you and yours, that 2013 was a positive and productive year of model railroading and that 2014 will provide even more of the same. Please keep in mind that this issue of the Branch Line also has

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PCR Membership Gauge

As of November 30, 2013

November 30, 2012—1,100
December 31, 2013—1,082
January 31, 2013—1,093
February 28, 2013—1,087
March 31, 2013—1,082
April 30, 2013—1,082
May 31, 2013—1,081
June 30, 2013—1,071
July 31, 2013—1,075
August 31, 2013—1,070
September 30, 2013—1,048
October 31, 2013—1,052
November 30, 2013—1,039

President (Cont.)

candidate statements for those hoping to work for you as Divisional Directors on the PCR BoD. Please take the time to read not only the statements of those from your own division, but take the time to hear what the director nominees from the other divisions are saying. This will give you a better feel for what might be important to areas of the PCR beyond where you live. And, most importantly, even if your director nominee is running unopposed, please take the time to return the enclosed ballot, as this is your way of showing support for those that choose to work for the region. 🚂

From the Fireman's Seat

by Ed Merrin, Vice-president, PCR/NMRA

It seems that every time I turn around I get that little reminder from Chuck Harmon, our indefatigable Branch Line editor, that my column is due again. Most of the time I have marked it on my calendar and, just like I did in those long ago student days at UCLA, get it done with days to spare. Pure discipline and organization.



This time is different. Yes, I knew all about the deadline, but I kept procrastinating and stalling until finally a gentle but firm reminder arrived in my email yesterday that it was due today and did I know that. Why the delay? I could blame it on returning from a recent vacation. Or, I could blame it on the same cold snap that made the membranes behind the buttons on my Lenz throttles stiffen so nothing would happen when you pushed the dang things. Or on the approaching holidays and all the distractions that come with them. Maybe I'm just getting old, a frightening thought.

But all turns out well as here I am writing the thoughts that have been bouncing around my head for a few weeks.

As usual, much of these thoughts have to do with our aging membership and the future viability of our organization. It's encouraging to find that a number of NMRA people across the country and even "beyond" are thinking about this too, and trying to take steps to make good things happen. Things like taking a close look at what happens at our Division meets and Regional conventions and looking for ways to introduce components that younger (and we're talking 50 and under) modelers might find more appealing than what we usually have in place now. And there's a new wrinkle to all this. How do you do make changes without alienating folks who are involved now and like what we do now and are anxious about losing that?

In any case, you can't fight Father Time. This calls to mind a recent communication I had with an old friend (we're talking high school). He saw a video I took during our recent journey to Venice (the one in Italy, not L.A.). His remark (via Facebook) was that he doubted the place had changed since his trip there a few decades earlier. I begged to differ with him – Wi-Fi in our hotel room, ATM machines to connect us to our home bank accounts (the heck with Travelers' Checks, very obsolete). Nothing stands still.

A lot of this is grass roots material and of necessity must start at the Division level. What's good for one Division doesn't make sense for others. We can see that right here in PCR.

Continued on Page 10

Calendar

January 4 - 5, 2014 - 10:00 am to 4:00 pm, The Great Train Expo, Craneway Pavilion, Marina District, Richmond, CA. Adults: \$7.00, Kids under 12: Free!

January 18, 2014 - 150th Anniversary Celebration of San Francisco to San Jose Rail Service, Santa Clara Caltrain Depot, 1005 Railroad Ave, Santa Clara, CA.

January 24 to 26, 2014 - Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA Layout Design and Operations Special Interest Groups. Elks Lodge 2255 Santa Clara Avenue Alameda, CA 94501

February 6 - 8, 2014 - O SCALE WEST / S WEST- 8:00 am to 11:00 pm - O Scale West / S West Meet - Hyatt Regency Santa Clara, 5101 Great America Parkway, Santa Clara, CA

February 8, 2014 - Sierra Division Meet, Modesto, CA.

February 22, 2014 - 9:00 am to 5:00 pm, Daylight Division Winter Meet, HobbyTown USA, 102 E. Barstow Ave (between Blackstone and Hiway 41), Fresno, CA. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours.

Contest Categories (subject to change) Model: Display/Railroad Scene 1 Sq Ft; Photo: Track and Rail

Continued on Page 11

Vice-President (Continued)

We're very fortunate to have some people in our Region that I consider inspirational for anyone addressing this issue. I mentioned **Russ Glover** last time, who is a very senior PCR member, a retired former manufacturer, and quite passionate about reaching out to younger modelers. We also have **Bill Kaufman**, a former NMRA VP, who has been devoted to trying to understand why there are so many younger modelers around that have lukewarm interest in NMRA organized activities. As it turns out, they are both members of the Redwood Empire Division, as I am, which gives me an opening to talk about the RED as a case in point.

The RED is one of the smaller divisions in terms of membership numbers, but not in area represented. In fact, those divisions that do not include major metropolitan areas have members spread pretty thin, making it difficult to reliably assemble significant portions of the membership in one place. In the case of the RED, most meets take place in Sonoma or Napa counties. But members live all the way from Marin County to the Oregon border. Throughout that whole expanse of space are dedicated modelers and plenty of wonderful railroads. It's about a four-hour drive from Eureka to Santa Rosa, just to give an example. A Humboldt County modeler might find it less than desirable to spend eight hours in a car to come to a meet in Santa Rosa and then return home unless there was something really inspiring taking place.

I'm told by long-term members of RED like **Steve Skold** that in the 1970s RED meets often had seventy-five members or more in attendance. Over the last decade, at least, the attendance averages about twenty. And the meets are less frequent as well. As you look across the meeting room you get the impression that this is group of "gramps" types, with few of the "younger set" ever seen there. You might compare it to the scenes of old-timers gathered around the wood stove in the General Store, smoking their pipes and sharing stories of their youth. Or how about that "Lodge" that Ralph Kramden and Ed Norton belonged to? Makes you cringe a little- "is that me?"

Dick Foster has recently taken the reins as RED Superintendent and is trying to confront these demons head on. As elsewhere in the country, he is trying to determine what kind of activity would arouse more passion and draw more people in. In the discussions we have had, information gathered by **Bill Kaufman**, and in the discussions I have seen on the Regions and Divisions Yahoo group, there seems to be some kind of consensus that sitting in at a meeting with a lot of talking or sitting through clinics is not at the top of the list for excitement for younger generations as opposed to doing something active with trains. But how to integrate that into the structure we have without alienating those that we already have in our corner isn't so easy.

Dick did a survey at our last RED meet that asked members to rank different kinds of activities that might take place at a meet. Granted, most members weren't even there! But despite the fact that the survey had a small sample size and was limited to members that already made it a practice to attend meets, operation was at the top of the list. What was most remarkable is that RED meets have not included any operating or even talks about operating. So these were the people that already come, but they would have preferred to have something different to do once they got there. Is this a message or lesson to be learned?

Continued on Page 11

Calendar (Cont.)

March 8 & 9, 2014 - 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 \$7.00 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 model trains on display. Train rides for railfans of all ages (\$2.00 additional charge) Contact info: (661) 331-6695; email: carldw@aol.com

March 22 - 23, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

March 23, 2014 - 9:00 am to 5:00 pm, Coast Division Meet, Janet Pomeroy Center, 207 Skyline Blvd, San Francisco, CA. NOTE: This is not on the usual 1st Sunday due to a meeting site conflict. Directions: From 19th Avenue (Hwy 1), turn West onto Sloat Blvd. At the SF Zoo, turn South onto Skyline Blvd (Hwy 35). The Janet Pomeroy Center is on your right. Enjoy free clinics, model, photo & switching contests & displays. Free door prizes. Buy raffle tickets for modeling prizes, enjoy silent and live auctions of model railroading stuff. Contest Theme Categories:

Continued on Page 12

Vice-President (Continued)

Bill picked up on this right away and using the sort-of-modern (but oh so twentieth-century) communication mode of email and got a bunch of us to come up with a draft idea. The notion would be to have a clinic at a meet about operations at a nearby layout, then have sign-ups for an op session there later or the next day. We'll see if this comes to fruition and if it does whether it elevates the excitement level so that more members come. Or even if more modelers become members, who knows?

Whether or not our idea works out, I think it's a good example of how we can think outside the box a little and get things going. Wish us luck. 🚂

Achievement Program

by Jack Burgess, MMR, Manager, PCR Achievement Department

In the last issue of the *Branch Line*, we talked about the requirements for the Master Builder - Scenery. While scenery is basic to a layout, layout design and track are even more basic to a layout. The Model Railroad Engineer - Civil certificate within the Achievement Program has been developed to encourage and recognize those abilities associated with layout design and track construction.

There are four general requirements that need to be completed and/or demonstrated as part of the process of qualifying for this certificate.



The first is to prepare an original scale drawing of a model railroad track plan identifying overall size, scale, etc. The plan needs to be neat and legible, although it does not need to be in ink or drawn using a CAD program. (It is, however, suggested that you check the requirements for Model Engineer - Electrical and Chief Dispatcher before drawing this plan so that you can include the requirements for those certificates as part of the same effort.) The plan

needs to include the track features you need to build under the second and third requirements. You don't need to build everything included in this plan, but you do need to include a number of required features in the plan, including adequate terminal facilities for handling freight and/or passenger cars, adequate facilities for the storage and service of motive power, at least one passing track, and four switching locations (not counting yards, interchanges, wyes, and reversing loops), provisions for turning motive power (other than a reversing loop), and provisions for running at least two mainline trains in either direction. Again, remember that you don't need to necessarily build all of these items, just include them on your plan. If you are limited for space, you can design the layout that you would like to build but only build what you have space for at the time.

