



BRANCH LINE

NMRA'S FIRST REGION

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SISKIYOU SUMMIT 2012 - THE JOINT PNR/PCR CONVENTION!

By Jim Providenza and Ed Liesse

Convention Checklist, Revised (That is, short and to the point):

- Register for Siskiyou Summit 2012 (www.pcrnmra.org/conv2012)
- Register for your stay at the Red Lion Hotel Medford at www.pcrnmra.org/conv2012/hotel.html
- Check the website (again, and again) for additional events and activities we continue to add to the convention schedule! (<http://www.pcrnmra.org/conv2012/news.html>)

More events, more tours, more clinics... where to start?

Tours sound like a good place. One of the features of many recent PCR conventions has been a major tour, often of a railroad facility or industry. This year we are featuring the Train Mountain Railroad Museum. This will be an all-day event on Thursday May 3rd. Buses will leave in the morning and return late afternoon in time for dinner and evening activities. Train Mountain is the world's largest hobby railroad with over 30 miles of 7.5" gauge track on 2,400 acres of beautiful forestland.



We will be served hot lunch at the museum, get a tour of their shops and main yard, and a train ride around the property. We will also visit the nearby Collier Logging Museum, which is devoted to Western logging and related 20th century technologies. A word to the wise – we have four buses reserved for this tour. The first bus sold out in two weeks with little publicity... the Prototype Tour page on the website is: <http://www.pcrnmra.org/conv2012/proto.html>.

PCR member and noted logging expert Jim Zeek has once again come through for us! We will have a tour of the Cascade Wood Products remanufacturing plant in White City (<http://www.cascadewood.com>). Cascade Wood Products specializes in producing molding, door casings and architectural columns ("up to 36 inches in diameter and up to 30 feet long".) Just coincidentally, Jim plans on giving a clinic on remanufacturing plants and how they fit in the overall scheme of logging and lumbering. This tour will be held on Friday afternoon. It will be limited in size. Check the

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Siskiyou Summit (Cont.)

convention website for details.

Sidetracks will have an exciting tour Friday:
<http://www.pcrnmra.org/conv2012/sidetracks.html>.

Clinics next. As they say, "we are offering a full slate!" We currently have 49 clinics to fill 75 clinic slots with something for everyone. Some highlights: Steve "Breezy" Gust will reprise his popular Track Warrant clinic; Railroad Model Craftsman editor Bill Schaumburg comes back with what he claims really will be the last iteration of his Nevada County Narrow Gauge clinic; David Popp, Managing Editor of Model Railroader, will give a behind the scenes look at the concepts and designs of many of MR's recent project railroads and a more in depth look at the current Virginian project layout. From modeling figures (Ken Liesse), to business and private cars (Paul Hobbs), to photography (Charlie Comstock; Pat La Torres) to weathering freight cars (Richard Hendrickson and Tony Thompson). From structure building to resin casting to handlaid track, if you need to know about it we have someone who will be giving a presentation!

This year the OPSIG / LDSIG forum will be held as usual on Thursday evening; the SIG clinic track, with 7 layout design and operations oriented clinics, will be on Friday.

Operating Sessions: The Rogue Valley Model Railroad Club (<http://www.rvmrc.net>) will host operating sessions on their operations oriented proto-freelanced Pacific and Eastern Railroad. The sessions are currently scheduled for Wednesday and Friday evenings. The club is located in Medford Railroad Park. There is some required reading in order to operate on their layout. Go to: www.rvmrc.net/operation/opguideindex.html. Check the website (<http://www.pcrnmra.org/conv2012/layouts.html>) for updated information and to contact Operating Session Coordinator David Parks to get an ops slot.

Contests: We have them: model, modular, photo, arts & crafts, popular vote, switching contest, ingenuity and levity and display only. In the model contest convention attendees will be able to submit models for judging in the usual categories: steam, diesel, traction, freight car, passenger car, caboose, non-revenue, structure, diorama and modular. The photo contest is an area where there have traditionally been some differences between PNR and PCR. We recommend that you review the Contest page (<http://www.pcrnmra.org/conv2012/contests.html>) for specific details.

Sidetracks: Co-chairs Suzy Madsen and Nancy Stokley are developing quite a program and sidetracks folk will be kept very busy if they want! There will be Friday tour to the Harry & David Factory and the Butte Creek Flour Mill, quilt shop and antique store hops, a yoga class, assorted craft classes (some participation, some clinic style) as well as the ongoing Project Linus blanket making. Any donations of partially made knitted, crochet or quilted blankets as well as materials will be greatly appreciated. The Lemon Layoff is going to be on Wednesday after a speaker from the Medford Visitors Center tells us all about what we can see and do! Please bring a wrapped "lemon" gift to be exchanged (The salt & pepper set shaped like fruit, the stationary set you never use, that teapot you have 5 of.) This icebreaker is a fun way to get to know other Sidetracks people along for the convention. Go to the Sidetracks link for up to date information and to

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Siskiyou Summit (Cont.)

register for the tour: <http://www.pcrnmra.org/conv2012/sidetracks.html>.

Oh yeah, one last thing: go the convention web site to register or see what has been added recently: www.pcrnmra.org/conv2012.

See you in Medford on May 2nd!

Ed Liesse, PNR Co-Chair,

Jim Providenza, PCR Co-Chair

PRESIDENT'S MESSAGE

by Pat LaTorres, President, PCR/NMRA

This was not the original column that I had submitted, but as often happens, circumstances occurred which warranted some changes in the original work. As most of you have probably heard by now, I suffered a (relatively) minor heart attack back at the beginning of March. Well, all seems to be back in working order, but I will have the opportunity to make some basic lifestyle changes. But it also has led me to think a bit more about how fragile our organization is. Right now, there are a number of folks in key positions that have no back up or functional support if something were to occur in their lives. So, you get to hear me talk again about volunteerism and how it affects each member of the PCR.



Please keep in mind, these are the people that make the PCR and our divisions work for you, the members. If you ever catch yourself saying, “why should I stay in the NMRA, it’s not doing anything for me?”, remember that you have the opportunity to change that perception. The NMRA, on every level from division to national is made up of ‘US’, the members. Are there “politics” involved? Absolutely! In any group of three or more people there are “politics”. One generally sees two perspectives on this issue. One of these is, when people are doing what I want, they’re trying to improve the organization. When they’re not doing what I would want, they’re playing politics. So it’s always a case of which side of the fence you’re viewing from. The other, perhaps more objective viewpoints might be, if someone is actually trying to help the system operate more effectively, then they really are trying to improve the system and it’s operation. If, on the other hand, they are more focused on self promotion and picking up perks and/or accolades, then I see that as a case of trying to play politics – a waste of every member’s time. I hope that most of us are trying to make things just a little bit better.

Over the next year or so we will be looking for folks to step up and fill some vacancies at the administrative level of the region. If you are asked to step in and help I would hope that you’ll take a moment before saying “no” and consider what you would be able to contribute to the PCR. There are some members of this region (and the NMRA in general) that will go through their entire time in the hobby and be nothing more than nice folks that we know as friends and modeling buddies. There is nothing wrong with this! But, if someone feels that things could be better, yet makes no effort to make

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President (Continued)

them so, I would feel that they may be stepping on their own toes. So I will ask again for anyone that thinks they might have something to add to the PCR to please step up and give us a hand. I'll be perfectly honest here and admit that I'm aiming at some of the "younger" members of the region, since these are the folks that will be less hung up on the "we've always done it this way" syndrome. If you happen to be in this group, I'll also warn you that you'll be facing a lot of this exact attitude when/if you step up. But, please know that both Ed Merrin and I (and quite probably most of the BoD) will be there to support you if you want to try something new. We will let you know if something has been tried before, and how it turned out. We would really not force folks to make the same errors that we've already stumbled through. On the plus side, we've got a possible candidate ready to step in and learn the ropes for one of the positions that I mentioned last issue, though I'll be sitting on that name until I get a firm yes. And yes, he just happens to be one of those "younger" members that I mentioned earlier.

As a quick note on this subject, the PCR is still looking for a new Head Hobo. With the passing of Dwayne Coate, there was a vacancy which I was hoping to have filled by one of our older members. Unfortunately, my prospect is not able to step in, due to health reasons. If there is someone reading these words, that has attended a NMRA national convention outside the PCR (this is all it takes to become a Hobo), that would be interested in taking on a REALLY low pressure job, please give me a shout. The biggest part of the Head Hobo's job description is to help organize the Hobo Breakfast at our annual regional conventions. If they want to do more, they can always set up an impromptu get together of PCR members at other conventions and gatherings, but that would be their choice. The Hobos are a special part of the PCR/PSR and I would really like to get some fresh blood into this program.

As you are reading this, the 2012 PCR/PNR joint regional convention will probably be vanishing down the tracks behind us. Since our Editor needed these words a bit early, I'll not have the opportunity to cover much of what transpired in Medford, though those of you that made the trip will already know what went on. This convention was an experiment that some of our members thought would add to our potential for enjoyment of the hobby. Was it perfect event? I won't know for another six weeks from when I send this to Chuck, so that will be a surprise to me as well as everyone else. If there were some speed bumps in the process, it was because we were going somewhere new, and there is no fault on the organizers. On the other hand, if it worked out well, ALL of the credit goes to a crew that worked their tails off to put this package together. For myself, I really hope that we try this again, both with the PNR and with our friends in the PSR. But, planning something that combines two regions takes a LOT of extra effort, because they do things their way and we do things our way, so folks will have to practice a little give and take to bring it together. Our 2014 PCR convention, being put together by the folks down in the Santa Barbara/SLO area will be an opportunity to involve folks from the Los Angeles area and maybe we can entice others from a bit farther out in the PSR.

Also, as you read this the results of our Division Director elections should be final. Unfortunately, it turned out that one of the anticipated candidates from the Daylight Division chose not to run (for some very good

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President (Continued)

personal reasons), so Coast was the only division with two candidates. I'd like to thank everyone who stepped up to the plate for making the effort to improve our region and I hope that we may have a few more names for the ballot in two years. Again, I'd like to stress that being a Division Director is not a full time job. The regions ask you to attend only two meetings a year and there may be another half dozen (or less) in division events. But for someone that would like to help guide the future of the NMRA on the local level – which is where things REALLY happen – this is a great way to contribute. If you don't think you're quite up to the job at this point in time, talk to your current Division Director and ask if he or she would like some help. They probably won't turn you down and you can get some entry level work experience.

This brings me to the March issue of NMRA Magazine and the President's message inside. Mike references back to some comments from the relatively dark ages regarding promoting membership, something that is always on my mind. As I have mentioned in the past, if each of us brought even one new member (even a RailPass) every two years, our membership would swell rapidly. Even if two out of three of those new members didn't renew their membership, it would still be a rather large increase over a fairly short time. Please talk to your friends, especially those that have never joined the NMRA in the past and find out why. Their reasons or concerns might be phantom concerns and you would be opening the door for them to enjoy a brand new aspect of the hobby. Bring them to a local division meet (and cover any costs the first time), so they can experience some of our activities first hand. Introduce them to some of your NMRA friends on a layout tour, or at an operating session. Ask them to join a round robin layout crew, or help them build their own layout. All of these activities can help them see what the NMRA has to offer all of us in the hobby. No, not everything will be a good fit for everyone, but something just might fit as a missing piece in their modeling world. If we don't invite them in, I know that they probably won't get involved.

As a final note, I'd like to touch on something that was pointed out to me this past February. Not all of our NMRA involvement involves NMRA activities. At O Scale West, even though it was not a NMRA event, many of the folks involved with making the event as good as it was were NMRA members. At the National Narrow Gauge Conventions, while the event is not a NMRA activity, quite often one will find NMRA members in the thick of things. The key here is that while an event that we might be involved in may not be a NMRA event, each of us has the opportunity to step up as a NMRA ambassador and let folks know what we as an organization have to offer. So the next time you put your hand out to greet someone at any railroad or model railroad event, take a moment to put in a good word for the NMRA and the PCR in particular. We at the local level are what makes the NMRA what it is. Most of us will never get to the national headquarters, several will never attend a national convention (especially out of our home area), yet all of us can lend a hand of encouragement to up and coming modelers near where we live. You never know, you might just make a friend that will stay with you for the rest of your life. But if you don't extend that hand, no one will ever take it.

Until next time, take care and keep the trains running.

Pat

Branch Line

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From the Fireman's Seat

by Ed Merrin, PCR Vice-President

My inspiration for this edition of my column fits right in with my concern about the aging of the PCR membership.