The second general requirement is to construct and demonstrate the satisfactory operation of a completed section of the model layout from this plan containing at least 25 linear feet of track in N, 50 linear feet in HO or S scale, or at least 75 linear feet of track in O scale. The track must be complete with ballast, drainage facilities, roadbed profile, etc. The track must include at least six different features such as a passing track, a spur, a cross-over, a turntable, etc. out of a list of 18 possible features. All of the track (which can

Continued on Page 12

Calendar (Cont.)

- Model: Caboose, Freight Car, Maintenance of Way - Photos: TBD

April 12, 2014 - 9:00 am to 5:00 pm, Western Prototype Modelers, San Bernardino Santa Fe Depot, 1170 West Third St, San Bernardino, CA

April 30, 2014 - Daylight Division Spring Meet, at Coast Rails 2014, Sands Inn & Suites, 1930 Monterey Street, San Luis Obispo, CA. Business meeting only, no contests.

April 30 - May 4, 2014 - Coast Rails 2014 "Rails to Hadley Jct." PCR Convention, Sands Inn & Suites, 1930 Monterey Street, San Luis Obispo, CA.

May 10, 2014 - Sierra Division Meet, Chico, CA.

May 10 - 11, 2014 - 10:00 am to 4:00 pm, National Railroad Day Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

June 20 - 22, 2014 - Large Scale West Coast Regional Meet, Sacramento Valley Garden Railway Society and Shasta Garden Railroad Club. Websites: www.svgrs.org and www.shastagr.com

June 28 - 29, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. In conjunction with Crocket Railroad Days.

Continued on Page 13

Achievement (Continued)

be commercial track) including spurs, etc. counts toward the total linear feet required.

The third general requirement is to scratch build three track features and demonstrate their satisfactory operation. These features can include a turnout, crossover, crossing, etc. out of a 14 possible features. These track features do not need to be part of the layout but can be built on a separate piece of wood, as long as they are long enough to be able to be powered to demonstrate that a piece of locomotive can run through them in all directions under its own power.

The last general requirement is to win a Merit Award for the scratchbuilt track feature items listed under the last item. To win a Merit Award, you need only to demonstrate that the track features work satisfactorily and that workmanship is done neatly.

If you have completed all of these requirements, you submit a Statement of Qualifications (SOQ) along with a photocopy of your NMRA membership card and you are on your way toward another certificate!

Like many of the other AP categories, many of us have completed a majority of the requirements as part of our general approach to the hobby. Maybe you have built an HO layout with at least 50 feet of completed track that includes a passing track, a spur, a simple ladder yard, some track on a grade, a turntable, and a reversing loop. If so, you have met that requirement! Even if the plan that you used to build your layout doesn't include the features required under the first category, you could easily design and draw up a layout for a larger space that included the required features. That would satisfy the first requirement. If you scratch built (i.e., handlaid) some of the track components for your layout, you might only need to handlay a couple more to meet the rest of the requirements. Handlaying track is really quite simple and you might be closer to receiving the Model Railroad Engineer - Civil than you think. If you are interested in pursuing this AP certificate, download them from the NMRA web page at www.nmra.org.

I am pleased to announce the following Certificate of Achievement awards since the last issue of the Branchline:

- **Charles Getz** - Association Official
- **Charles Getz** - Association Volunteer
- **Charles Getz** - Model Railroad Author
- **Chuck Harmon** - Master Builder - Structures
- **James Providenza** - Model Railroad Engineer - Civil
- **James Providenza** - Model Railroad Engineer - Electrical

Congratulations 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 in the Call Board on Page 6. 🚂

Calendar (Cont.)

July 13 - 20, 2014 - Cleveland NMRA 2014 National Convention and National Train Show, Cleveland, OH.

July 22 - 27, 2014 - 34th Annual Convention 2014 - Santa Fe Railway Historical & Modeling Society, Radisson Hotel, 2233 Ventura St, Fresno, CA. Info: Gene Rutledge, e-mail: ATSGENE@aol.com

August 9, 2014 - Sierra Division, Portola, CA.

October 11 - 12, 2014 - Showcase of Miniatures Show, Doubletree Hotel, 2050 Gateway Place, San Jose, CA. Largest sale and exhibits of miniatures west of the Mississippi. More than 100 dealers. Admission: Adults \$7, Seniors (62+) \$5, Children (5-12) \$3, under 5 Free (no strollers please).

October 11, 2014 - Sierra Division, Sacramento, CA.

October 18 - 19, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

September 3 -6, 2014 - 34th National Narrow Gauge Convention, Kansas City, MO

December 6 - 7, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

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PCR Contest Report

by Giuseppe Aymar, MMR, PCR Contest Chairman

Comparatively speaking, in 2013 model railroading is much easier to bring to fruition than, for example, Stamp collecting. With a plethora of highly detailed plastic models, it is exceedingly easy to put together a roster of most of the cars, locomotives and structures for our favorite Railroad. Stamp collecting, on the other hand, requires not only the ability to acquire a specific stamp, but also the knowledge to evaluate the many aspects that make a stamp have a determined value and to bring joy to the collector. Since I advocate both hobbies, I find that in my situation the way I look at model Railroading is so much like stamp collecting. Yes, you have the cheap stamps



you can collect by the hundreds, similar to the ready to run models or ready to assemble kits in model railroading. It is that rare stamp, that one of a kind example that creates an air of mystery and brings you back in the hunt and restores the passion and fervor. Similarly, it is that one-of-a-kind model that has the attributes of a rare stamp. There is nothing identical in the open market, it is the only example of such a model, no one else can buy it on e-Bay. It is a jewel in its own right. And it might be the only way for you to recreate a piece of railroad history unattainable in any other fashion.

That is the essence of our Model Contest, Photo and Arts & Crafts: the creative effort of individuals bringing to life fine examples of otherwise unattainable items. It is a vehicle that allows us to show our creativity by bringing to life projects that please us and hopefully will please others.

I have seen many such examples from a great number of modelers. A few are deceased by now but their legendary status as innovators and trend setters lives on. I would like to invite many more of you in PCR to take up the torch and carry it proudly in the years to come. Contest, like the new arenas of Layout Design Sig and Operations Sig, are what the hobby has to offer. All three of these involve active participation, a vision, and a plan to carry it out to completion. They definitely are not aimed at the armchair modeler, the wishful thinker, the "I will get to it tomorrow if I can afford to devote my valuable time to it," [person].

The folks at the Coast Rails 2014 Convention are working very hard to give you a program you will never forget. Contest is part of that program. Why not contribute to its success by stepping out of your comfort zone and deciding to bring one item for Model, Photo or Arts & Crafts. We will all benefit from your participation. When I say "you" I don't mean someone else. I literally mean "you," the one reading this very column. And that goes for the folks who don't participate for they do not see any value in contests. I know many of you personally and I dare you to bring an example of your creativity. Try it once. [What] the heck. There is no guarantee we will be attending a future convention, so why not "live a little." PCR members who belong to specific groups, like the [late] John Allen's G & D Group, why not bring some of the items you have collected, built or renovated in your effort to recreate John Allen's world. Members who work at Niles Canyon or other

Continued on Page 14

Calendar (Cont.)

2015 - 35th National Narrow Gauge Convention, Houston, TX

August 23 - 30, 2015 - Portland Daylight Express, NMRA 2015 Convention and National Train Show, Portland, OR

July 3 - 10, 2016 - Highball to Indy, NMRA 2016 National Convention and National Train Show, Indianapolis, IN

2016 - 36th National Narrow Gauge Convention, Augusta, ME

Future NMRA Conventions

2014 - July 13 - 20, Cleveland, OH

2015 - August 23 - 30, Portland, OR

2016 - July 3 - 10, Indianapolis, IN

2017 - Orlando, Florida

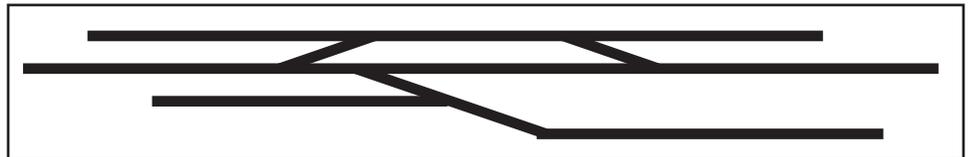
Contest (Cont.)

small railroads or museums, why not be creative and submit entries, they be photos or Railroadiana examples? That is what I am talking about. Bringing stuff that only “**you**” can bring for others to enjoy. Otherwise it is lost somewhere out there. Similar to the great Picasso’s painting housed in a mansion someplace where only its present owner can view it. What good does it do for the rest of us!!! What a waste!!!

Forget the excuse I hear all the time: “all that complicated paper work I have to fill out to enter [the] contest.” How complicated is entering your name, address, PCR number, name of entry, category you choose to enter and a simple description of the item? You don’t have to write your whole life story. Have we become so lazy that picking up a pencil and a piece of paper is a chore we abhor? No wonder our Society is on the decline; we find “work” in our simple pleasures. Roll up your sleeves and get busy! Show me you care for PCR and for the Coast Rails 2014 Convention. Be a daredevil, bring one item to Contest. No one will Shun you because of it. 🚂

The Answers Are Out There Why build a portable switching layout?

by Robert Pethoud, Daylight Division Member Aid Chairman



I write this column just a week after displaying and operating my Fall Creek Branch portable HO scale switching layout at the 37th (!) annual International Railfair. This was my second time to show the layout at this two-day event, which takes place at the Placer County Fairgrounds in Roseville. With all building mockups replaced by finished structures, the first time my railroad looked as though it was complete (of course it wasn’t then, and isn’t yet) was at last year’s Railfair, and the response from attendees was very gratifying. This year’s attendance was up, with Saturday’s numbers equaling the total from both days last year, and people of ages ranging from about 7 to 70 took on the roles of engineer and brakeman to work the way freight on the Fall Creek Branch. What a kick this was!

Over the past two years I’ve displayed the layout about a dozen times at a wide variety of venues, from assisted living facilities to church groups to local, regional, and national train shows. Even straying no more than a few hundred miles from home, there are myriad opportunities to exhibit the railroad, and I haven’t yet tried craft fairs, malls, Boy Scout groups, or elementary schools. My experience is proving to be somewhat different from what I had expected, though. I thought I would do all of the running of trains myself, since I knew that adults are generally reluctant to take the throttle and I didn’t trust children to operate carefully. In fact, though, children as young as about 7 can usually be counted on—with supervision, of course—to run the train very prototypically. In all the times I’ve exhibited the layout thus far, I’ve had to take the throttle away from one child who wouldn’t follow directions and I’ve had to tell two children not to touch the buildings.

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Answers (Cont.)

Because it is so much fun to operate, Fall Creek Branch is way better than a static diorama—which would have been much quicker and easier to build—to showcase the appeal of model railroading. This is the real answer to the question in the title of today’s column (a question I was asked by a modeler at a division meet): the reason for a portable switching layout with scenery is to show off and promote our hobby in ways nothing else can. In particular, I see my purpose as to inform hobbyists and potential hobbyists that:

- Way freight switching is fun. There is much challenge and satisfaction to be had in making the assigned setouts and pickups at local industries, especially when the train must be turned and resorted at the end of a branch line.
- A model railroad does not have to be large to be realistic. At twelve feet long and 15 inches wide, my Fall Creek Branch has less than half the area of a 4x8 sheet of plywood, yet seems much larger, mainly because of its backdrop, and provides hours of operating enjoyment.

At all of the events I’ve attended with Fall Creek, two things have distinguished it from the other operating layouts present. It’s the only one attendees are invited to operate themselves, and it is by far the smallest in area. Frustrated modelers (and their long-suffering spouses) are often surprised and relieved to see how much railroad can fit along one wall of a spare bedroom. Their visions of a finished pike suddenly seem much more achievable when a complete loop of track is no longer perceived to be necessary.

Before I started construction on Fall Creek Branch, I did a cost-benefit analysis. I concluded that if I only set it up a few times each year at local division meets and PCR conventions, it probably was not worth the considerable time and effort it would take to build. To make it worthwhile, I would need to take it many more places and I hoped that it would be well received. If experience thus far is any indication, the layout is succeeding beyond my wildest dreams. A portable and fully scenicked switching railroad can be used to promote our great hobby in unique ways and in so many places that it would have been a crime not to build it.

The illustration at the top of this column is a track arrangement similar to, but different from, that at Fall Creek. The idea is to inspire you to draw one of your own and get you working on a portable switching layout. More inspiration can be found in any issue of Model Rail or Railway Modeller, two monthly publications from the United Kingdom, a place where portable switching layouts have been appreciated for many years. Until next time, you can contact me at pethoud@comcast.net 🚂



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In Memoriam

<u>Member</u>	<u>City</u>	<u>Joined NMRA</u>
Steve Biggs	Tehachapi CA	10/22/1993
Thomas Brann	Hollister CA	1/1/1973
Russ Cain	Carmel CA	1/1/1969
C Duncan	Palo Alto CA	1/1/1960

Web Announcement

By Gus Campagna,
Manager, PCR Publications
Department

New pages added to the Website. We are in the process of adding a page to display Layout Stories. We are seeking submissions from layout owners to tell the story of their layout. Details are on the page about what we are looking for. Check out the Layout-stories page on www.pcrnmra.org 

Pacific Coast Region SIG Report for Fourth Quarter 2013

by Seth Neumann



Summer ended, Fall came and lots of ops! All of the local operating layouts were up except for a couple undergoing some serious renovation. We also had several traveling opportunities: I (along with many Bay Area operators) was able to get up to Vancouver in September for VanRail which featured 8 excellent layouts in and around Vancouver BC. This has continued to be a first class event with great hosts and skilled operators from all around North America. Once again I took the opportunity to road trip with **Jim Providenza** (and our wives joined us this time!) and we had some great visits with some PCR refugees along the way.

October brought MinnRail in the Twin Cities and we had the opportunity to run on five layouts, several of which were new to me. This is the land of the big basement and long winter and the layouts show it!

In November the La Mesa Club in San Diego held one of their 24 hours of Tehachapi sessions and the Bay Area was well represented. **Steve Williams** and I managed to tie up the railroad for hours with a greatly over-length train. Good fun was had by all and we spent a lot of time with old friends and making new ones, not mention sneaking some great meals!

If you are interested in any these out of town meets contact me at sneumann@pacbell.net as we are now in the long-desired position of having a meets most major western cities and many more slots than in the past.

This fall my long-awaited signal masts arrived (correct for the former WP 1st Subdivision) and I've been adding signals on the layout so things are moving forward. Also, **Earl Girbovan** completed the main building of the Lehigh Cement transfer (prototype on 880 in Union City) which won 113 points at the September Coast Division meet, so we are planning a few changes around that industry to better showcase this amazing model. We've also made huge progress on scenic treatment in the Milpitas area and my amazing Monday night crew continues to churn out one great structure after another!

Looking ahead:

The 2014 Bay Area PCR/Layout Design and Operations Special Interest Group Meet ("SIG Meet") will be held on bye weekend, January 24-26 with a greeting dinner, Clinic and Panel Day, layout tours and op sessions. The clinics and panels will be in the East Bay this year so we can showcase some East and NorthBay layouts (instead of the usual South Bay ones). [The meet is at] Alameda Elks Lodge 2255 Santa Clara Avenue Alameda, CA 94501.

The PCR "Coast Rails 2014" convention will be held in San Luis Obispo April 30 - May 4. Expect a full SIG Clinic program and Op Sessions.

NMRA Cleveland 2014 in Cleveland, Ohio July 13-19 with a full SIG program of consulting, touring, operating and clinics 

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Branch Line Deadlines for 2014

APR-MAY-JUN 2014 Issue
Articles due by
March 10, 2014

JUL-AUG-SEP 2014 Issue
Articles due by
June 10, 2014

OCT-NOV-DEC 2014 Issue
Articles due by
September 10, 2014

JAN-FEB-MAR 2015 Issue
Articles due by
December 10, 2014

If there are any questions
contact the Branch Line
Editor, Chuck Harmon at
harmonsta@yahoo.com or
phone (559) 299-4385.

Welcome Aboard!

PCR's Newest Members

Daylight Division

<u>Member</u>	<u>City/State</u>	<u>Joined</u>
Riley Bishop	Bakersfield CA	8/13/2013
Michael Stallings	Ridgecrest CA	10/9/2013
Bill Winter	Bakersfield CA	10/22/2013
Harry Schade	Arroyo Grande CA	11/26/2013

Coast Division

<u>Member</u>	<u>City/State</u>	<u>Joined</u>
Richard Hight	San Ramon CA	7/15/2013
Dorothy Smith	Antioch CA	7/15/2013
Michele Barbalet	Campbell CA	7/26/2013
Douglas Chaffee	San Mateo CA	8/1/2013
David Barron	Livermore CA	8/1/2013
Jamie Fenton	Sunnyvale CA	8/27/2013
Jennifer Stansberry	Sunnyvale CA	8/27/2013
Stephen Thomas	Clayton CA	8/27/2013
Edward Taylor	San Mateo CA	9/16/2013
Jeffery Rowe	San Ramon CA	9/24/2013
Bill Hastings	Foster City CA	10/22/2013
Peter Parkinson	San Jose CA	11/19/2013
Jeffrey Smith	Ventura CA	11/19/2013

Sierra Division

<u>Member</u>	<u>City/State</u>	<u>Joined</u>
John Sprenger	Stockton CA	7/2/2013
Becky Sniffen	Groveland CA	7/9/2013
Richard Lavalle	Valley Springs CA	8/16/2013
Don Jochens	Lincoln CA	9/21/2013
Kenneth Hamm	Tracy CA	10/1/2013
Joanne Gerow	Reno NV	10/9/2013
Cornelius Lyons	Burney CA	10/11/2013
Mason Smiley	Reno NV	10/17/2013

Redwood Empire Division

<u>Member</u>	<u>City/State</u>	<u>Joined</u>
Searails- Resale	Valley Ford CA	7/1/2013
Donal Botkin	Belvedere CA	7/11/2013
Jack Jenson	Eureka CA	7/23/2013
Wes Fulton	McKinleyville CA	8/2/2013
Kenneth Ingham	Santa Rosa CA	8/13/2013



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PCR Membership by Division

As of November 30, 2013

Coast—476
Daylight—135
Hawaiian—11
Redwood—138
Sierra—279



"A WP Geep late on a winter's day,
westbound at Niles on the Fremont Local."
Photo by Jim Providenza

Tales of the Santa Cruz Northern - Looking Back

by Jim Providenza

Car Cards & Way Bills... Clouds... Prototype Freelancing... Realistic Operations... Meatball Scenery... clinics from the 'early days'. Why at last year's PNR convention in Boise I gave the 25th anniversary version of Realistic Operations!