To recap, I've become a sort of worry wart, thinking about how many of us in PCR are happily growing old together while the "younger" membership diminishes. I have a dreadful feeling that we could become a dying breed, part of an organization that has less and less people left to do the work necessary to keep things going. In the last Branchline I posted a couple of graphs derived from the PCR membership data that did little to calm my fears. Basically, the average age of PCR members is now about 62, and the average age we joined at is 44. But only 13% of the current membership is under 50. So we are not acquiring many new members entering when we did. By the way, the mean age of our members is consistent across divisions, 63.0 for Daylight, 61.1 for Coast, 62.3 for Sierra, 62.5 for Redwood Empire, and 63.5 for Hawaii.



It also leads me to think about what would interest younger people to consider joining NMRA/PCR. I've seen and heard lists of things that make NMRA worth joining, and one item always high on that list is something called "fellowship." Apart from Lord of the Rings, I suppose what we mean by that is you meet new friends, have events with your friends, and in general become part of a social network, if you can excuse the phrase. This is all very true. But how does a social organization of mostly 60 and 70 year-olds appeal to folks in their 40s? Sounds to me like hanging out with your parents. Do you still remember what that was like?

Now I have heard that I shouldn't worry about appealing to younger folks because they're too busy with starting their careers and families anyway. I have no problem with that idea, but I'm not sure how true it is. Meanwhile, take a gander at old issues of the Branchline; most of the names you see are very, very familiar, but they get reshuffled into various posts. It's a little like musical chairs.

As I was pondering what to say in this column, I had a surprise visitor. I was filling up a can with leaves by the side of my house when voices came up from the direction of my long, steep driveway. It was my neighbor Reuben, who lives in the house in front of my flag lot. He was escorting his seven year-old son, Aidan, up the hill because Aidan had expressed curiosity about who was up here. Apparently he thought that we lived in the little well house down near his yard, so Reuben decided to show him our actual house.

Not one to miss an opportunity, I said "Want to see the trains?"

Reuben did a double take, since he had no idea there were such things up here. Aidan lit up like a roman candle and into the train room/AKA garage we went.

On his own and without prompting, Aidan asked if they "moved" and I gave him a throttle. It took him very little time to get the hang of running an engine, reversing direction, and even stopping it without running off the end of the track into the Petaluma River. Then he pointed to another engine and

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Vice-President (Cont.)

asked if that one moved also. Fortunately, that engine was on the same throttle's stack (thank you Mr. Lenz) and off we went again, this time with sound; Aidan took instruction like a pro on how to operate the horn. As he left Petaluma the new engineer directed his engine over the trestle and eventually entered the town of Santa Rosa, but an obstacle lay ahead. I was in the midst of a project in Willits, on the deck above, that required drilling holes. To protect the scenery in Santa Rosa I had laid newspapers out that lay across the tracks. I alerted Aidan, and he quickly put on the brakes. With his Dad's help he managed to reverse the engine and back up to return to Petaluma.

As Rueben and Aidan walked out, Aidan kept chatting away about his experience, including an extensive discussion of how he had avoided a collision with the newspaper. This continued as they walked back down the driveway.

I took a couple of things from this experience. First, Aidan has had limited exposure to trains in his young life. They stopped running in Santa Rosa before he was born, and I doubt he's had a chance to see one of the occasional trains coming through in the last few months. Yet he knew what they were and he was excited to see them. It was like offering him ice cream. That suggests to me that our hobby has a future we just need to tap into. I suspect I might have burned in a new neural circuit that he's going to be responding to for a long time. Future modeler? Will his father grow to hate me as Aidan starts pestering him for a train?

The other thing that struck me was his pure joy at seeing and operating a model train, without a lot of grown-up stuff covering it up. I think that what Aidan saw and felt is what we all go through. That's what got us going in this hobby and that's what keeps us here. That's what we have to tap into.

I'm not saying that there aren't active attempts to involve youth going on in PCR right now. Those efforts don't seem to get much press or attention, though. How about sharing with us all what you've been doing with kids, young people, whatever? My email box is always open.

Ed

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR, Manager, PCR Achievement Program
Department



Continuing our discussion on various AP certificates, this month we'll re-review the requirements for Author, with an emphasis on the newest way to share information, the Internet. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site, www.nmra.org. You can also get a copy of the requirements by calling me.

For this category, points are awarded for published articles or drawings, developing web sites, or presenting live clinics. In all cases, the subject **must** be model railroading (i.e., articles or clinics on a railroad prototype do not count toward the total score unless it includes significant information on how to model the particular prototype).

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Achievement Program (Cont.)

To earn a certificate for Author, you need to accumulate a total of 42 points. The number of points awarded for your efforts is dependent on the type of publication and the type of article or drawing as shown in this table:

Item	Points Earned Per Full Page			
	National Publication	NMRA National	NMRA Region	NMRA Division & SIGs
Article or Column	3	3	2	1
Photos or Art Work	3	3	2	1
Scale Drawing of Prototype	6	6	4	2
Scale Drawing of Track Plan	3	3	2	1
NMRA Data/RP Sheet-One Subject	-	6	-	-

Keep in mind the following guidelines:

- * A "page" is approximately 1200 words. Credit may be claimed for partial pages down to quarter pages.
- * NMRA Publications (including SIG publications) with a circulation of more than 2000 may be considered National Publications; those with a circulation of more than 1000 may be considered Region Publications.
- * Material published in 100% NMRA Club publications earns half the number of points as for an NMRA Division publication.
- * No more than half of the total required points (21) may be claimed for Division or 100% NMRA Club publications.

In the case of articles for one of the commercial publications, you do not need to wait for actual publication. A copy of the submitted article and a copy of the acceptance receipt is sufficient. However, you might find that the final article is actually longer than anticipated once you see the article in print which might impact your points.

Note that you can also receive credit for presenting live clinics at National or Regional conventions, Division meetings, etc. In order to be eligible for credit, the clinic must be prepared and presented by the member applying for the certificate, it must be at least 30 minutes in length, and it must include a handout (a copy of the handout must be included with the certificate application). Points for presenting live clinics at NMRA sponsored events at 6 points (National), 4 points (Regional), or 2 points (Divisional). Clinics given at a non-NMRA sponsored events earn one-half the points. A live clinic can only be claimed for Model Railroad Author points once, even if it presented more than once. (If you present it more than once, it counts toward Association Volunteer.)

You can also get credit for publishing material on the Internet. This material earns credit at the same rate as Published Articles in Region publications as listed in the table. All photos, drawings, etc. are treated as 1/3 of a page. Material that is published in more than one place or way (for example, both in a magazine and electronically, or in multiple electronic formats) can only earn credit once.

The address (URL) of the material must be included with the certificate

Continued on Page 9

Call Board - Divisions (Cont.)

RED (Cont.)

Webmaster

Gus Campagna
(707) 664-8466
campgus@earthlink.net

Hawaiian Division

(Hawaiian Division offices and positions are currently vacant)

Achievement Program (Cont.)

application. Material which is published on a non-publicly accessible forum (e.g. a private BBS or as e-mail) is not eligible for credit. In addition, no more than half of the total required points (21) may be claimed for publications on the Internet. Because of the nature of the web, final determination of what material is acceptable for credit, and how much credit it earns, lies with the AP Department Executive Vice Manager. For material that is the work of more than one person, each person may claim 1/2 of the applicable points, provided that they did at least 40% of the work involved.

Of all of the AP categories, Author might be the easiest to document. Simply attach photocopies of the particular articles to your Statement of Qualifications along with a summary of your points for each item. Send the completed SOQ to your Divisional AP representative, **along with a photocopy of your NMRA membership card** and you are on your way toward another certificate!

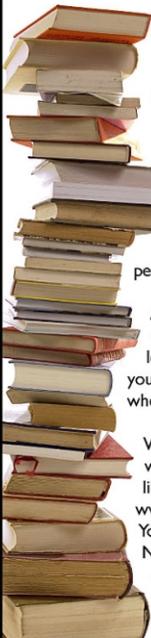
I am pleased to announce the following Certificate of Achievement awards since the last issue of the *Branchline*:

Larry Altbaum - Association Volunteer
Frank Markovich - Master Builder - Structures
Frank Markovich - Master Builder - Scenery

Congratulations to both of you!

There will be an opportunity during the Siskiyou Summit 2012 PNR-PCR Joint Convention in May to have models evaluated for the Achievement Program. This will be a way to find out if a model scores at least 87.5 points without the need to complete the paperwork required to enter it in the Model Contest. A team of AP assessment volunteers will be on hand starting Friday afternoon to do the assessments. Modelers are in the room with the AP assessment teams and available to answer questions or provide additional detail.

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.



**Check out
6,000 train books.**

Or 100,000 train photos. Or 50,000 train magazines. In fact, there are a **lot** of things you should be checking out at the National Model Railroad Association's Kalmbach Memorial Library. You'll find everything from prototype railroad periodicals to vintage model kit instructions.

As an NMRA member, you have easy access to everything – it's all just a phone call, letter, or email away. Our staff will even help you do research about virtually any train topic, whether it's model or prototype.

Visit one of the world's largest train libraries at www.nmra.org. You'll find that the NMRA has a lot to offer modelers.

We make it even more fun.

www.nmra.org
423-892-2846

Check it all out!

PCR Membership Gauge

March 1, 2011—1,116
April 1, 2011—1,127
May 1, 2011—1,147
June 1, 2011—1,152
July 1, 2011—1,173
August 1, 2011—1,369
September 1, 2011—1,372
October 1, 2011—1,362
November 1, 2011—1,348
December 1, 2011—1,339
January 1, 2012—1,329
February 1, 2012—1,323
March 1, 2012—1,312

Calling on Judges

By Giuseppe Aymar- Manager, PCR Contest Department

Simple Quiz: Multiple Choice
A Volunteer Organization, like the Pacific Coast Region, is made up of:

- 1-Paid chairmen and Committee members (we are talking \$\$\$ millions here)
 - 2-Career officials
 - 3-Well trained and know-it-all MBAs from Stanford
 - 4-Volunteers who **donate** their time and effort for the betterment of the Organization
- Pick the best choice.

You picked #4? You are absolutely right. So, now what? Well, it shows that you , the reader, could be a Volunteer during this Convention of

Continued on Page 10

Calendar

March 24 & 25, 2012 - 10:00 am to 5:00 pm, Annual Spring Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

March 30, 2012 - 8:00 to 10:00 pm. Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

March 31 & April 1, 2012 - 10:00 am to 5:00 pm. Annual Spring Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

April 14 & 15, 2012 - North American Model Train Show, Solano County Air Grounds, Vallejo, CA.
<http://www.namrshow.com/>

April 21 & 22, 2012 - 10:00 am to 5:00 pm (Sun. to 4:00 pm) - Spring Model Train Show, Tehachapi Loop Railroad Club, West Park, 491 West "D" Street, Tehachapi, CA. Come see operating train layouts in large scale, Lionel O gauge, N and HO modules. FREE!

April 27, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

April 28 & 29, 2012 - The California Central Coast On30 module group and the Yosemite Short Line On30 group will have their respective layouts on display at the Roaring Camp & Big Trees Railroad in Felton,

Continued on Page 11

Contest (Cont.)

ours. Yes, you can Volunteer to become a Judge in the Contest room, or a Volunteer somewhere else during the Convention. But since I am specifically speaking of the Contest, why not choose to become a Contest Judge? Are you nuts? Me, a Contest Judge? I, I, I.....nenneneneever judged anything in my life; I,I,I couuuuuld neeeeeever judge. Don't know how to do it, too scared to do it, do not have the time to do it, what if I know one of the modelers in the Contest, what if I **BLOW IT!!!!**

Nonsense. First of all you get a free lunch compliments of the Convention Committee. Secondly, you will get basic training and will be working with an experienced judge, so you will not be left in a lurch. Thirdly, you will get a great **Thank you** for stepping up to the plate. Fourthly, once you do it you will catch the bug and become hooked, for it is a lot of fun (and work). The friendships you make, the reward and pride you feel for a job well done and the satisfaction of having been a part of the Convention, all that will be your reward. And the free lunch.

Please send me an e-mail: "Yes, I want to be a Judge at the Convention in Medford" at: Giuseymar@aol.com. Or call me at 707-291-0701.

I will notify you when the training session will take place, or if you can't make it then, we'll get together prior to the Contest judging to give you basic training. But call. **We need you.**

Thank you in advance for your support.

Guiseppe

The Answers Are Out There

by Bob Pethoud, Daylight Division Member Services

In the last column we looked at a model track plan which bore a resemblance to a few prototypes; this time we'll consider a prototype yard which has several implications for modeling. The illustration on page 11 shows the arrangement of tracks on Southern Pacific's west side line of the San Joaquin Division through Dos Palos (between Los Banos and Firebaugh) in the 1970s.

The yard is small enough that one could make a credible HO scale model of it on a narrow shelf maybe 8 to 12 feet long, but there are so many freight car spotting locations that the local freight would be here for hours making all the required pick ups and set outs. Note the nice mix of facing point and trailing point spurs, the double ended track for beet loading, and the S-curve on the house track. Be aware that the spurs are each long enough for several car spots. The siding (just above the main) is long enough for most meets and there is plenty of additional track to stow a non-clearing train (one that is too long for the siding).

This track arrangement is an example of what Tony Koester likes to call a Layout Design Element (LDE). An LDE is just a recognizable portion of a prototype railroad which features an industry, junction, yard, town, or other operational or visual point of interest. For more about LDEs, see Model Railroad Planning since 1995 or Tony Koester's latest book on the subject, Realistic Model Railroad Building Blocks, published by Kalmbach in 2005.

Continued on Page 11

Calendar (Cont.)

CA. The layouts will be in Roaring Camp's Bret Harte hall. There is no additional charge to see the displays apart from Roaring Camp's nominal parking fee.

May 2 - 5, 2012 - Siskiyou Summit 2012 Joint PNR / PCR Convention, Red Lion Hotel Medford, 200 N. Riverside Ave., Medford, OR.

May 2, 2012 - 8:00 am, PCR Board of Directors Meeting, at Siskiyou Summit 2012, Jackson Room, Red Lion Hotel, Medford, OR.

May 2, 2012 - 8:00 am, PNR Board of Directors Meeting, at Siskiyou Summit 2012, Douglas Fir Room, Red Lion Hotel, Medford, OR.

May 4, 2012 - 7:30 am, PCR Annual Business Meeting, at Siskiyou Summit 2012, Jackson Room, Red Lion Hotel, Medford, OR.

May 4, 2012 - 7:30 am, PNR Annual Business Meeting, at Siskiyou Summit 2012, Douglas Fir Room, Red Lion Hotel, Medford, OR.

May 12, 2012 - Sierra Division meet. Contact Jim Long for details.

May 19, 2012, noon to 5:00 pm - Redwood Empire Division Spring Meet, Monroe Hall, 1400 West College Ave., Santa Rosa, CA.

May 19 & 20, 2012 - 11:00 am to 6:00 pm, Model Train Show,

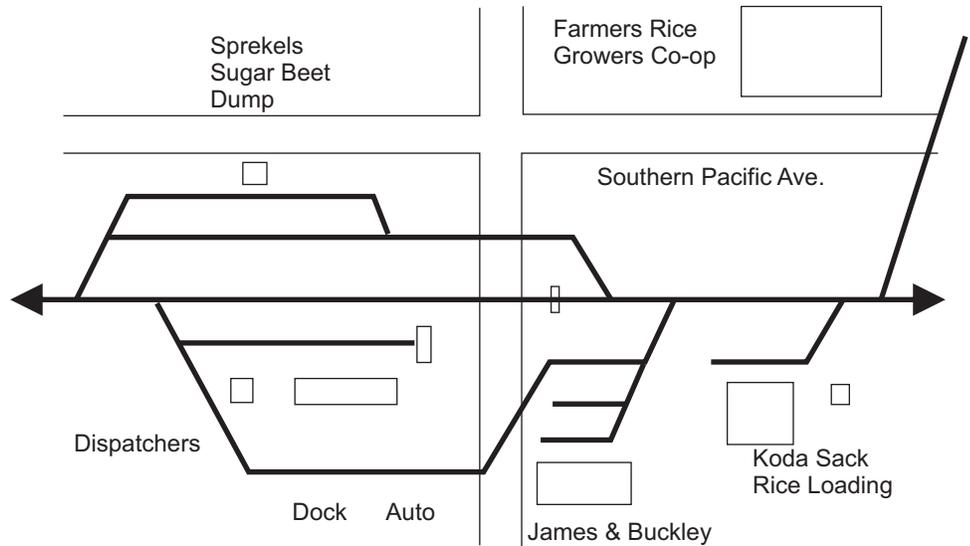
Continued on Page 12

Jan-Mar 2012

Answers (Cont.)

An LDE that inspires you can be made part of the track plan for your model railroad. In fact, a reasonable way to create a track plan is simply to string together a number of your favorite LDEs. Curve the main line to fit your available space, add a staging yard or two, and the plan is complete.

Dos Palos MP 153.0



One major goal in designing a track plan is a model railroad that will be fun to operate. My view of model railroad operation is that it has three aspects or facets:

1. Way freight switching—making pick ups and set outs at industries
2. Yard switching—classification (organizing cars into different trains) and blocking (ordering the cars in a single train)
3. Road maneuvers—meets and passes of whole trains on the main line

A particular model railroad can emphasize any one, any two, or all three of these. My personal preference is to include all three, since they can all be enjoyable and the space required is not as much as many modelers believe. For example, a shelf layout of Dos Palos provides plenty of scope for way freight and yard switching just as it is shown. If you were to extend the main line several feet in both directions, you could put a small stub-ended yard at each end for staging. The resulting railroad would fit into a small bedroom and would permit all three types of operation.

With all of that in mind, here are my four suggested rules of thumb to promote interesting operation:

- a. **Include as many spurs as you can.** An examination of the trackage on any freight-hauling railroad will reveal an enormous number of spurs in any industrial area, so maximizing the number of spurs will increase the operational realism.
- b. **Strive for variety in spur arrangements.** This is not always like the real railroads, but it certainly makes for more enjoyable switching on the model.

Continued on Page 12

Branch Line

11

Calendar (Cont.)

Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

May 25, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

June 2, 2012 - 9:30 am to 5:00 pm, Daylight Division Spring Meet, Glenn Sutherland's, Mariposa. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, BBQ Lunch, Layout Tours. See the website for more details in March after the Winter Meet.

June 23, 2012 - 9:00 am to 5:00 pm, BAPM 2012 - San Francisco Bay Area Prototype Modelers Meet, St. David's School Hall, 871 Sonoma St, Richmond, CA 94805. For more information, please visit our website.

June 29, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

July 27, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

July 29 - August 4, 2012 - Grand Rails 2012, NMRA National Convention and National Train Show, Grand Rapids, MI.

Continued on Page 13

Answers (Cont.)

- c. **Include several sidings and adequate staging.** Basically, this is to allow the proliferation of road maneuvers.
- d. **Build in challenges.** Don't make every switching assignment a head-scratching puzzle, but do plan for these if possible:

Multiple spotting locations on each spur. This will sometimes make it necessary to pull out a car from behind another one which needs to be left in place.

A single-track main line will make the meets and passes much more compelling.

Sidings should be long enough to accommodate most trains, but occasional non-clearing trains add interest.

That's all for this time. Feel free to contact me with comments and questions at pethoud@comcast.net.

Preparing for Contest at the next Joint Regional Convention in Medford

By Giuseppe Aymar, Contest chair

Close to sixty days remain before most of us will gather in Medford. Our Contest has been a source of pride in the PCR. The fact that we will be sharing our Convention with the PNR should be looked upon as a wonderful opportunity for the two Regions to shine, and, if you allow me to say it, show off the beautiful work of modelers of each Region. Well, to do that we as modelers need to get the models to the Contest room. Some modelers will want to enter the Contest, others will want to enter the non-judged display table (our Show & Tell), yet others will want to enter the AP assessment. No matter what your choice, you need to get the models, photographs, Arts & Crafts to Medford. The time to start getting ready is now.

I personally can vouch for the beautiful plaques, ribbons, certificates which will be handed out at this Convention. Make it so that one of them will go home with you. Even if you have never entered a Contest before, try it this time and you will find that the process is simple and rewarding.

May I suggest bringing the paperwork all filled out ahead of time. Simply turn it in with your entry when registering in the Contest room. If you have any questions, John DeSteele and Giuseppe Aymar will be there to help you. In fact if you prefer, you can always e-mail me at Giuseaymar@aol.com with questions about paperwork anytime between now and the Convention. I will help you fill out the information needed, or critique and make suggestions on your paperwork so you can get the maximum number of points. As you know, no entry is too small or simple or not worthy of the Contest. Some of you who are reading this know I am talking to you personally. You know who you are!!!

The Contest is really a celebration of the skills of modelers; anything put together or created by our hands is a celebration of creativity and enthusiasm, showing how much we enjoy our hobby. Don't forget: this is, after all, a Hobby. Everything we do should be for enjoyment, for fun, for that magical moment when the world outside does not matter. Just like when we go to Disneyland. How many of you worry about your problems when you

Continued on Page 13

Calendar (Cont.)

August TBA, 2012 - 10:00 am to 5:00 pm (Sun. to 4:00 pm) - Summer Model Train Show, Tehachapi Loop Railroad Club, West Park, 491 West "D" Street, Tehachapi, CA. Come see operating train layouts in large scale, Lionel O gauge, N and HO modules. FREE!

August TBA, 2012 - 9:30 am to 5:00 pm, Daylight Division Summer Meet, Bakersfield. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours.

August 18, 2012 - RED summer picnic at Westside Farms.

August 31, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

September 12 - 15, 2012 - Seattle 2012, 32nd National Narrow Gauge Convention, Meydenbauer Center, 11100 NE 6th St, Bellevue, WA 98004.

September 15 & 16, 2012 - 11:00 am to 6:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

September 15 & 16, 2012 - 10:00 am to 4:00 pm, The Great Train Expo, Santa Clara County Fairgrounds, 344 Tully Rd, San Jose, CA. Adults: \$7.00, Kids under 12: Free!

September 28, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad

Continued on Page 14

Jan-Mar 2012

Contest (Cont.)

stroll through the Magic Kingdom?

Arts & Crafts, which is open to anyone, is really an incredible opportunity to show creativity, while photography does not involve having to build anything. Go to the web-page of the Convention; there under the Contest heading read about Arts & Crafts and Photography.

Remember that we have a Levity award for those who see the humor in things; and the ingenuity Award for the creative types with a hint of devilishness in them.

Pull up your sleeves, get those creative juices flow and bring something to the Contest room, or as I should call it, the FUN ROOM.

As Julius Caesar used to say: "Let the Games begin."

Pacific Coast Region SIG Report for First Quarter 2012

By Seth Neumann

Our big news for first quarter was the annual PCR/LD/OP SIG meet January 28-30. About 120 members attended our clinic program at a new venue, the Mountain View Community Center on Saturday, and 80 members operated at 10 layouts on Sunday. I had a full crew at the UP in Niles Canyon and they did as great job running the whole schedule. I hear other crews did well, too. The South Bay was featured on the tours Saturday night and I certainly had a good turnout. Thanks to all the clinicians, staff -- especially Hilding Larsen who once again provided professional audio at the clinics, and owners who graciously opened for us!

A group of six Bay Area operators made it to Kansas City the last weekend in February to Prairie Rail, a very large invitational operations meet which featured 25 large layouts. Each attendee participated at 4 layouts starting Friday night and ending Sunday Noon, making it truly an "Op 'til you Drop" weekend. There are many such meets around the country including a new one this March in the Puget Sound area and another about to start in the Los Angeles area. There are now many such opportunities to visit and operate. If you are interested in participating, please contact me (info below) and I'll keep you posted on the events as they come up!

I tend to focus on OPSIG meets because they are frequent and get a lot of folks together, but LDSIG is here year round and exists to help you design the best layout for your needs. Please get in touch by email or catch me, Jim Providenza, Byron Henderson, Dave Clemens or any of the SIG members at a region or division meet if you need some advice or consultation on your

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Branch Line

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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 NMRRA Magazine.

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

Diamond Level - Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRRA's 75th Anniversary commemorative painting, and have your name and photo printed in NMRRA Magazine.

Make a contribution that will make a difference for decades. Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.



Calendar (Cont.)

Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

October 11 to 14, 2012 Annual Conference, Southern Pacific Historical & Technical Society, Ventura Beach Marriott, Ventura, CA.

October 26, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

October 27 & 28, 2012 - 10:00 am to 5:00 pm, Annual Fall Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

November 3 & 4, 2012 - 10:00 am to 5:00 pm, Annual Fall Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

November TBA, 2012 - 9:30 am to 5:00 pm, Daylight Division Fall Meet, Santa Barbara area. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours.

November 16 - 18, 2012 - Friday: 8:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

Continued on Page 15

SIG Report (Cont.)

layout design or operations plan. We hold consultation programs at the SIG meet, PCR (and PNR) convention and the NMRA national, as well as locally by arrangement.