Recently I've had some 'scheduled maintenance time' – recovery from hip surgery. Knowing that I was going to have several months of relatively 'free' time I figured that I would finally digitize my old slides. Many of these were shot with Kodak Ektachrome and were approaching 35 years old. I knew that the dyes in the film could start to shift and I didn't want to lose any.

It took about 3 weeks to scan about 4000 slides (eventually I'll scan my black and white negatives too). Some were family photos, some were prototype shots from some great railfan trips and some were clinics. They are now stored on a computer with a really large hard drive and backed up onto a separate stand alone hard drive with a really, really large capacity! With today's low price and large capacity of flash drives I expect to copy all of the new files onto one and move it off site. If the motto of a real estate agent is 'Location, Location, Location,' and that of a railroad civil engineer is 'Drainage, Drainage, MORE Drainage,' then the motto of anyone with computer files you don't want to lose is 'Backup, Backup, Back It Up, Stupid!'

All the slides were a trip down 'The Memory Branch' as **Seth Neumann** would say. Family and friends of course; parents, kids, parties, graduations and holidays. An impetus to put together some family photo CD's for Christmas presents!

Railfanning: chasing the City of Prineville Alcos in beautiful early morning sun in the late 1970's; DD35s, DD40AXs, Santa Fe power in 'dress blues' and cabooses. B&O and Frisco run through power, and hooping up train orders on the SP's new line all on one trip to Cajon Pass in the early 80's; several trips to Norden and Truckee in the snow; lots of great shots of the NWP Petaluma Hauler and the Fab Four. Did I mention Dunsmuir and Mt. Shasta? The Siskiyou Line? Tehachapi?

But what also caught my interest was the chance to look back to the early days of the Santa Cruz Northern. Those early clinics are really time capsules! Hey, I've got shots of the SCN from when I was first building it in Livermore! Along with the barren plywood / Homasote® sandwiches and temporary mockup buildings there are also so [many] interesting and thought provoking vignettes. The good news is that, yes, I was doing good modeling back in the day, even if the overall

railroad had a long way to go. Many of the cars and locomotives, [and] many of the structures have been replaced. Many of the remaining [ones] have been significantly upgraded with details or massively modified in kitbashing frenzies.

Continued on Page 19

Thousands of negatives still need



your positive support.

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*.



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Tales of SCN (Cont.)

I had forgotten that I had evidence of the days when the SCN was set in 1976, ran with GE Astrac and Alphatronics carrier control and the trains moved under DTC authority. Being in the midst of a major rebuilding of the track and scenery on the helix, it was fascinating to see pictures of it when it was first completed and the scenery in the Watson Crick shadow box was brand new.



WP 703 working the E. Rica Local on the SCN, is eastbound between SP Xing and E. Rica.

Photo by Jim Providenza

It is nice to see that the basic bones of the railroad have weathered well! The physical footprint is essentially the same, 35 plus years later the original design (with supplements) is still sound and offers room for continued expansion and enjoyment. At the same time it is fun to see how the railroad has matured over the years, not only physically, but also conceptually. You can clearly, even easily see the physical maturity in the level of detail of rolling stock and scenery. The conceptual maturing is not really hidden from view, so much as it is just less obvious without reflection and consideration.

Just looking at the model photos in the clinics I scanned in, I could see the physical improvements in the layout. Looking forward to new clinics I hope to put together, and then considering anew the prototype slides from the old clinics, I could further appreciate the deeper complexity of the concept of the SCN, now some 40 years after I first started massaging the vision of a backyard secondary main jointly owned subsidiary running from San Jose to Santa Cruz. That added complexity shows up in a better understanding of just what types of online and offline cars ought to show up in photographs / on the railroad (GN big sky blue boxcars, UP 'map and herald' boxcars, FGE and SFRD reefers) reinforced images of Alcos as primary subsidiary power, a deeper understanding of how time table and train order operations would have worked on the SCN in 1971, more research on traffic flows and car movements.

All in all, a very good reason to look back! 🚂



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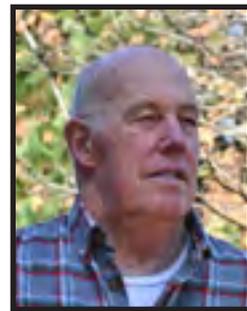
Candidate for Director, Redwood Empire Division

Dave Croshere

I have been re-nominated as a Director of the PCR representing the Redwood Empire Division. Again I would like to thank the RED membership for their confidence in me. It has been interesting to realize and deal with the issues associated with these two organizations. I hope that my actions have helped the communication and expedited the workings back and forth between both groups.

There are two areas where I hope to increased interest. The first is the inclusion of all the various model railroad groups in the RED area into one family of modelers. The second is to increase the awareness in the Achievement Program and the number of those gaining certification.

The past two years have been very gratifying to me. I am looking forward to two more years working with the RED and the PCR and I am seeking your vote.



Candidate for Director, Sierra Division

Mel Jones



Hi, my name is Mel Jones, and I'm running for the office of Director; representing Sierra Division to the PCR.

I'm retired after 55 years in and out of business. I joined NMRA about 1982 as a life member. I've always had a love for trains that started about the age of three. I received my first electric set when I was eight. I also spent some time in HO, HOn3, N, Nn3, and Z.

I decided to run for Director to PCR to give back to the hobby that has given so many years of pleasure to me. I will do the best I can to represent Sierra Division with our needs and concerns while helping the region achieve what is good for the PCR as a whole.

I would appreciate your vote. Thank you for the opportunity to serve. 

Candidate for Director, Coast Division

Mark Schutzer

My name is Mark Schutzer and I'm running for another term as the Coast Division Director.

I'm running for Director because I want to give something back to the organization that has made this hobby so much more enjoyable for me.

I appreciate your support. 



Candidate for Director, Daylight Division

Dave Grenier



Hello, my name is Dave Grenier and I am seeking election as Daylight Division Director. I am currently the Daylight Division Superintendent, having served in that capacity since June 2008. Concurrently, since early 2007 I have also been the Division's Achievement Program Chairman and Webmaster. In addition, I was the webmaster for 4 previous PCR conventions, the 2012 joint PCR-PNR convention, the X2011 national convention and continue to serve as webmaster for the 2014 convention in San Luis Obispo, as well as the PCR Webmaster since January 2013.

Since becoming Daylight Superintendent in 2008, I have attended all annual and mid-year PCR Board of Directors meetings, except one, as an observer. As your Director, I will continue to attend these meetings, but as your representative, I will make your wants and needs known to the PCR Board of Directors and report back to you.

Thank you for your vote of support. If elected, I will continue as Superintendent until a successor can be appointed. 

National Model Railroad Association

PACIFIC COAST REGION

PCR OFFICERS BALLOT

Instructions for Election:

1. Election starts with receipt of ballot (Branch Line mailed approximately January 10, 2014).
2. All ballots must be postmarked no later than April 15, 2014.
3. Vote only for one candidate in your division. For example, if you are a Coast Division member, cast a vote only for the Coast Director's position.
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 46¢ postage. 49¢ after Jan. 29, 2014.

PLACE AFTER YOUR CHOICE FOR EACH OFFICE.

<p>Redwood Empire Director <i>(Vote for ONLY one candidate)</i></p> <p>Dave Croshere</p> <p>_____</p> <p>Write in candidate</p>	<p>Sierra Director <i>(Vote for ONLY one candidate)</i></p> <p>Mel Jones</p> <p>_____</p> <p>Write in candidate</p>
<p>Coast Director <i>(Vote for ONLY one candidate)</i></p> <p>Mark Schutzer</p> <p>_____</p> <p>Write in candidate</p>	<p>Daylight Director <i>(Vote for ONLY one candidate)</i></p> <p>Dave Grenier</p> <p>_____</p> <p>Write in candidate</p>

(Fold here)

Postage 46¢ (49¢ after 1/26/14)
--

PCR Ballot Chairman

Jim Providenza

16 Drake's Cove

San Rafael, CA 94903

(Fold here)

October 12, 2013 Board of Directors Meeting Highlights

The PCR Board of Directors met on October 12, 2013 at 1:00 PM at the Sands Inn and Suites in San Luis Obispo, CA.

The president reported that 21st Century Limited's board did not choose to accept the proposal that was presented to them by the PCR board regarding control of 21st Century Limited funds.

We are financially healthy, although we have a slightly negative cash flow. The big issue is that the Branch Line costs exceed the price people pay for it. We agreed to raise the Branch Line fee to \$8 per year. The actual cost is \$8.32 per year, so this is only a \$0.32 per member deficit. The 2014 Budget was approved with a \$2075 deficit. Since our assets exceed \$85,000 this is not an issue at this time.

The second PCR brochure has been created and copies sent to the Divisions. This completes the task of creating brochures.

The 2014 convention has 49 registrants so far, and is looking forward to a really great and unique convention.

There was a discussion regarding the verbiage in the Manual of Operations regarding Convention agreements, who is fiscally responsible and who signs contracts. The Bylaws committee was charged with bringing a proposal to the board to clarify this.