Looking ahead:

Joint PCR/PNR Convention "Siskiyou Summit", Medford OR, May 2-6 2012

NMRA National Convention "Grand Rails, 2012", Grand Rapids, MI July 29 - August 4, 2012. See the gr2012.org website for information on LDSIG and OPSIG events.

Seth Neumann, sneumann@pacbell.net

Made In The PCR, An Occasional Series

By Steve Wesolowski

You probably know we're very lucky to live in PCR with many talented modelers who are also innovators, some of whom become designers and suppliers of new model products. Cliff Grandt's family's Grandt Line Products (<http://www.grandtline.com/>) and Eric Bracher's Rio Grande Models (<http://www.riograndemodels.com/>) are only two of many 'local' examples over many years.

My Elsie/HOn30 buddy, Ken Lunders, began Steven's Creek Models (<http://www.hon3.com/>) to produce more of models he wanted to build using CAD/CAM tools from his 'day job'. After drawings are done, along with what he wanted to personally build, he made some more sets, "bringing quality model railroad products to market at reasonable prices."

Like many model manufacturers, SCM is a person: Ken does everything necessary to produce limited run kits for any others who want to build what he wants to build, or kit bash something similar. Recently Ken sold most of SCM's product line to another Elsie, Richard Shepard of RSLaserKits in Salem, Oregon (so, Made Near the PCR!) (<http://www.rslaserkits.com/index.html>) I see Richard is producing some former SCM kits in some new scales, along with his many other new creative products in the works.

Ken/SCM is still selling SCM's pre-cut custom glazing, Seagulls, and last kit: Jack's Cabin Water Tank, at www.hon3.com and some one-offs: beautiful built models of his kits. Check 'em out!

I was reminded of this again at 2012 O Scale West (<http://www.oscalewest.com/>) in Santa Clara (OSW is also Made In The PCR!) where I saw the first product of Wayne Perrier of Morgan Hill's American Tie and Timber Company (www.americantieandtimber.com), The Gapmaster. Wayne's website explains The Gapmaster "allows you to create perfect electrical gaps on trackwork while eliminating any possibility of derailments or misalignment forever...on both straight[s] and curves...a substitute for plastic insulated railjoiners that are unsightly and ineffective." It is available in a wide array of sizes to match exact dimensions (including thickness) of handlaid track and flextrack.

The Gapmaster products are pre-tinned, pre-gapped PC Board tie sets, tie pairs in large scales and 4 tie sets in small scales, from Z/Nn3 and up to G/#1. I haven't used the Nn3 Gapmasters I bought yet, but I 'know' from

Continued on Page 15

Calendar (Cont.)

November 23 - 25, 2012 - Friday: 2:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 30, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

December 25, 2012 - December 28, 2012 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

April 3 - 7, 2013 - Iron Horse Express 2013 PCR Convention, Holiday Inn Dublin, Dublin, CA

June 6 - 9, 2013 - Rails Along the Rio Grande 2013, Rocky Mountain Region Convention, Albuquerque Marriott Pyramid North, Albuquerque, NM. Info: Al Hovey, RARG 2013 Chairman, alhovey@comcast.net

July 14 - 20, 2013 -Peachtree Express 2013 NMRA National Convention and National Train Show, Cobb Galleria Centre, Atlanta, GA

August 28 - 31, 2013 - 33rd National Narrow Gauge Convention, Hilton Hotel, Pasadena, CA

Continued on Page 16

Made in PCR (Cont.)

soldering my Z Nn3 module track on un-tinned PCB ties using these should make smooth operating railgaps much easier in any scale/gauge. For only \$5, Wayne will send you samples to try in any scale/gauge: a great idea to see if you like it before you buy more of them; I think you will.

While I'm discussing track products Made In The PCR, I also recommend looking closely at some other fine track products produced by two other PCR members. The first is John Houlihan, The Irish Tracklayer, at <http://www.irishtracklayer.com/> has developed many different O, S and HO Scale Track products, along with many other non-track products, way too many to list here!

Andy Reichert of the Proto:87 Stores (www.proto87.com) "designs and manufactures all sorts of unusually prototypically accurate track and turnout kits, parts and the only USA NMRA HO Warranted track and turnout building fixtures. The workshop is located about only 200 yards from the AMTRAK Coast Starlight route near Grover Beach Station. So we get the inspirational rumble of those and the Surfliners several times a day."

Although I haven't used his products (Yet!), from what I can see, anyone interested in realistic looking HO code track (even for On30!) products (including rail and wheels) should look at Proto:87 products as The Standard to judge any similar products by, including RPM models. If realistic scale prototype appearance is what you really want, I recommend you start at Proto:87.

As not much of a Standard Gauge-er, I'm eager to try some of his proto Code 40 rail for HOn18 track, and some of his wheel sets for other projects, to improve their appearance. I'd also like to try some of his tie plates and spikes for some contest models.

NOTE: You see no pictures with these reviews because their websites have more pics than BL has space, with much better resolution--www.americantieandtimber.com even has how-to videos!

A PostScript:

Because my previous BL article mentioned the sudden "maturing" of my right eye cataract, I wish to deeply thank fellow PCR Member Thomas J. Diamond, M.D., a retired ophthalmologist, who emailed me because Tom was "concerned about your sudden loss of vision. Although there could be a number of causes, anyone of any age noticing sudden loss of vision should seek medical attention immediately. I hope you did so."

From all I've learned about human vision from Richard Meetz', M.D.'s "Vision & The Aging Modeler" clinic at X2011West, from my personal experiences and research, Dr. Diamond is 100% right. I visited an M.D. soon after my vision worsened and her cataract surgery 5 weeks later on my right eye improved my vision from less than 20:400 to 20:25 or 20:30, better than I've seen in 50+ years! I appreciate how lucky I am my problem could be fixed! Now I can barely wait for my left eye cataract to 'ripen' so it can be replaced! Did you know real trees have branches and leaves again!

I hope to build even better, cleaner, sharper models than before now that I can see some detail flaws in models I've built, even those few earning Merit Awards. My whole life, including modeling and other detailed work I enjoy doing is much more enjoyable now that I can see clearly again! Every day I'm grateful I'm lucky enough to have my clear vision restored. I enjoy

Continued on Page 16

Calendar (Cont.)

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

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

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

July 2015 - NMRA 2015 National Convention and National Train Show, Portland, OR

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

PCR Board of Directors

The next PCR Board of Directors Meeting will be May 2, 2012 at the Red Lion Hotel, 200 N. Riverside Ave. Medford Oregon at 8 AM.

E-mail from Tom Crawford,
*PCR Secretary/Coast
Dispatcher Editor*

In Memoriam

Tyler Knighten, Fair Oaks, CA; Joined 1/1/1962

Richard Mizgorski, San Jose, CA; Joined 1/1/1977

R.D. Updyke, Taft, CA; Joined 1/1/1967

Jack Wall, Livermore, CA; Lifetime Member; Joined 1/1/1975

Made in PCR (Cont.)

everything I can see again. I know some are not as lucky: five weeks of blurred vision helps me understand some of their problems. As modelers, I think most of us depend on our vision for the majority of our enjoyment of trains.

A Real Surprise:

Once again, I've learned once again how nice 'real' train employees can be when you mention how much you enjoy what they get to do for a living: trains. Other train employees have told me where to watch for trains, and other helpful tips, but Saturday, March 3rd, one really surprised me:

About 9 AM in Fresno Robin & I were walking our Jack Russell Terrier, Buzz, when a UP employee backed up to leave the La Quinta Inn. He started to leave, then backed up, so I walked to his window.

He said he didn't see us behind him while backing, but I said we saw him/he didn't get even close. I mentioned how COOL it was, as a Model Railroader, to see 7 UP trucks including TWO RoadRailers parked overnight at LaQuinta-- I'd never seen so many UP trucks outside Roseville and now I had more detail pics to model from! He asked where we were from & what I modeled. I said Cupertino/San Jose, the old SP Narrow Gauge near Keeler and the South Pacific Coast NG from Alameda to Santa Cruz are my faves, but All trains are Good. He said they were laying track just North along 99 with some Russian equipment (I spotted them while driving home a half hour later).



Then he said 'I looked the right size' (?), got out of his truck, took off his insulated work vest and put it on MY back! He said I must know the "Heavy Steel Crew RailDog" embroidery in front is very special and only earned after several years proving yourself a true Rail Gang Team Player, and now I could & should show my train friends I'm an Honorary RailDog! I was so surprised I nearly forgot to ask his name, say Thanks and shake his hand before he drove off. I'd mentioned Kern County's Model Train Show next weekend; he said they work 8 days on/8 off so he might make it, but he had to get to work and left. It only took about 3 minutes for this stranger to give me the jacket vest off his back!

I can't imagine any more special or amazing 60th B-day surprise this month, maybe ever. Wow! I started calling Buzz "Raildog" during our drive home and I wear my Raildog vest every chance I get.

Happy trains to you! Until we meet again!

Membership By Divisions

As of February 29, 2012
Coast – 560
Daylight – 158
Hawaiian – 18
Redwood Empire – 164
Sierra – 412

PCR annual business meeting at the convention
(Membership meeting)

Friday May 4, 2012
7:30 AM
Jackson Room
Red Lion Hotel
Medford, OR

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InfoNet News

By Gerry Leone, MMR, NMRA Communications Director

January report -

It's a new year and a new InfoNet News eblast! The Kalmbach Library's immensely popular "The Postwar Freight Car Fleet" book has sold out.

The Grand Rails 2012 Convention still has some space left for modular layouts at the National Train Show so if someone in your Division or Region wants to show the world what they've done, go to www.gr2012.org and click on the "Contact us" page. Have them tell the committee what they've done and the committee will get things rolling.

More Grand Rails 2012 news: The convention has some great things planned for non-rails. There's a cooking demo that will make attendees think they're watching a stand-up comedian do a cooking show and great entertainment at the luncheon in one of the most beautiful ballrooms in the country. There's also a ride on a dune schooner to see the 1100 acre Saugatuck Dunes! Have non-rails go to www.gr2012.org for all the details.

And some of last month's important news bears repeating: This year registration for Grand Rails 2012 will be handled in a new way. Instead of the large registration package inserted into NMRA Magazine, the full package can be downloaded from www.gr2012.org. Those who prefer a printed piece can send their request, along with their name and address to: GR 2012 Registrar, 4165 Costa NE, Grand Rapids, MI 49525. There will also be a registration form and ad appearing in an upcoming issue of NMRA Magazine.

NMRA elections. The official ballot was prepared by the National Nominating Committee according to the procedures laid out in the Regulations and the Executive Handbook (available at www.nmra.org). It will appear as an insert in the center of the February issue of NMRA Magazine, which will be mailed to all voting members. Ballots must be returned to NMRA headquarters, "Attention Ballot Committee," and must be postmarked by April 10, 2012 and received by April 15, 2012. Here are the job titles and candidates as they appear on the ballot:

President: Charles W. Getz, IV, HLM

Vice President - Administration: Howard Goodwin, Clark Kooning, MMR, Dave Thornton

Vice President - Special Projects: Bill Kaufman, James "Lump" Lupfer

At-Large North American Director - Mike Brestel, Miles Hale, MMR

Eastern District Director - John Roberts, MMR, HLM

Pacific District Director - Mike Bartlett, Kelly Loyd, Rob Peterson

February report -

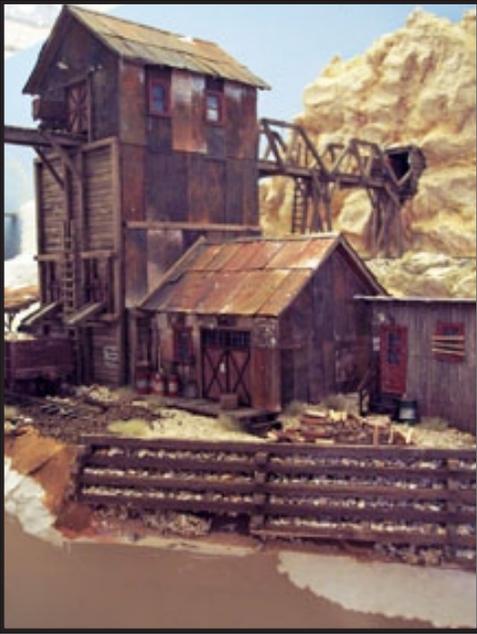
Quite a bit of news came out of the Winter NMRA Board of Directors meeting last week. I'm going to split it between this edition of the InfoNet News and next month's, to make sure you get a chance to see everything.

News from the Board meeting:

Tom Draper, manager of the National Train Show, reported that the number of booth sales for the show at Grand Rails 2012 is currently at

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InfoNet (Cont.)



**Just another Campbell Mine?
You might be surprised to learn
why George Gibson built this
model. Read about it on page
24.**

features:

the same level it was at this time last year for the show in Sacramento.
After a necessarily short search by the NMRA Canada Nominating Committee, Clark Kooning volunteered for an appointment as NMRA Canada Director when Don Hillman stepped down from the job for health reasons. We wish Don all the best, and thank Clark for his willingness to serve at the last minute.

Financially, the NMRA ended 2011 in very good standing and is currently rebuilding some of its funds from which it had borrowed in the past. In addition there is currently enough money in the budget to hire an IT professional to repair, maintain, and update the NMRA website.

The NMRA has announced an agreement of cooperation between itself and the Hasea.com Model Railroad Association (HRMA) of China, a community of over 100,000 railfans and model railroaders. The HRMA, a relatively young organization, is interested in learning how the NMRA is organized, and will promote NMRA standards in China. Members of both organizations will be able to enjoy the many benefits of each. A press release and story will appear shortly in NMRA Magazine.

The Board is in the initial stages of studying electronic balloting as a way of both saving on postage and encouraging additional member participation.

More Board meeting news next month!

And some other news:

The Grand Rails 2012 website at www.gr2012.org now has these new

- A page for the Layout Design Special Interest Group
- The Operations Special Interest Group Sign-up sheet
- PDF copies of all of the traditional Registration forms
- A complete list of all of the extra fare events and tours
- A schedule of days and times for most scheduled events
- More Sidetracks events for the non-rails
- The Silent Auction schedule
- The contest room schedule

Have members who are interested in the Achievement Program? Yours truly was interviewed on The Model Railway Show about it. Trevor Marshall talked to me about my road to MMR, and the hurdles and joys of taking it. Episode 32 is available for listening or downloading now at www.themodelrailwayshow.com or through iTunes, and will be available through The Model Railway Show's online archives after March 1.

March Report

As I promised last month, here's the remainder of the news that came out of the winter Board of Directors meeting, held February 8 & 9, 2012, in Las Vegas.

News from the Board meeting:

The NMRA has a new Development Department Manager, charged with seeking out new donation sources and methods, and coming up with ways to expand our fund raising potential. Alan Anderson of Salt Lake City,

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Branch Line Deadlines for 2012 & 2013

JUL-AUG-SEP Issue
Articles due by
June 10, 2012

OCT-NOV-DEC Issue
Articles due by
September 15, 2012

JAN-FEB-MAR Issue:
Articles due by
December 10, 2012

APR-MAY-JUN Issue:
Articles due by
March 10, 2013

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



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Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

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InfoNet (Cont.)

UT, volunteered to fill the slot, which had been vacant for several years. In his full-time job, Alan works with a Salt Lake City area chamber of commerce.

The "Cruise Convention" idea was officially declared "not popular enough to pursue." Initial estimates, dictated that the idea receive approximately 800 firm commitments from NMRA members, and only about 300 were received via the survey, which was printed several times in *NMRA Magazine* and also sent to Sacramento convention attendees.

The NMRA is in the final stages of selecting a volunteer Marketing Department Manager. To date, several professional candidates have responded to a "help wanted" ad in *NMRA Magazine*. The Marketing Director will help the NMRA identify ways to retain and re-rail members, as well as recruit new ones.

Jenny Hendricks, NMRA Administration Director, reports that the number of RailPass members who convert to Regular members has reached the 80% mark. Congratulations to all of you whose hard work has made this goal a reality! Maybe we should try for 90- 100%?

The Celebration of Models in Grand Rapids will introduce a new contest award in memory of Dean Freytag, the "Dean of Styrene" and former national Contest Chair. The award is funded by a donation given to the NMRA in memory of Freytag and is named "The Dean Freytag Industrial Structure Award." The winning structure will be selected by the Contest Chairman.

In other news:

White River Productions, the company that prints *NMRA Magazine*, announced that it has purchased the assets of the now-defunct magazine, *Model Railroad News*.

NMRA Secretary Bob Gangwish reports that the updated version of the Executive Handbook is now posted on www.nmra.org and can be downloaded.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in *NMRA Magazine*. And if you're changing email addresses, please let me know at this email address:

NMRA-infonet@earthlink.net.

Tales of the Santa Cruz Northern

And, The Water Heater, Again

By Jim Providenza and Steve Gust

We all remember the water heater on the SCN, right? Well, maybe not. I guess it has been a while since I first wrote about the water heater. If you haven't visited the SCN, the water heater sits in a corner of the garage, surrounded by the helix that gets the SCN from the lower level at E. Rica to the upper level at Doughertys. The helix is three levels high, contains 45 linear feet of track, and is built out of overlapping pieces of 1/8" hardboard. This forms a continuous piece of sub-roadbed. I laid flex track directly on the Masonite, held in place by hot glue. The design itself is what Mike O'Brien dubbed a "herniated helix" The bottom level is 30" radius; the second and third levels are 32" radius. All three levels are stacked one on top the other at

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Tales (Cont.)

the rear against the wall. At the front the bottom level is inset 4" from the middle and upper levels, allowing me to create a museum style shadow box that allows crews to see their trains as they work their way up or down the helix.



Looking over the back edge of the top of the water heater we can see the disintegrating ties on the upper level of the helix. The intact second level trackage is just visible below. While the upper level rail shows oxidation there is no signs of water or other damage to the hardboard. Strange!

The helix has been in use for almost 25 years. Aside from having to replace the water heater (and wasn't that an adventure!) and a couple of track joint problems, it has accomplished its purpose with remarkably few complaints. Until an operating session last December, that is.

Since the SCN shares space in a working garage, I always clean track and locomotive wheels before an op session. Track cleaning includes a work train that runs the length of the main. Two days before this session I ran this work train up and down the helix several times without a problem, after first using my Micro Mark extended track cleaning tool to get at that one area at the very back on the upper level where the track always seemed to have some sort of oxidation on the rails. It is only about 12 or 15 inches long, directly below the water heater cold water pipe shut off valve, but its like there is a micro-climate back there and the track needs the extra attention.

The session went along smoothly until the first through train of the day, No 34, the Eastbound Suntan, as it happened to be, made its way up the helix. No, it didn't stop. Instead, it seemed like every car went on the ground. At the back of the helix. Behind the water heater. I fished cars and locos out by hand, tried again. Same result. Re-railed the train on the uphill side of the problem... The track is out of gauge? How can that be?

Foreman Gonzales is called out to inspect the track in his motorcar. In the mean time I'm frantically removing toolboxes and storage containers from under the helix, grabbing portable lights, track tools and a step stool. The good news? This is the top level, so there is some access over the top of the water heater. The bad news? Have you ever tried to drive spikes into hardboard? It seems the flex track plastic ties had somehow rotted away and the rail had sprung loose...



A close up of some of the ties removed from the area of MP 28 on the SCN Helix reveals how they have literally dissolved or wasted away.

"Mr. Dispatcher, this is Foreman Gonzales out here at MP 28. Yes sir, Mr. Dispatcher, I understand, but it will be about 3 (4:1 fast clock) hours before I can get this track back in service."

It really was that bad, and it really did take 45 minutes to make a temporary fix. The accompanying photos give some idea of the issue and the working conditions. Temporary repairs gave way several weeks later to a complete new length of flex track. What caused this? I've kicked it around with folks; so far the best guess is some sort of reaction between the plastic in the ties and the micro-climate - a combination of localized moisture in the air from the inlet valve mixed with a bit of the exhaust gas from the heater.

Ah, but this is only part of the story! What about the train crews? How about Jim Atkins, the rookie dispatcher who was breaking in on the job that day? Lucky for everyone involved, Jim was being mentored by Steve "Breezy" Gust, recently retired SP / UP Train Dispatcher. It was amazing to see Breezy sort this mess

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Jack Wall Jr

...so much more than
just a friend
PCR President 1987 -1991

Jack Wall, Past PCR President, passed away on February 24, 2012, while on a family cruise to Mexico.

Instead of the typical remembrance where we write about the accomplishments and review the resume of someone who passed, I am going to tell a couple of short stories about Jack that will show you why he is someone of whom so many of us in PCR and NMRA will say, "Jack was so much more than just a friend."

My story begins early one Saturday morning in January 1993. Jack and I had an early morning flight to LA for a meeting related to the PCR 50th anniversary convention, which was to be held the following year. Jack picked me up at O-Dark-Thirty to go to Oakland airport. My oldest daughter, Courtney, then a month shy of her 11th birthday, was having a sleepover with two of her friends. Seeing someone in the hall, and still half asleep, Courtney came out into the hall, threw her arms around Jack, and said, "Hi Grandpa!" She then looked up, saw Jack, and asked, "Who are you?"

At that moment, Jack became, "The Imposter," and Barbara became, "Mrs. Imposter." Jack called Courtney his first Granddaughter, which his daughter's oldest child actually understood.

Moving forward a few

Continued on Page 22

Tales (Cont.)

out, but of course he did it for real! Here is how it looked to Breezy and Jim in the big chair:

When Jim and I became aware of the problem, No 34 had just met No 271 at Doughertys. We had issued a train order to No 271 giving them right over No 272 all the way to DT...(we had spoken briefly to Verne Alexander at Mac Street and he felt No 272 would be late departing...) The WWD Cementipede was still working at Damsite and had not yet requested authority to return to Mac St. There were no other trains on the railroad.

As No 271 was proceeding out of the siding at Doughertys toward E. Rica, they discovered the rail defect in the vicinity of MP 28. Due to the nature of the defect No 271 elected to back into the siding at Doughertys.... (We felt lucky No 34 had made it over the defect without incident.)

As the M/W forces gathered to repair the defect, we sent the crew on No 271 to coffee at Doughertys and started considering what we should do with No 272 (now ready to depart Mac St.) Ydmstr Verne was calling for a helper crew due to the size of No 272....Jim and I realized that to bring out a non-clearing EWD train in the face of the likely non-clearing WWD Cementipede would not be prudent. With all hands (read: management) assisting at the rail defect, I made an "executive decision" and told Verne at Mac St. there weren't any crews available as a helper for No 272 and that it would be necessary to reduce to a single train. Verne obliged and the result was No 272 with 20 cars (a clearing train at E. Rica). This permitted Jim some flexibility once the railroad was returned to service. He could elect to run the downhill train from Doughertys first (and not have to pull down their authority), and then advance the WWD Cementipede (now ready for WWD authority at Fallon), to either Doughertys or E. Rica against No 272.

In the meantime, the Cementipede arrived at Fallon and requested authority to proceed back to San Jose.

We asked the M/W forces for a figure of when we could expect the MT to be returned to service. Based on their figure Jim Issued the following train orders:

- 13 Ra No 271 (Ed.: Order #13 to Train No 271 at E. Rica)
Ms No 272 (Ms is the telegraph call sign Mac Street Yard)
No 271 meet No 272 at E.Rica [No 272 would take siding with the right of track still in effect]
- 14 Ra No 272
Fn Eng 2932 (Fn = Fallon)
Eng 2932 run Extra Fallon to Mac Street
meet No 272 Eng BN 4255 at Doughertys
[This allowed the Cementipede to proceed to Doughertys and enter the siding behind No 271]

When the MT was returned to service M/W requested a 10mph speed restriction between MP 28 and MP 29, which Jim issued to EWD trains at E. Rica and WWD trains at Doughertys. Normally we'd have preferred to issue the order at Mac Street and Santa Cruz, but left that for our relief to handle. We did hear M/W forces issue the speed restriction to the crew on No 271 via radio as they had already received their clearance at Doughertys, so everyone was covered....

Well, that's about how I remember it..... There were some delays, but hey! That's how it is on the railroad!

Continued on Page 22

Jack Wall Jr. (Cont.)

years, we are now in early February 2012. I told Courtney, who is now a Psychologist and Assistant Director of Psychological Services at UC Merced, that I was going to come to Merced to take her out to lunch for her 30th birthday. She had one request: "Bring The Imposter." I said I'd see what I could do. I called Jack and of course, he instantly said, "You bet!"

So, on February 15, I picked Jack up in Livermore and we spent an hour and a half chatting while we drove to Merced, an hour at lunch with Courtney, and an hour and a half driving back to Livermore. I then dropped Jack off at his house. It was a great day that I will treasure always. It was also the last time I saw my great friend.

To do anything with Jack also meant you would attract a crowd. I think back to all our experiences, whether touring layouts at PCR conventions (always with a large group), or working on various PCR and NMRA projects, and I feel so happy.

Jack was not just a friend, he made himself and Barbara part of my family, and made my family part of his. That was just the kind of guy Jack was. Anyone who knew Jack and Barbara had their life enriched. To know either was to have two wonderful friends. I know each of you who knew Jack will remember him as I do, always with a smile on his face, always with a kind word, always

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Tales (Cont.)