Chuck Harmon (Branch Line Editor) requested that all Divisions supply him with their new officers after every election (Secretary's note: I need them also.)

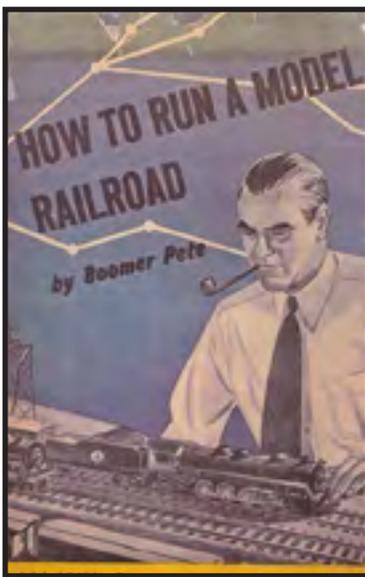
We have two new MMRs: Giuseppe Aymar MMR #513 and Frank Markovich, MMR #514.

The Hawaii Division is now officially dormant. We will take further action on this in April, 2014

The next Board Meeting will be April 30, 2014 at 1 PM in San Luis Obispo, CA.

Looking Back Operating a Model Railroad Layout

by Dave Connery, PCR Historian



A few months ago my good friend and fellow Railtown 1897 volunteer, **Tommy Johnson**, lent me a couple of books from his library, with the comment, "You know, back in the early days they had a pretty good handle on operating a layout prototypically, I thought you might find these interesting." One book is titled "How to Run a Model Railroad" by Boomer Pete and published by Kalmbach Publishing Co. in 1944 and based on an earlier piece titled "Operating a Model Railroad". It turns out "Boomer Pete" was really **Al C. Kalmbach**, the head of the well-known publishing firm that still publishes Model Railroader, along with a host of other railroad and model railroad books and magazines. Al was part of the group of Milwaukee model railroaders who were the start of what became the NMRA and he was awarded Honorary Life Member No. 1 (HLM) as recognition of his contributions to the organization and the hobby of model railroading. The second book, "**Frank Ellison** on Model Railroads" was published by

Continued on page 24

Looking Back (Cont.)

Fawcett Publications in 1954 and is a compilation of articles Ellison originally wrote for *Model Railroader*. Ellison's Delta Lines layout was an O-Scale layout of great renown in its day and was a test bed for applying prototype railroad operations to a model railroad. Both of these books, while quaint by today's writing standards, have a wealth of information still valid for today's model railroader.

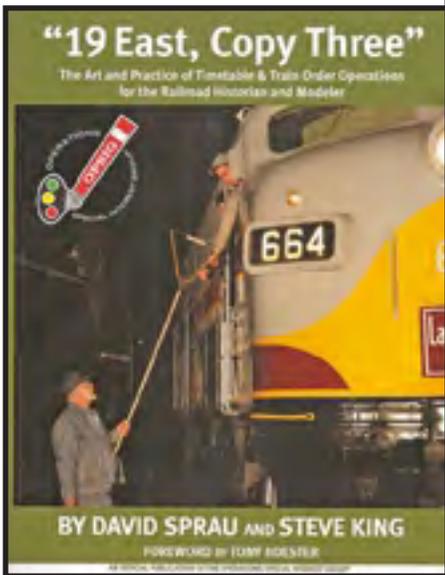
Interestingly, earlier this year the Operations Special Interest Group published a book on Timetable and Train Order (TT&TO) operations titled "19 East, Copy Three" by **David Sprau** and **Steve King**. This seemed like a great opportunity to compare the concepts of model railroad operations in the formative years of our hobby to the latest thinking on the topic.

Briefly, under TT&TO operations the railroad published a timetable of all regular trains showing the train number, each of the stations on the line, the departure times of all trains, their class and other information useful to employees (distances between stations, presence of water, fuel, telephone, siding capacities, etc.) Any changes to this timetable (extra trains, train annulments, schedule changes, meet arrangements, etc.) were implemented by the Dispatcher using Train Orders. This system was the accepted way to safely operate a railroad from before the beginning of the 20th Century until technology and communication changes (primarily Centralized Traffic Control [CTC] systems and direct communications with train crews) rendered these techniques obsolete. The system put great responsibility on the individual train crews to completely understand the timetable and associated train orders and all the rules governing their use. It was an era when every train crewman took great pride in their professionalism and coincides with the time period many layouts are set, the transition from steam to diesel era and the years of steam just before this change. Thus, for a great many operators today, TT&TO operations is the appropriate and most interesting way to operate their model railroad layout.

"Boomer Pete" provides a surprisingly complete and useful description of how TT&TO can be applied to a layout. Chapter 5. "Five Basic Train Orders" and Chapter 6. "Operating by Timetable" (pages 64 – 92) give enough information and examples for relatively 'new to operations' modelers all they need to get started. There are a couple of examples of paperwork used without getting overly bogged down in the esoteric and fine points of rare situations. All in all it is an encouraging and easy to grasp introduction to TT&TO operations. The articles in Ellison's book, which covers all aspects of building a layout, begins with 8 chapters on various aspects of operations and then devotes the last 9 chapters to actually building the layout, clearly putting the emphasis on prototype railroad operations. I found this book to be an especially good source for information about how freight yards operate and way freight trains do their job, but there is also useful information on passenger trains and timetables. The bottom line is, our forefathers of 50 or more years ago had excellent sources of information about prototype operations on a model railroad layout.

As an aside, I found some of the photos of layouts of the time especially charming. Most of the layouts used to illustrate the two early books are O scale and employed outside third rail pick-up. The quality of layout modeling, considering the tools and materials available, was inspiring. To see what was accomplished before the days of power tools, flex-

Continued on page 25



Call for Donations

by Glenn Geissinger,
Coast Rails 2014 Door
Prize Chairman

Request for donations for door prizes for the PCR convention in San Luis Obispo in 2014. We are asking you to look through your storage areas and select something that would be appropriate for a door prize. This would include new or slightly used rolling stock, locos, books, tools, paint supplies, kits, and even something for the non-rail attendees such as fabric or yarn. These can be forwarded to Glenn Geissinger, Door Prize Chair at PO Box 2321, Avila Beach, CA 93424. Or you can bring them to the convention. See you there and thank you. 🚂

Looking Back (Cont.)

track, super-glue, styrene plastic and ground foam is to understand how dedicated some of the early modelers were.

Today, prototype operation is the norm and for many, it is the *raison d'être* for being a model railroader. After having read the two early books on operations, I was anxious to see what had changed. Obviously, in the 1940's and 50's it was the system most working railroad crews used day-to-day to maintain an efficient and safe environment, while today it is a historically accurate way of operating based on prototype practice of the era we model. The early books were written by modelers while the latest effort was authored by retired prototype railroaders who worked under TT&TO and really know the details of how it works. I found the new OpsSIG book a mixed bag.

"19 East, Copy Three" is really two books bound together. The first half, Chapters 1-10 was written by David Sprau, a retired Dispatcher, and covers how the system worked on the prototype – with a great deal of emphasis on how precisely various Train Orders were written. The second-half was authored by Steve King, at one time also a railroad dispatcher but more importantly, a life-long modeler (N-scale) with extensive experience in prototype operations on a wide spectrum of nationally known operating model railroads. Part II of the book also contains Chapters 1-8! I'll start with the second half of the book first, as I thought it a much easier to understand and apply approach.

In his first six chapters, King starts with an easy to understand train run, fully explaining such concepts as the class and priority of various trains and how to understand what appears in a timetable. From the first move he gradually adds complexities and how these are dealt with, always writing in an engaging and encouraging manner. These chapters are lavishly illustrated with samples of the appropriate paperwork and color photos of similar activities taking place on well-known model railroads. In Chapter 7, author King discusses what types of layouts lend themselves to TT&TO and then suggested ways of applying the prototype procedures realistically to a layout and ways to make this a more understandable experience for visiting crews. This second half is written in an instructional format, often having the reader make some decisions on how to proceed before providing the proper behavior and why. In Chapter 8, King poses a number of questions about rules, timetables and train orders and then follows up with answers and reasoning to help someone new to TT&TO become more confident in their new knowledge.

If I were editing this book I would have put Kings 8 chapters first, as they provide a much more cogent approach to TT&TO. Anyone new to the topic, I am afraid, will get lost and confused by starting with Sprau's chapters. Because he knows everything in such great depth and detail, he often raises subtleties way before the reader has been exposed to the basics. As a result, the work comes off to me as being tainted by hubris and a touch of "look at how much I know." My recommendation would be to read the second half first. Once you are comfortable with all the concepts King covers, then venture to the depth you desire with the more detailed and esoteric aspects of TT&TO covered by Sprau.

Then again, if you can find a copy, you might just follow the recommendations of "Boomer Pete". 🚂

InfoNet-News For November, 2013

Message from **Dave Thornton**, NMRA VP of Administration:

The NMRA in Europe

There is ground breaking news about the NMRA coming from continental Europe. An effort is underway by a number of continental European NMRA members to establish a new NMRA region in continental Europe. This would be a separate region from the long established British Region. We have had a number of NMRA members in Austria, Belgium, Denmark,



Finland, France, Germany, Italy, Sweden, Luxembourg, the Netherlands, Norway, Russia, Spain, Switzerland, and Sweden for a long time. There were a total of 101 as of June 30, 2013. I have had the opportunity to meet a number of them at several different NMRA national

conventions over the last several years.

Largely due to the efforts of former Atlantic District Director **Nobby Clarke**, from the British Region, a core group of continental European model railroaders has been formed and they are in the process of petitioning the NMRA Board of Directors to form a European Region of the NMRA. This would form the 18th region in the NMRA and the third overseas region.

The NMRA has had a long standing relationship with MOROP, the European equivalent of the NMRA. Standards and technical information have been shared. You might not know, but DCC that we know today, originated in Europe by Lenz, and it was shared with the NMRA. Over the last dozen years or so, a number of NMRA officers have traveled to Germany to attend the Nuremburg Toy Show and represent the NMRA. Model railroading is a very popular hobby in Europe, maybe even more so than it is in North America. Many of the major world wide model railroad equipment and supply manufacturers are located in Europe.

Model railroading knows no borders. The trains in each country may differ, but the enthusiasm for railroads and model railroading is the same everywhere. It may be surprising to many North American members, but US railroads are modeled by many outside of North America. Conversely, we have a number of NMRA

members in North America that model overseas prototypes. The NMRA has a significant percentage of it's current membership outside of the United States. As of June 30, 2013, there were 19,118 NMRA members living in 36 countries. 16,561, or 86.6%, are from the US. 1142 from Canada, 637 from Australia, 26 from New Zealand, 564 from England, 24 from Scotland, 14 from Wales, 6 from Northern Ireland, and 23 from Japan.

Build A Memory Program from **Page Martin**, Director of marketing, NMRA

As I write this, our "Build A Memory®" pilot program looks to be a success which we hope to expand next year into a broader effort. "Indeed, our new Marketing Department has been stellar in promoting the NMRA," **Alan Anderson**, NMRA Fund Raising Manager, writes.

Due to some unforeseen circumstances and timing challenges we have to suspend this year's (2013) Build A Memory® project. We will refocus our attention on this program during the 2014 National Convention in Cleveland for a NMRRM launch in 2014. We can, however, continue with three pilot projects to achieve key learnings in order to make next years roll out less encumbered. This year's pilot programs will be the PSR Region in LA market, the PCR in Bay market, and the PNR in Seattle market. These test markets are being held in conjunction with other model railroad events (PCR & PNR with Great TrainExpos and PSR at Orange Empire Railroad Museum Thomas the Tank Engine Weekend).

I do ask the following of our other Division partners: the NMRA National would like to retain the name use "Build A Memory®" solely for the project rollout next year. I ask this because you may wish to continue with your own divisional effort on a "BAM" type of project. If you need any consultation in branding a project please feel free to contact me and I will lend a hand creatively.

I hope to have you all involved next year as I felt we were making great collective strides in this event. 🚂

Memorial for Steve Biggs

By Doug Wagner



Photo of Steve Biggs cut from the Sierra Memories 2008 PCR Convention Committee photo.

Photo dated 3-7-1008.

Photo by Chuck Harmon

Steve Biggs, of Tehachapi, NMRA and Daylight Division member and the Daylight Division Contest Chairman, quietly passed away on October 29, 2013, at the age of 69. And when I say “quietly,” I am being very literal about that! We only were made aware of Steve’s passing when I called up his place to see if he wanted to ride over, with the Boys from Bakersfield, to the November 16th Daylight Division meet, in San Luis Obispo. His son answered the phone, informing me that his dad, Steve, had passed away almost 2 weeks earlier.

Most of you knew Steve from when you visited the annual PCR convention’s contest room, as Steve was usually the person you met when you entered something for the convention contests, as Steve usually assisted you in filling out the contest forms. Steve usually rode over with us, from Bakersfield, to the quarterly Daylight Division meets. He was the quiet guy of the bunch, which is hard to find in the model railroading hobby (boy, am I going to catch flack for that remark!!!) But Steve was always there to coordinate the Daylight Division meet contests.

Steve did not have a layout, but like most of us that don’t have a layout, we always seem to be in the planning stages of developing a layout plan. Steve had some ideas concerning his layout plan and he did bounce ideas off of us on the way to and from the meets—and those trips ALWAYS included stopping for breakfast on the way to the meet and dinner for the trip home. I never could figure out how Steve kept thin eating with us all the time!

In conclusion, the PCR lost a dedicated worker and Steve will be sorely missed—not only at the Daylight Meets and PCR conventions—but also on the trips and at the table at Cool Hand Luke’s Steakhouse, where now there will only be an empty seat. 🚪

Hosting a Daylight Division Meet in San Luis Obispo

by George Gibson

So there I was, minding my own business in the comfort of my home when the phone rang. Weird I thought, no one calls me at this time of night. Something must be wrong?

On the other end of the line was a familiar voice, “George, I need your help.” And that’s how I got the job of hosting the Daylight Division meet in San Luis Obispo.

I was planning on attending the meet [since] it was in my hometown already, no excuse not to. And I had plans for entering the model contest, so how hard could “hosting” a meet be? Well, after receiving a 2 page outline of host responsibilities and duties, it was more than I was originally told, and a bit more than I expected. But I’m a man of my word and I said I’d do it, so I was committed.

So here I am on the day after the meet, telling myself “hosting” had some extra benefits beyond just attending. And it definitely wasn’t as bad as my pre-meeting imagination painted. In fact, some of the negatives about the experience were actually caused by my own actions outside of the meet itself.

Continued on Page 28

Host (Cont.)

But let's talk the positives. First off, I actually met more members and had more modeling discussions while being host than by simply being an attendee. There was a sense of worth from being counted on for the simplest of things like coffee and donuts, to more important things like coordinating layout tours. Yeah, it took a little time and it required a little effort to coordinate things, but all in all, they were very minor distractions from my day-to-day life of retirement.

So why am I writing this summary? Well, I would like you to consider hosting a meet when the Division comes to your hometown. Sure, there's some work you'll have to do. Yes, it will take some time to do it. And there might be some added anxiety on your part to make sure everything comes together as expected. But it's a very small price to pay to be an integral part of your organization, rather than just being a member or an attendee.

If my experience is any measure of Saturday's hosting efforts, I will say I had numerous positive interactions, and those positives out-weighted the pre-meeting negatives in every way. If you're ever given the opportunity to host, I would encourage you to try it. You just might like it. I know I did. ■■■



Coast Division Report

by Frank Markovich, MMR, Superintendent, Coast Division
Photos by the author

First of all I want to wish everyone Happy Holidays from the Coast Division. Our next meet is, March 23, 2014 at Janet Pomeroy Center in San Francisco, 207 Skyline Blvd. (between Lake Merced Blvd & Herbst Rd), San Francisco, CA 94132.

It will start at 9:30 AM. There will be two clinics and a roundtable. I really want to encourage entries into the contest so there will be an extra door prize again for every entry in model or photo, even if it is just show and tell. At this time the clinics are not fully decided but there will be one by Master N Scale builder **Tom Knapp** – I can't wait to see it as his work is incredible.

Again I am going to show some videos after the business meeting. I am open as to what to show but plan on doing movies from the Kalmbach series "Dream, Plan Build." These are excellent movies and the ones I will show will be mainly on modeling.

There were four models entered this time. First place [was] **Frank Markovich's** "Stone Storefront," a detailed diorama with a removable roof for the building and lots of junk lying around.

Second place [was] **Al Kuhn's** "Cylindrical Load" which showed how realistic loads could be made from household items.

Third place [was] **Earl Girbovan's** "Machinist Company". It has peeling paint and rustic shingles.

Also entered was **Ken Martin's** "CB&Q 40' RPO", I like the old cars, I hope he keeps bringing them.

There were nine photo contest entries.

First place was **Pat LaTorres'** "Switching Richmond", nice photo effects made this photo look more like a painting.

Second place [was] **Stephen Skold's** "Cal-Western", a black and white grabbed while leaning out of a train. Amazing!



Frank Markovich took first with his "Stone Storefront" diorama

Continued on Page 29



Coast Report (Cont.)

Third place [was] **Robert Bowdidge's** "Sparks, Jan '06" has a happy worker, must be quitting time.

Other entries included:

Karen Palmer's "Niles Canyon RR" and her "Photo of Photographer"

Tom VanHorn's "Mt. Emily Shay" and his "UP on Bridge"

Kenneth Martin's "Meet at Nemo"

Ronnie LaTorres' "Keddie Wye"

Again the auction made a sizeable amount due to the large estate. We had over 600 items and had to close taking items. We will be having more estate items at the next auction from other estates. The auction is very important as it is the main method of raising money for our division. This has allowed us to not have to charge admission as many other divisions charge per meet. We had two clinics and the room was packed for both of them. We also had over 100 people sign in. This was about double the number that we had for the previous meet.

The Business meeting was rather short but here are some of the highlights: **Mark Schuzter** was again nominated for Director of the Coast division. The Santa Clara Depot is having a 150 year celebration on January 18th from 11:00 AM until 1:00 PM. Other items are covered elsewhere in this report.

We had two clinics. First was C/MRI meets Arduino - **Seth Neumann** and **Chuck Catania**.

The second one was The Adventures of WP 688 - by **Katy Dickinson**. Both clinics were well attended and I heard very positive comments on both clinics.

Howard McKinney led the roundtable with demonstrations of sound in small places. He had a handout on where to get some of the very small speakers and showed a sugar cube speaker that seemed to fill the room with sound. Very impressive.

We had **Robin** and **Mary** doing the concessions. I want to thank them for stepping up.