We did run two more trains before the shift ended: Mac Street ran an Extra East with the traffic reduced from No 272 and they left on the arrival of the Cementpede and went to E. Rica to meet No 201.

All in all a very good first day in the chair for train dispatcher Jim Atkins!

Memories of the Gorre & Daphetid

John's Block Control System

By Rod Smith

John Allen used an interesting wiring system on the Gorre & Daphetid which I have never seen anywhere else. I'll try to describe it even knowing today's DCC systems make a lot of it unnecessary. It sure did operate smoothly and we experienced very few shorts during a session. I've described the local cab operation at Great Divide previously, (see Scaring the Yardmaster, Branch Line, April-June 2011) so here goes on the mainline cabs.

The G&D wasn't a large railroad, but with the loops of track encircling the space, it did allow nice long runs between towns. In each case, as I recall, there were two blocks between each passing track. This was long before DCC, and each train needed a separate block for control as with today's DC operations. Two blocks allowed switching activity to be simultaneous at each town.

John's main panel had three cabs. Cabs 1 and 2 shared a 4P3T lever switch which was a three position switch not a center off one. Throw it left and cab 1 controlled the block. Throw right and cab 2 had it. In the center position, it was available to cab 3, the pushbutton cab, but unless cab 3 pushed the appropriate button, the block was unpowered. We always were supposed to clear these lever switches to the center position when we vacated the block so another engineer could use it. Linn Westcott, in Model Railroading with John Allen, attributes the flywheel throttle to cab 3, but it was actually cab 2. Cab 3 was a motor controlled variac. The engineer here had a DPDT momentary toggle controlling the motor which rotated the variac. Thus, we could increase the speed or decrease it, but only at the rate the motor turned the variac. It simulated momentum and John could vary the rate of that motor. If you ran too fast for his liking he slowed your acceleration waaaay down.

Anyway, back to those mainline blocks. Each block on the single track could be chosen by any of the main panel throttles. Some could also be chosen by a local panel, such as at Port, or Great Divide. The interesting thing was, at passing sidings, there were absolutely NO electrical switches to direct power to either track! Those two parallel tracks were automatically assigned depending on how your train was routed. John saved quite a number of electrical switches by using this method and we operators had fewer switch handles to remember to throw as we ran across the division.

This is going to be hard to explain, but here goes. Each passing location had a "master" turnout at one end and a "slave" turnout at the other. Turnouts were operated by old surplus rotary relays. The master would select either the main or passing siding through contacts on the relay. Once the master had chosen a route, the slave could choose the other track if that

Continued on Page 23

Jack Wall Jr. (Cont.)

having fun, and most of all, always with Barbara at his side.

Jack and Barbara were two of the most devoted to each other people I have ever known. In their letter to family and friends about Jack's passing, Jack's two children, Laura and Jack III, wrote, "After lunch, Daddy wanted to lay down. He did – closed his eyes, and left us to be with our mom."

To Jack and Barbara I say, "You made my life so much better for having known you. I love you both so much for having been in my and my family's life. I know you are together again as it should be. I will always miss you both so much. Farewell my friends, until we meet again."

Ray deBlieck
PCR President 1999-2003



Here's another view of George Gibson's mine. Read all about it on Page 24.

Photo by George Gibson

Memories of G&D (Cont.)

turnout was aligned properly. Sort of a simple logic system. If both turnouts were aligned for the same track, the nonaligned track was unpowered, and the block at the master end powered the track all the way to the slave turnout. By having one turnout set each way, running meets were possible. Likewise, if you arrived at a passing location before the opposing train, you could throw both turnouts against your train and thereby protect it from any collision or inadvertent movement since the track you were on was electrically disconnected. That would be unpopular today as it would turn off the sound systems.

There were enough contacts on those old rotary relays to allow John to also wire a 'holding section' behind the frog of each turnout. The holding section on the aligned track was powered, the non-aligned one was not. This gave us a dead section which would stop the engine before it could short on the misaligned frog, plus it stopped the engine before it reached beyond the fouling point thus preventing side swipe collisions. We would proceed in a passing track slowly until our locomotive reach this dead section and stopped. I've visited a number of layouts which could use this protection. If you power your frogs, it takes only a 2P2T contact set, as on a Tortoise. In John's era, most locomotives picked up power from the track with the right hand side of one truck and the left hand side of the other. With steam, it was the right side of the locomotive and the left side of the tender. Therefore, the dead sections needed to be different lengths on each track since one had the locomotive pickup and the other tender pickups.

One other feature John used was the hierarchy of train throttles. One would think the first class trains would have the highest priority throttle and the lowly local have the lowest, but on the G&D it was just the opposite. The highest priority, that is, the one who could preempt any others, was the local panel at Great Divide and at Port. There was a small panel at Sowbely which also had this priority. The next priority, if none of those was using a block, were cabs 1 and 2 which shared those lever switches. The lowest priority was cab 3. Now, cab 3 usually ran the passenger trains. Class 1, eh? Well, John's philosophy was, since the other cabs must clear the higher class train, they should be the ones to give up control of a block, and of course get their trains out of it! It wouldn't do to have the passenger engineer suddenly take a block with another train in it, now would it? Cab 3 also ran the through freights. Cab 1 was usually running the local (there was only one during my tenure, between Gorre and Port) and John liked to run the branch to Daphetid and switch Gorre with cab 2, the motor-generator cab.

Now, of course, DCC negates the need for control blocks, but anyone using straight DC and wanting to run three or four cabs, might want to consider John's wiring system. Four cabs would have two sets of those lever switches or DP3T toggles.

Incidentally, John did not use common rail. In fact, he detested it and gleefully would show any practitioner how he could easily short out a common rail layout while his G&D would be impervious to such shenanigans. I must admit I never really understood his discourse on this subject, as I have seen a number of common rail layouts which seem to run just fine.

How to Hide a Turtle, or Concealing a Tortoise Switch Motor

Text and photos By George Gibson

Have you ever come across one of those layout problems you thought didn't have an answer? Or it got you wondering as to how you got to this point? I had one recently and needed an answer that would work.

I have a two level layout where I run HO standard gauge on the lower level and HOn3 and HOn30 on the upper level. I would much prefer a layout with a single level, but the available room and my collection of both standard and narrow gauge equipment forced some changes to my layout likes and dislikes.



The problem – a surface mounted Tortoise switch machine on the very front edge of the layout's upper shelf.



The solution – a kit-bashed Campbell Idaho Springs Mine with additional structures and details to hide the green beast.

Anyway, well into the construction of the bench work and roadbed, I didn't see this issue hiding in the bushes, and it's still a mystery as to how I missed it. But once I got to the subject location, the problem raised its ugly head and hit me with total surprise. Where do I mount the switch machine for this turnout? I felt somewhat mocked by this considering the fact this normally doesn't happen to me. So what's a guy to do?

The upper shelf is thin, very thin and mounting the Tortoise under the shelf would leave it hanging in the scenery of the lower level without any way to camouflage it. Yeah, I could have covered it in cotton balls and said it was a cloud. But that's just so wrong on so many levels.

Mounting the device above the layout shelf meant the green beast would be taking up precious real estate where a lot of real estate didn't exist. Again, what's a boy to do? Boxed in with a couple of givens, namely it had to be a Tortoise switch machine and it had to be mounted above the shelf, I started looking for something to hide it.

That's when my luck changed. The upper shelf represents a free-lance Colorado hard rock mining, narrow gauge operation during the early thirties. And with that theme, I have a 30 year collection of mining kits with the potential to defeat this beast. So, with a slight modification to the track layout and a couple of mocked up test structures from cardboard, the Campbell Idaho Springs Mine kit was selected as the best choice for camouflaging the Tortoise. It had a nice vertical look to hide the Tortoise and provided some detailing areas to make the foreground location presentable to sharp-eyed visitors.

A detailed structural mock-up was constructed and tested with the Tortoise for operation. Additional height was required to clear the switch machine and to provide vertical clearance for the tramline running under the mine access bridge. About a half an inch was added to the width and about a full inch to its depth. The added height made the structure look too tall and out of place. It wasn't right, but nothing could be done considering the need to clear the Tortoise operating mechanism and the tramline track. The vertical height couldn't be changed.

Continued on Page 25

Hide Tortoise (Cont.)

To resolve this issue, some additional structures were added to provide a horizontal stretch to the scene, which reduced the out-of-proportion vertical additions to the kit-bashed Idaho Springs Mine. Once final testing of the switch machine was complete, the model was built to the finish dimensions of the mock up and kit-bashed into existence. Lighting and sound was added, as well as time related details and signs to set the scene.



George added lots of details to make the scene look natural.

I'm sure there are other simpler, cheaper and less time consuming solutions to my turnout switch machine location problem, but I'm really satisfied with my answer. Not only did it give me a chance to finally build something from my collection of "I'll get around to building these one day" craftsman kits, but it also offered a nice challenge and unique situation to overcome. If faced with something like this again, would I take the same course of action? Probably not, because I could have placed the Tortoise switch machine behind the backdrop and operated the turnout with a longer control wire. But what the heck, that's no fun. And besides, not only did this project provide a solution, it fired up this modeler's boiler and got me building another kit. And that's not a bad thing.

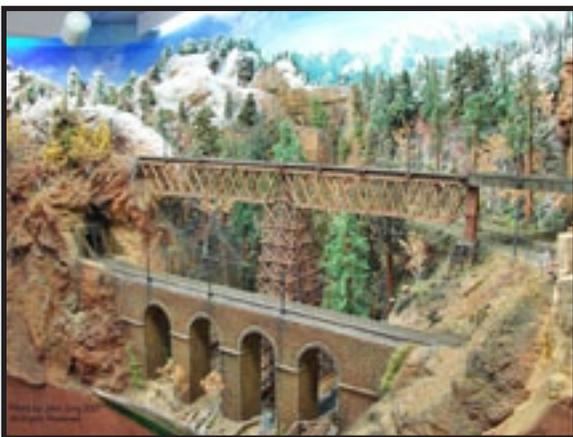
Travelin' Around - to "1947"

by John Sing
All photos by John Sing

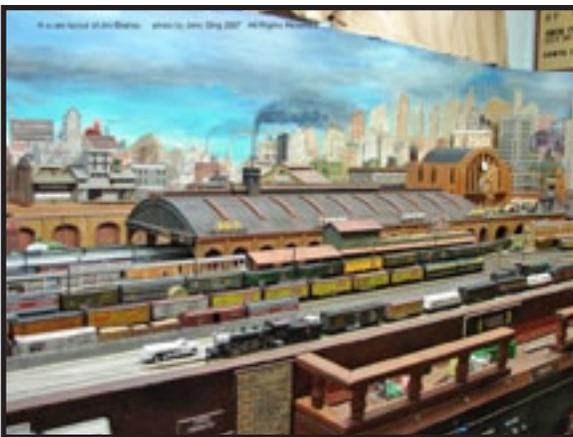
N Scale Railroading March-April 2012 (<http://www.nscalerailroadn.com/>) published a layout tour article on the magnificent layout "1947" built by one of our PCR NMRA members who lives in the Hawaii Division.

Dr. Jim Blattau started this layout 30 years ago, it is built in the John Allen Gorre & Daphetid style. Today, in my humble opinion, this layout is truly world-class and among the most amazing layouts you would ever see.

Here's a few photos - if you like these photos, find the magazine on the hobby shop stand, as the photos in the article are truly stunning. I hope you'll enjoy this mini-tour as much as I did when visiting back in 2 0 0 7 .



The mountain division on Jim Blattau's "1947" layout



The western terminal of Eureka on Jim Blattau's "1947" layout



Dr. Jim's rendition of Monterey Bay's Cannery Row

Travelin' (Cont.)



Here's a closeup of the catenary on Jim Blatta's N-Scale layout

This is more than just a layout, it's testimony to model railroading history. Some of you may remember Hal Reigger. Dr. Jim is a good friend of the late Hal Reigger, and today, Hal's award-winning scratchbuilt N scale Milwaukee Road boxcars live on, running under the extensive Hal Reigger-designed N-Cat live catenary in the Mountain Division on "1947". Here's some closeups of this N scale live catenary:

Finally, the magazine article of course won't show you these 'you are there shots,' so here's a couple of what you would see as you enter the layout room, climbing over the tsunami-proof bunker wall.

And a closeup of the track plan and DC control panel. The layout is wired with ex-US Navy surplus 10-gauge ship wire, coming from crew members who were on active duty and stationed in Hawaii at the time.