Next meet contests: Model Contest: Caboose, Freight car, Maintenance of Way

Photo Contest: Railroad Structures

Switching Contest

The clinics are still in process but we will have two clinics, and of course the roundtable. Howard is working on the subject for the next roundtable.

Jim Eckman will have the contest results with pictures but here are some highlights:

Also a beginner clinic in January – Creating Realistic Scenery for Novices (and others) – January 25, 2014 Skyline College San Bruno 1:00 PM in room 1115. This is the first in a series of clinics on beginning model railroading. While it will be geared towards beginners, all model builders will benefit from the information given and will learn some new techniques. The clinic will run about 1.5 hours. Depending upon the number of people who come will be if there will be hands on element. All topics will be covered with

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Al Kuhn took second place with his "cylindrical load"



Third place [was] Earl Girbovan took third place with his "Machinist Company"



Chuck Catania talks about an Aduino application with C/MRI



Coast Report (Cont.)

demonstration and there will be handouts. Below is a rough outline of the topics:

- Using rigid foam as a base for scenery
- Using plaster cloth
- Coloring of the scenery before ground cover
- Simple and very inexpensive ground cover

Details

Adding in rocks and bushes

For water effects: will talk about it but won't be able to demonstrate as drying time won't permit it.

For more information contact Frank Markovich by email at frank@frankmarkovich.com

Directions to Skyline College: Once at the college go to the back of building 1. There are many maps on campus for that. Park by the loading dock – no parking restrictions on the weekend other than handicapped. You can go to the Skyline website for a full campus map: <http://www.skylinecollege.edu/maps/images/map2013.pdf>

Last but not least at the GTE (Great Train Expo) in Pleasanton in November we showed the Build a Memory Layout for the first time. **Franklin Avery** took a number of pictures and following this are a few of the pictures. We passed out over 150 information sheets and answered questions all weekend long. **Mike Blumensaadt** and I put this together in about 3 weeks start to finish. We will also be showing it at the GTE in Richmond on Jan 4th and 5th. If you are interested in more information on the Build a Memory program email me. 🚂



Ken Martin entered this CB&Q 40' RPO



Katy Dickenson put on a clinic about the adventures of WP 688



Robin and Mary seem to be pretty well sold out of concessions.



Mike Blumensaadt and Frank Markovich built this "Build A Memory" layout for the Great Train Expo in Pleasanton
Photo by Franklin Avery



Daylight Division Report

By Dave Grenier, Daylight Division Superintendent

The Daylight Division lost a good friend on October 29, when Contests Chair **Steve Biggs** passed away suddenly. I had the honor and pleasure of working with Steve in the Division since he volunteered for the job in 2011 and at the 2012 and 2013 PCR conventions Contest Room. He will surely be missed. Please see the obituary on page 27.

The Daylight Division held its Fall Meet on November 16, 2013, at the San Luis Obispo Railroad Museum, located in the recently-restored historic 1894 Southern Pacific Freight House in San Luis Obispo. We had a great turnout of 28 members and 20 visitors, for a total of 48 attendees, the most we've ever had at a Daylight meet. It was an exciting, fun-filled day of clinics, contests, door prizes, white elephant auction, layout tours and more in the Daylight Division.

First-time meet organizers **George Gibson** and **Andrew Merriam** did a terrific job getting the refreshments, clinics, layout tours and the venue setup for us. I especially want to thank our hosts, the San Luis Obispo Railroad Museum (SLORRM), for their hospitality and for opening their facility to us. We're looking forward to having future Daylight meets at this great venue, which will be open during the Coast Rails 2014 PCR Convention in San Luis Obispo, April 30 to May 4, 2014 and hosted by the Daylight Division. See the website at www.pcrnmra.org/conv2014/ for more information and to register online. Sorry for the shameless plug.

(No, I'm not!)

After enjoying some refreshments and socializing, Andrew Merriam presented an interesting and educational clinic about the history of railroads in the San Luis Obispo area and the development of the museum. SLO is definitely a railroad town rich in railroading history! After a brief intermission to setup the digital projector and overcome technical issues, George Gibson presented an informative PowerPoint clinic on how he scratchbuilt a mine structure to hide a Tortoise switch machine mounted on the surface of his layout.

After the clinics, we took another "necessary" break and had snacks and drinks to tide us over to lunch following the Daylight business meeting. All the usual activities, welcoming and introduction of first-timers and guests, previous meet minutes, reports, and announcements were completed. The number of upcoming activities announced was too numerous to list here, so be sure to check the PCR Master Calendar, <http://www.pcrnmra.org/pcr/calendar/mastercalendar.htm>, for more information.

Switching hats, Achievement Program Chair **Dave Grenier** announced that **Chuck Harmon** recently completed all the requirements and submitted his paperwork for Master Builder Structures, his seventh and final certificate needed for Master Model Railroader. Congratulations to Chuck for his accomplishments. (Switching hats again.)

Continued on Page 32



We had a great turnout at the SLO RR Museum on Nov. 16.
Photo by Chuck Harmon



George Gibson explains how to hide a Tortoise in a mine.
Photo by Chuck Harmon



Daylight Report (Cont.)

Doug Wagner, Acting Contests Chair, announced the Favorite Model Diesel Locomotive contest was won by George Gibson and the Favorite Photo Passenger Train contest was won by **Mike Mickens**. The business meeting wrapped up with a drawing for the \$25 door prize, won by **Bruce Morden**, and followed by Daylight's "World Famous" White Elephant Auction, conducted by auctioneer **Terry Taylor**. A fun time was had by all as each successful bidder revealed their prize to the group. A lot of good deals were had and only one rock showed up this time!



Andrew Merriam's history of the railroad on the Central Coast was very informative.
Photo by Chuck Harmon

Following the auction, there were five layout tours, beginning with our host's museum-quality HOn3 Pacific Coast Railway Harford Pier and town of Avila, incorporating the award-winning wood truss bridge featured on the cover of the September 2012 issue of *Railroad Model Craftsman*. The second layout was Andrew Merriam's HO layout based on the SP Coast Line in the early 1950s that depicts the area from Santa Margarita to Guadalupe, including the Cuesta Grade horseshoe curve and Stenner Creek Trestle. The Santa Maria Valley branch line to the Betteravia sugar beet refinery was also modeled. The third layout was George Gibson's new HO/HOn3 layout under construction, based on a freelance railroad trying to make a go of it at the height of the Great Depression. Money is tight and the age and appearance of the rolling stock shows it. The fourth layout was **Logan Bertolette's** rarely-open-to-the-public HO layout that captures the flavor of the SP in Southern Arizona. It's based on the remnants of the El Paso & Southwestern, with its mining and smelting operations so prevalent in the area. The fifth and final layout was the HO layout built by the late **Jack Parker** of Central Valley Model Works and now operated by his son and daughter-in-law, **Jeff and Heather**. It represents the Northern Pacific in Montana in the era from the early 1940s to the early 1960s. There's a good chance these fine layouts will be open for layout tours and maybe an operating session or two during the Coast Rails 2014 PCR Convention in San Luis Obispo, April 30 to May 4, 2014. See the website at www.pcrnmra.org/conv2014/ for more information and to register online. Yep, another shameless plug! Did I mention the convention is in the Daylight Division?



Dave Grenier conducted the essential business meeting.
Photo by Chuck Harmon

All in all, it was a great meet. Lest you think I'm biased, [several] comments [were] sent to me by others in attendance, [including] **John Houlihan**, Fresno, **Josh and Theresa Copeland**, Lemoore, **Rex Miller**, Long Beach, and **John Stahl**, Fresno. Thanks to John, Theresa, Josh, Rex, and John for their comments. If you weren't at the meet, you missed an outstanding event. I sincerely hope you can make it to a future Daylight meet. We have meets in locations all over the San Joaquin Valley and the Central Coast: Mariposa, Fresno, Selma, Exeter, Visalia, Bakersfield, Tehachapi, Goleta, Santa Barbara, and, of course, San Luis Obispo.

The next Daylight Division meet will be 9:00 AM, Saturday, February 22, 2014, at HobbyTown USA, 102 East Barstow Ave, Fresno, CA. Current information about the next meet can always be found on our website at:

<http://www.pcrnmra.org/daylight/nextmeet.html>.

See you at the next meet! Come join us for an unforgettable day of Daylight Division hospitality and camaraderie! 🚂



Sierra Division Report

By Gary Ray - Photos by the author

The **Sierra Division** held their October 12 meet in Sacramento. Twenty-six members held informal voting on our Outhouse Scratch Building Contest and Photo contests. **Tom Campbell** had the winning outhouse entry, **Jim Collins** place second, and **Gary Ray** third. The photo contest was divided into two categories: Steam Locos and Diesel Locos. In the steam category Gary Ray placed 1st and tied **Walt Schedler** for second. **Dan Evans** placed third. Gary Ray placed first and second in the diesel category and **Norm Morris** and **Walt Schedler** tied for third. There were seventeen entries in the photo contest.



John-Henry Martin demonstrating his weathering techniques using many different methods.

Modeling contest for our February 8th meet will be weathered steel cars. Photography will be diorama or layout pictures. The May 10th meet modeling contest will be Trees. Photography for that contest will be Tracks and Structures.

Giuseppe Aymar and **Dave Bayless** did a presentation on becoming a Master Model Railroader, the NMRA Achievement Program, and contest judging.