Hope you enjoyed this visit.

John Sing

Modeling the Santa Fe's Peavine Line

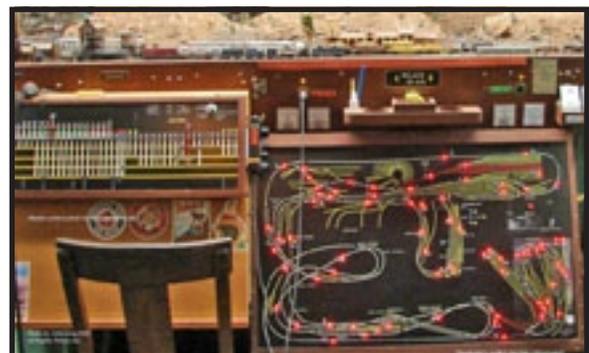
(Ash Fork - Phoenix, Ariz) in the 50s and 60s



Live catenary designed by Hal Reigger on Jim Blatta's "1947" layout



Mojave and Monument Valley on Jim Blatta's "1947" layout



Track plan and DC control panel on Jim Blatta's "1947" layout

Newest PCR Members

by Doug Wagner, PCR Membership Chairman

(In order of The Official NMRA Recognized Date Joined)

Member	City	Division
Aleida Silva	Fresno, CA	Daylight
Jason Welch	Pleasant Hill, CA	Coast
Steven Porterfield	Walnut Creek, CA	Coast
James Eldredge	Brentwood, CA	Coast
Rosa Delgman	Concord, CA	Coast
Zack Albers	Santa Rosa, CA	Redwood Empire
Michael Rappaport	Oneils, CA	Daylight
David Foster	Clovis, CA	Daylight
Marc Parsons	San Jose, CA	Coast
Ryan Knight	Mountain View, CA	Coast
Bruce Ultsch	Kula, HI	Hawaiian
Howard Christopher	Boron, CA	Daylight
Derek Percy	San Francisco, CA	Coast
Frank Liu	Union City, CA	Coast
Sirish Kondi	Sunnyvale, CA	Coast
Marianna Cherry	San Francisco, CA	Coast
Margaret Smith	Cottonwood, CA	Sierra
Ron King	Nevada City, CA	Sierra
J.D. Hansen	Cottonwood, CA	Sierra



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Coast Division Meeting Report

March 11, 2012

By Darrell Dennis, Coast Division Chief Clerk

Photos by Tom Crawford, PCR Secretary

The last Coast Meet was held at the Janet Pomeroy Center, 207 Skyline Boulevard, San Francisco, CA 94132 and was enjoyed by 67 Coast Division members, 8 Redwood Division members, 3 Sierra Division members, and 3 Guests and/or First Timers, for a total of 81 attendees. Not bad for a beautiful Bay Area day !!

Clinics included 'Exploring Resin Casting' by Mr. Tom Vanden Bosh, and 'Capturing California Gold' A painting exhibition by Mr. Dave Biondi.

The Model Railroad Round Table was moderated by Mr. Howard McKinney, in place of Jerry Littlefield, with the usual good attendance. Thanks Howard !!

The business meeting portion of the meet was called to order by Mr. Mark Schutzer, Coast Division Superintendent, at 12:07

Announcements and remarks

#1 Mark Schutzer thanked the clinic presenters, and recognized the three guests to a loud applause.

On a sad note, Mark announced that Pat LaTorres, PCR President, had suffered a heart attack last week. Steve Wesolowski said the Pat is doing well in the hospital, and had intended on coming today, but cooler heads would not release him until after the meet!! **“Get Well Pat” !!**

Mark announced the next meet will be June 10th, at the Boy Scout Headquarters, 1001 Davis Street, San Leandro, CA.

Continued on Page 28





Coast Report (Cont.)

#2 Charles Getz, HLM, NMRA At Large North America Director urged everyone to vote for anyone else for NMRA President, but vote soon.

At the recent NMRA Board of Directors meeting the Board voted to adopt the new NMRA.NET standards. Simply put, (and with my limited electronics understanding, Darrell) this is a Standard for digital control of model railroad accessories (switches, signals, lights, etc.) similar to DCC, but does not include locomotive control. It will be open source and programmable. Look for more on this shortly!

The NMRA is also looking into Standards for a new technology, Power on Board. It will work with completely non-powered track, allowing engines from N Scale on up, to operate independently. There are two manufacturers now working with the NMRA.

The NMRA has approved a Letter of Understanding with HASEA.COM, a model railroad organization in China, to work together. This 'association' would be similar to a 'Region' of the NMRA, but under a structure yet to be decided. HASEA is a 'one hundred thousand' person organization, with thirty to forty thousand of them model railroaders! *They* would like to be able to adopt our Standards to pressure their manufacturers to refrain from building to different sets of Standards.. *And We* would have great access to there hobby shops and rail-fanning opportunities when visiting China! **Visit China** was Charles' last remark.

(Almost.) In answering a question from the attentive group, Charles explained that the 'Gallery Exhibit' at the California State Railroad Museum is proceeding. The NMRA has received about \$250,000, in donations, of the needed \$750,000 for the exhibit. And there is a matching donation waiting when the next \$250,000 is received. Once the exhibit is up, it will still belong to the NMRA, but the CSRM will pay the utilities and supply the usual six hundred thousand visitors a year who will see what our hobby is all about. On a follow up question, Charles explained that the 'deal' with the CSRM has far reaching effects also. The developer of the old Southern Pacific shops property for the state and the CSRM, will 'give' the NMRA the 'blacksmiths shop', retro-fitted by the developer for earth-quake, for a permanent NMRA museum!!!, IF we can show them we can complete the 'Gallery Exhibit'!



Tom Vanden Bosch gives a clinic on resin casting.

#3 Rod Smith, PCR Director, announced the the PCR/PNR convention, starting May 2nd in Medford, OR. (<http://www.pcrnmra.org/conv2012/>). The PCR Board Meeting there will be his last official duty, and if anyone has an item to be raised, please contact him. Rod also reminded members to vote soon for his successor, with Mark Schutzer and Ted Stephens running! (We'll miss you Rod! Thanks for the great work on behalf of the Coast Division! Darrell)

#4 Dennis Stokely, PCR Convention Chair, thanked Rod for doing half of his report, the Medford Convention. Dennis encourages you to attend the Medford convention, there are many fun clinics and events planned! Future conventions: April 3rd, 2013, Dublin, CA.; 2014, TBA, San Luis Obispo; 2015 back in Coast Division, TBA.



A newbie tries the Timesaver switching contest.

Continued on Page 29



Coast Report (Cont.)

#5 Tom Van Horn announced that the West Bay Model Railroad Assoc. will be tearing down their current layout and building a new, modern layout. Last chances to see the old layout will be at their March 14th meeting. The layout is next to the Menlo Park train station.

Mark noted, at 12:25 pm, with no other business or announcements, the Auction would begin in 10 minutes. During the short recess we enjoyed the DIY deli sandwiches supplied by Mark Schutzer for a nominal charge! Thanks Mark !!



Bidders do their thing at the Coast Auction

John Marshal, Auction Committee Chair, gave directions for bidding at the auction, and reported that the Board had decided to drop the Silent Auction, it was too much extra work to handle the items separately. With the reduced volume of items in the Live Auction, there is no longer a need to separate the periodicals into a Silent Auction. All paper items, books and magazines, will now be included in the regular auction.

Model Contest Results: Caboose, Freight Car, Maintenance of Way was organized by Mr. Keith Wandry substituting for John Sing, with help from Steve Wesolowski!

1st Place: Caboose by Steve Wesolowski, for his (Work In Progress) 1968 SF NMRA Convention Caboose auction Rebuild/Recycle (thanks to Bill Brown! for the idea).

1st Place: Freight by Thomas Knapp, for a Nn3 Pacific Coast Ry. Tank car with Resin molds displayed.

The Model Contest categories for upcoming meets are: June 2012: Structure, Display/diorama, Self propelled cars & traction. September 2012: Steam locomotives, Diesel & other locomotives, passenger car. December 2012: Favorite Model(Open Category). March 2013; Caboose, Freight Car, Maintenance of Way?

Show and Tell:

Thanks to 16 year old Alvin Ho for his displaying his N scale 1950's Rock Island Hybrid ALCO RS-2/EMD Geep on the diorama used for his March 2012 RMC/Dremel Kitbashing Award article, which won more than one award at Extra2011.

There was also an HO Nitric Acid Tanker car by Tom Vanden Bosch, which thankfully did not leak, a cleanly built N Scale Yard Tower structure by Alvin Ho, and a WSL Caboose #4 by Frank Markovich.

MC Fujiwara brought his "Summer Shunting Shelf Layout," based on the Alameda waterfront, called Port Henderson, in honor of Byron Henderson. His 9 year old daughter helped him build it. It was in Model Railroad Hobbyist – his Car Float is in the January issue. For pictures <http://model-railroad-hobbyist.com/node/5666?page=6>

Photo Contest: 'Railroad Structures' run by Mr. Keith Wandry

1st place: 'Semaphore' by Stan Keiser

2nd Place: 'Crooked River Bridge' by Tom Van Horn

3rd Place: 'Roaring Camp Water Tank' by Steve Wesolowski

There was a total of 6 Photo Contest entries, one more from each winner. The Photo Contest categories for upcoming meets are: June 2012: Diesel Locomotives, September 2012, Caboose, December 2012: Steam Locomotive.

Continued on page 30

Coast Report (Cont.)

The Allen Fenton Switching Contest: run by Mr. Steve Peters

Brakeperson - 5 car problem

1st place: 5:43 Stan Keiser

2nd Place: 7:01 John Sutkus

3rd Place: 10:15 Chris Drome

Senior Brakeperson -6 car problem

1st place: 4:38 Tom Crawford

2nd Place: 5:41 Steve Wesolowski

3rd Place: 6:00 Tom Van Horn

Also on display was a Free-moN N-Scale modular layout headed by Steve Williams. More information on this can be found at www.sv-free-mon.ogr !!

John Marshall reported we had 230 items in the auction. 212 items were sold and 18 were no-bid items.

Our next meet in on June 10, 2012 location, San Leandro! Boy Scout Headquarters, 1001 Davis Street. The June clinics are as follows: 10 AM Frank Markovich "Weathering Wood Techniques" 11 AM Jim Eckleman "Figure Painting" 11 AM TBD "Model Railroad Roundtable"

Please check at <http://www.pcrnmra.org/coast/> for all future Coast Division events and information.

In addition, I'd like to thank Tom Crawford for supplying photographs of the event!

Daylight Division Report

By Dave Grenier, Daylight Division Superintendent



David Siegel talks about the SJVRR to Daylight members and guests.

Photo by George Pisching

The Daylight Division held its Winter Meet on February 25, 2012, in the meeting room of the Boy Scouts of America office in beautiful downtown Visalia. Don Smith, co-coordinator of the meet, along with Brewster Bird in absentia due to a work conflict, welcomed us to the facility. There were 15 NMRA members and 4 non-members in attendance at our first meet of 2012. After a brief description of housekeeping issues and introductions of visitors, we went right into the program planned for the day.

The first clinic was a presentation by David Siegel, San Joaquin Valley Railroad's Manager, Marketing and Sales. The SJVR, a RailAmerica property, is headquartered in Exeter, a few miles east of Visalia and operates over 400 miles of tracks in Southern California and the San Joaquin Valley. Mr. Siegel's presentation was especially aimed at us, as modelers, and described the line's customers, car usage, motive power assignments, and more. He described the various subdivisions of the San Joaquin Valley and shared anecdotes of the SJVR. All in all, it was a very enjoyable and informative presentation. I'm sure he could have kept going for at least another hour, as questions came pouring in afterwards.

Our second clinic was presented by Chuck Harmon on his experiments with Tony Thompson's modified car operating system. Chuck recently started using the system on his own HO San Joaquin Central after seeing Tony's clinic in Sacramento at X2011 this past summer. Chuck stepped in with just a week's notice as the original presenter started a new job that week and couldn't get off for Saturday's meet. His gain was our loss, but

Continued on page 31



Daylight Report (Cont.)

Chuck’s presentation turned that loss into a gain again. Thanks, Chuck, for helping out on such short notice! This is just one example of what makes the Daylight Division a great division, the people.

Following Chuck’s clinic, we moved right into the quarterly Daylight business meeting, presided over and conducted by Superintendent Dave Grenier, with Doug Wagner filling in for Chief Clerk/Paymaster Suzie Paff, who had family visiting from out-of-town. Thanks to Doug for stepping up and filling in without being asked, another example of the great people in the Daylight Division.