David Rainwater, Senior Park Aide and Volunteer Coordinator at Railtown, 1897 State Historic Park, presented an hour long slied show on

“Preserving the Legacy of Steam Railroading and Volunteer Opportunities at Jamestown. The presentation included pictures from the past as well as the present. David shared that they have 160 volunteers and the many opportunities for men and women to participate in at the park. The volunteers go on a special tour or trip once a year. Training is in March. Contact Railtown if interested.



Ed Pultz shows how to modify switches.



Tom Campbell's scratch-built outhouse featured a throw rug, electric light, and great magazine selection.

Ed Pultz demonstrated how to modify PECO and Atlas switches for selective power routing as done by members of the Sacramento Modular Club. Both point and closure rails are selectively powered after modification. Ed also shared tips for soldering.

John-Henry Martin from Weatherizing H/O Trains demonstrated his weathering techniques for steel boxcars. He and his wife also shared a module they had built as a presentation area for weathered cars. After the demonstration, he walked members through the weathering process step by step on cars the members had brought.

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Sierra Report (Cont.)

The PCR Yahoo discussion group recently had comments about the Carquinez Model Railroad Society. Pictures of the club layout can be found in the 4th quarter issue of the Sierra Division newsletter. Go to <http://www.pcrnmra.org/sierra/Oct-2013digital.pdf>. The 3rd quarter issue and the upcoming February issue also have pictures of many of the Bay area layouts which were open for the 2013 PCR convention. Each issue is about 30 pages and is 5 MB in size. 🚂

Redwood Empire Division Report

by Verne Alexander, RED Chief Clerk and Paymaster

A couple of dozen RED members gathered at Monroe Hall in Santa Rosa on November 16 for the final meeting of 2013. Most were rewarded with a door prize, and the winner of the raffle walked off with a brass Daylight passenger car.

Superintendent **Dick Foster** opened the meeting with a few business matters. Among them were the re-election of **Dave Croshere** as our Director, the confirmation that we will participate in the February 15-16 Train Show in Point Richmond via a booth and exhibition of our N scale layout, and a review of the sale of the equipment donated by **Bill Murray**. **Gus Campagna** showed a few pictures of Bill's layout. Bill was a member who passed away a few months ago.

We then moved into the popular "Show and Tell" section of our meeting. Some of the more unusual highlights were a huge continuous paint mixer constructed by David Norris from an article in a very old Model Railroader, display of the only known photograph of the interior of the NWP shop in Tiburon by Gus, and a pictorial record of the dismantling of **Ron Kaiser's** HO WP layout and its transportation to its new home west of Santa Rosa.

We then adjourned to the adjacent room, where MMR **Giuseppe Aymar** showed us pictures of his home in Italy where, as a boy, he contracted his interest in trains. He then finished his presentation with a chronicle of how he developed his interest in becoming a MMR, and how it has helped him in his modeling efforts, and the tremendous amount of learning that took place in the process. Aspiring MMR candidate Dave Croshere followed up with a presentation on the paper work involved in each of the categories, emphasizing that it is not that hard, but that one has to be cognizant of what the judges will be looking for.

Rich, the owner of the new Mossy's Hobbies (formerly Poggies) in Santa Rosa, noted that he has two portable layouts in his store at this time. **Steve Lewis** noted that his Coastal Valley Lines modular group will be setting up a few modules at the Depot Park Museum in Sonoma for the Christmas season, and that for their first time they will be running on DCC. This will have taken place by the time this article reaches print, but it is an indication that new things are happening in the RED.

The picture depicts Dave Croshere holding forth on how he made his molds for casting some parts he needed in multiples for a modeling project. 🚂



Dave Croshere holding forth on how he made his molds for casting some parts he needed in multiples for a modeling project

Photo by Verne Alexander

MODELING WITH THE MASTERS Clinics					
- Sign-up for these clinics by March 15, 2014					
- List of tools required by each student will be posted on the website about 6 months before the convention					
Building a Laser Structure Kit	Wednesday	4:00 PM	N scale		50.00
Building a Laser Structure Kit	Wednesday	4:00 PM	HO scale		50.00
Scratch Building in Styrene	Thursday	7:00 AM	N scale		50.00
Scratch Building in Styrene	Thursday	7:00 AM	HO scale		50.00
Scratch Building in Styrene	Thursday	7:00 AM	S scale		65.00
Scratch Building in Styrene	Thursday	7:00 AM	O scale		65.00
Learning to Build a DPM Kit Properly	Thursday	1:00 PM	N scale		50.00
Learning to Build a DPM Kit Properly	Thursday	1:00 PM	HO scale		50.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	N scale		60.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	HO scale		60.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	HOn3 scale		60.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	S scale		65.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	Sn3 scale		65.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	On30 scale		70.00
Building a Turnout using Fast Tracks	Friday	12 Noon	N scale		60.00
Building a Turnout using Fast Tracks	Friday	12 Noon	HO scale		60.00
Building a Turnout using Fast Tracks	Friday	12 Noon	HOn3 scale		60.00
Building a Turnout using Fast Tracks	Friday	12 Noon	S scale		65.00
Building a Turnout using Fast Tracks	Friday	12 Noon	Sn3 scale		65.00
Building a Turnout using Fast Tracks	Friday	12 Noon	On30 scale		70.00
Scratch Build a Cattle Ramp	Friday	6:00 PM	HO scale		25.00
Scratch Build a Puddle-Jumper Bridge	Saturday	9:00 AM	HO scale		25.00
Copy Total to Page 1					TOTAL

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. BDL has been in continuous operation since 1981. We meet Tues. & Fri., 7:00pm to 10:00pm. Formal Operating Session on the 3rd Friday of the Month, but visitors can always find trains running every club night. For more information, e-mail info@blackdiamondlines.com or visit us on the web at www.blackdiamondlines.com and we can be found on Facebook and YouTube.

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 RR 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: Blain Hendrix (707) 528-8655 or Steve Lewis (707) 527-0396. 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, we also have a reasonable size yard operationally working well. Work days are Saturday and during summer on Wednesdays. Our retired members also show up on occasional weekdays. The club site is located at 3318 School St Oakland, Ca Call Charles at 510-917-5790 or Ted at 510-749-7099 for an invite to see/chat/join. Please visit our website <http://www.ebmrc.org>.

EUROPEAN TRAIN ENTHUSIASTS

ETE (www.ete.org) serves modelers, railway fans, related organizations, and the community through public venues, operating layouts, the annual convention EuroWest, the chapter newsletter, and the quarterly national journal, the *ETE Express*. ETE is open to all who have an interest in European railways, whether full size or scale model. The SF Bay Area Chapter meets the second Saturday of the month from 1-5pm in various locations around the bay. Contact Bill Keane (650) 355-7231 or billkeaney@comcast.net.

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.net

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.

LAKE COUNTY MODEL RAILROAD CLUB

HO layout. Meets Wednesday at 7:00PM in the old National Guard Building at the Lake County Fairgrounds on Martin Street, Lakeport. Call Mike Ernst at (707) 263-4949

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 ASSOCIATION (SLOMRA)

The SLOMRA is a multi-scale modular group with active N, HO, and On30 layouts. The goal of our non-profit association is railroad education and local history through public display of our modules. Our shows usually include G-gauge, tinplate, and even LEGO trains. The monthly meetings include model and prototype activities, videos, and discussions. The SLOMRA is open to new members who have a love of trains. The general meeting is the third Monday of every month at 7:00pm at the Oceano Depot. For more information visit www.slomra.org or email info@slomra.org or phone Dennis Pearson at (805) 929-3062.

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. Web: www.sbhrrs.org.

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

SOUTH COAST SOCIETY OF MODEL ENGINEERS

The club consists of enthusiasts of all scales and prototypes living in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. The club has no layout but activities include weekly operations and work sessions at member layouts, as well as occasional club field trips. We meet every 3rd Tues. at 7:30 PM, at Woodglen Hall, 3010 Foothill Road, Santa Barbara. Junior members welcome. Contact: Secretary Art Sylvester, email: sylvester@geol.ucsb.edu. Facebook: <http://www.facebook.com/group.php?gid=163470062239>

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-CITY SOCIETY OF MODEL ENGINEERS

The TCSME is located at 37592 Niles Blvd. Fremont CA 94536 in the Niles Plaza. We are currently building two new layouts. The N Scale layout is in the restored Niles Depot and the HO layout is in the restored Niles Freight Building. Both layouts focus on Fremont, Newark, Union City and surrounding areas. We are looking for new members interested in building and running on the new layouts. We meet Fridays 7:30-9:30 PM and Sundays 10:00-4:00. Call 510-797-4449 for info. Please visit our web site at <http://www.nilesdepot.org>.

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. "Like Us" on Facebook, www.facebook.com/WCMRS. 2013 week-end schedule: Mar 16-17, May 18-19, Sept 14-15. Holiday Open House schedule: Nov. 22, 23, 24, 29, 30, Dec. 1.

WEST BAY MODEL RAILROAD ASSOCIATION

Meets at the former baggage building at 1090 Merrill St., near the Menlo Park train station and Ravenswood Ave. We are currently constructing a new 2-level HO layout designed for operations. Scheduled work sessions are Wednesday evenings and Saturday afternoons. Our monthly business meeting is held at 8 pm on the second Wednesday of each month. We are seeking new members with an interest in layout design and construction, model train operations, and/or who just love trains. Contact: Lauren Mercer at 650-322-9335, Tom Vanden Bosch at 650-369-8305 or visit the club website at wbmra.ning.com. 