Mike O’Brien of Bakersfield was appointed Industry Liaison after volunteering to take on this important position, which had been vacant for more than a year. Mike is responsible for contacting hobby shops, vendors and manufacturers to ask for donations of door prizes for the meets. Thanks, Mike, for stepping up to the challenge and being willing to serve your fellow members. We look forward to seeing the fruits of your labor at upcoming meets.

The following members earned Achievement Program certificates since our last meeting:

- | | |
|----------------|---------------------------|
| Brewster Bird | Association Volunteer |
| Brewster Bird | Association Official |
| Andrew Merriam | Master Builder Scenery |
| Andrew Merriam | Master Builder Civil |
| Andrew Merriam | Master Builder Electrical |
| Bob Randall | Association Volunteer |

Brewster’s AP certificates were presented to him when we visited his home during the layout tours after the meeting. Andrew’s certificates were mailed to him by Jack Burgess, PCR AP Manager, a few weeks before the meet, and Doug Wagner took Bob’s with the promise it would be presented at the GEHAMS Club in Bakersfield. Congratulations to all who earned AP certificates. Keep up the good work and keep getting those certificates!

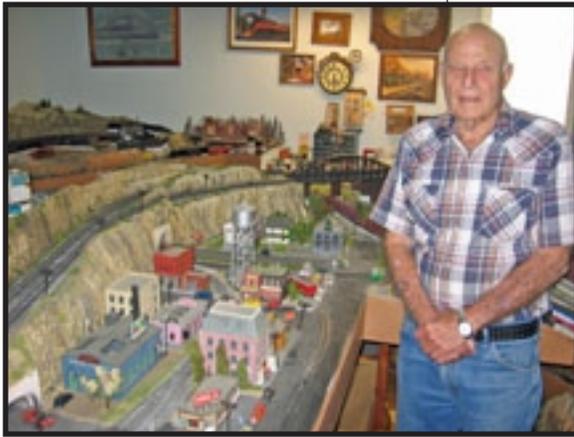
After conducting Division business, we had the drawings for door prizes. We didn’t have enough time for the White Elephant Auction, as it was time to vacate the building that had closed at 1:00 PM. Fortunately our host was taking care of business and didn’t give us the “bum’s rush” out the door. We cleaned up hurriedly, rearranged the chairs and tables as we found them, left for a late lunch at some local eateries, and then it was on to the layout tours.

There were four layout tours in Visalia: Hal Shields (HO), Don Smith (HO), and Brewster Bird (HO), who got off work just before we started showing up at his home. This was followed by a trek to Steve Fischer’s HO layout in Tulare. Thanks to all the layout owners for opening their layouts to us.

The next Daylight Division meet will start at 9:30 AM, June 2, 2012, at the home of Glenn Sutherland in Midpines, located in Mariposa County, the northern-most county of the Division. Midpines is 7 miles past Mariposa on the “All-Weather” Highway 140 towards Yosemite National Park. Come join us for clinics, contests, White Elephant Auction, layout tours and more.

Both clinics slated to be presented were given at X2011 last

Continued on page 32



Hal Shields welcomed us to his layout in Visalia
Photo by George Pisching



Engine servicing facilities are under construction on Steve Fischer's layout in Tulare.
Photo by Dave Grenier



The panoramic view of the Fischer layout is impressive!
Photo by Dave Grenier



Daylight Report (Cont.)

summer, “Sierra Railway: Modeling the Angels Branch”, by Glenn Sutherland, and “Hostling a Steam Locomotive”, by Dave Tadlock, an engineer at Railtown 1897 in Jamestown. A BBQ lunch will be prepared by our host, Glenn Sutherland, and served onsite. Glenn also has an all-wood caboose, originally built for the EJ&E in 1923, on the premises for us to enjoy. He built a guest room in the caboose with the interior based on Sierra Railway caboose #7 (an all wood caboose).



Upon topping the stairs at Steve Fischer’s you encounter this impressive scratch-built curved trestle.

Photo by Dave Grenier

Four wonderful layout tours have been lined up for our enjoyment: Bob Jakl’s impressively huge 34’ x 80’ (Yes, eighty!) O scale, Tom Davis’ nice-sized 24’ x 34’ Lionel O gauge, Paul Claffey’s Sn3 20’ x 20’ multi-deck, and, of course, our host Glenn Sutherland’s HO 12’ x 42’ multi-deck layout. All the layouts except Glenn’s will be “on the way home” layout tours, unless you live in Yosemite! Come see some spectacular, nationally-known completed layouts.

If you’re planning to attend the meet, please send your RSVP to Dave Grenier, grenida@pacbell.net, so we know how much food to buy. For more information on this meet and future Daylight Division meets, check the new page “Next Daylight Meet” on our website at: www.pcrnmra.org/daylight/nextmeet.html

See you in Midpines! Come join us for an unforgettable day of Daylight Division hospitality! You’ll be glad you did.

Sierra Division Report

By Gary Ray, Editor Sierra Division *Short Line*



The Sacramento Model Railroad Society was our gracious host for the February 4th meeting. Bob Scholt explained how car cards were used along with track warrants on their club layout. Joe Melhorn presented a workshop on LED lighting. He demonstrated quite a collection of LED’s sharing some that were so small one needed a magnifying glass to see them. The club had their famous barbeque lunch and then an operating session was held on the club’s HO layout.



Yard Storage building as a 1920’s Shell Distributor Warehouse by Gary Ray.

Bob Fallen and Larry Beardsley were new members that were among the three dozen members present. There was only one flat car entered into the “Scratch Build a Flat Car” project. The division’s next Build and Share project should have many more entries. Forty-three members signed up to get NorthEastern Scale Model’s Yard Storage laser kit in either HO or N scale. Gary Ray (cell 530-520-3263) will be at the PNR/PCR convention and those who ordered a kit can pick it up there or at our next meet on May 12th. Members are encouraged to modify the kit. The completed building will be shared at our August 11th meet.

The Sierra Division is continuing its push for members to switch from the ten page print newsletter to the thirty-plus page digital version. The savings added up to several hundred dollars over the year and helped subsidize the cost of the Yard Storage kit which was offered to members for just \$5. Currently seventy-five members have switched and the division is hopeful more will do so enabling us to use the savings elsewhere.



Redwood Empire Division Report

By Steve Skold

Photos by Dick Foster, Editor RED *Callboard*

RED has gone to a paperless newsletter, the Callboard. We have had an increase in the membership attending the quarterly meetings. Our most recent meeting, February 25th at the Napa Valley Northern was attended by twenty-nine people despite the fact there was some confusion about the date. Thanks to editor Dick Foster, we have more pages and color pictures and most important, more money in our treasury. Special thanks go to John Rogers who organized the meeting in Napa and provided the clinics: Dave Hammaker on making desert scenery, and Gary Valentinsen on Operation Lifesaver, which is appropriate now that the NWP is running trains in Napa, Marin and Sonoma Counties.



Gary Valentinsen shows the fire escape on his Railroad Hotel.

The meeting started with a brief business meeting followed by our ever popular Show and Tell run by PCR Contest Chairman Giuseppe Aymar. He started off by showing his progress on his scratch built (what else) Seco oil loading facility at MP 308 on the old SP near Bakersfield. Stewart Benson showed some passenger cars he had painted, and Gary Valentinsen showed off his well detailed Railroad Hotel kit with a beautifully crafted fire escape. Carol Alexander showed off some lead pencils she found in a gift store in Hanalei, Kauai. Just cut off the pointy end and you have great looking logs. Keep your eyes open when shopping, you can find some very interesting modeling possibilities. Dave Croshere, our soon to be elected Director, showed his first painted steam locomotive with white decals from John Rogers. Chief Clerk Verne Alexander showed off his two motor cars which create 4 trains on his layout. Dave Turner showed us his kitbashed Omaha Combine with compartments for passengers, baggage and LCL, and a unique 7' RPO section with a side aisle. He found the plans in John White's book on passenger cars.



PCR Contest Chairman Giuseppe Aymar admires Stu Benson's car.

Several people made announcements about the upcoming Medford Convention. Mary Moore-Campagna is looking for door prizes. Giuseppe Aymar is looking for judges for the Contest and had a signup sheet as he is planning on giving individual instruction on judging between now and May.

Mary Moore-Campagna was ready with cookies, sandwiches, coffee and tea. Extra door prize tickets were provided those that brought models for show and tell and also for those who brought something to run on the Napa Valley Northern that was in DCC mode for the meet.

Door prize winners were: Gus Campagna, Dave Turner, Dave Croshere, Seastian Bolle, Jerry Bowers, and Carter Howe. Special Door prizes were two \$25 gift certificates donated by The Loose Caboose in Napa. Winners were Robert Darby and Marvin Schenk

Running trains on the Napa Valley Northern was an adventure. There were two DCC moments both involving the California Zephyr. Names are being withheld to protect the guilty. Many thanks are due to the Napa Club for their hospitality and providing RED with a rent free environment. RED's next meeting will be in Santa Rosa at Monroe Hall on May 19th. Doors open at noon and the meeting starts at 1:00 PM.



Redwood Empire Division meet Show & Tell report

By Giuseppe Aymar, Contest and AP chair

Even with the absence of some of the most active members in our Division, we were able to witness a packed Show&Tell, with interesting and diversified entries. Fourteen different entries from seven members made up this interesting and educational part of the program.

Verne Alexander displayed two beautiful models. A MacKeene car which on his railroad will make two trips per day, thus acting as two trains and a post office/baggage/passenger combine that also will make two separate trips/day. A simple yet elegant way to add passenger operations to a small railroad.



Dave Hammaker gave a clinic on making desert scenery.

Photo by Dick Foster

Carol Alexander brought back from Hawaii a very interesting item, which shows how a modeler's mind is and always should be open to new ideas. At a gift shop, she found a bag of oversized color pencils, the handles resembling in texture and color the trunks of redwood trees. She will make molds of these and will cast her very own logs for log cars. She also displayed a Penn REA car.

Stewart Benson displayed a nicely finished UP passenger car and a double-decker SP commuter car; both had received awards at the recent National Convention. Additionally he showed a school with a detailed playground, complete with swing and rubber tire.

Dave Croshere discussed how he and John, member of the Napa Club went about creating white decals very specific in font as well as size for a one of a kind emblem for his locomotive roster. Beautiful work indeed. By the way, Dave will be giving two clinics at the next Regional Convention. Look for his clinics and make a point to attend them.

Giuseppe Aymar (myself) brought an in progress model of an oil filling facility used in the 80s and 90s by the SP to expedite the filling of the 78 car tank-train in Bakersfield. I explained how scratch-building of prototypical structures and equipment is more than just making and gluing parts. It involves historical research, camera work to photograph your subject before it is no longer available (like in this case), learning to take key measurements, becoming a student of how a particular structure was put together and was operational, much of this from deduction and studying the photographs. Then figuring out how to go about reproducing it in all its splendor as a working model.

Gary Valentinsen exhibited a kit built railroad hotel with interesting added details like the fire escape ladders in the back, window trimmings, etc.

Dave Turner showed off a beautiful rendition of an Omaha mixed train car. One car that on this railroad was able to accomplish multiple tasks. Again, a nice way to accomplish many tasks on a small layout. But evidently the prototype RR also used this car.

All in all a great success. We look forward to next S&T and encourage more modelers to bring their models to their respective Divisional meets and inspire others with your work. Remember, too, that members from other Divisions are always welcomed with open arms at all our meets. And you can bring stuff to Show&Tell. Make it a point to come and join us and see why RED is so much fun.

New Sculpture in Fremont

By Rod Smith, PCR Director, Coast Division

Photos by Rod Smith

They finally took the tarps off the new sculpture in Fremont. Here's a bit about it, taken from the Fremont Argus newspaper of March 9, 2012.



A new sculpture recognizing the historical tie between Niles Canyon and the railroad was unveiled on Thursday, March 8, 2012 in Fremont's Niles District. Located at the intersection of Mission Blvd. and Mowry Ave, it depicts a Southern Pacific Mogul 2-6-0 with a mixed train of two combination cars and a caboose. The artist who created it, Mario Chiodo, also has done work in Oakland of a monument titled "Remember Them". This sculpture is made of foam, wood and fiberglass resins. It is painted bronze and mounted partially on a patio wall of the adjacent apartment complex.

The train is populated with a happy engineer and a brakeman on the caboose steps. The Brakeman's hat is identified with the letters NC, perhaps standing for Niles Canyon (?) where the Pacific Locomotive Association runs trains on weekends. He may even be modeled after a volunteer there.





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Joint Convention
Red Lion Hotel, Medford, OR
May 2-5, 2012**

RETURN FORM AND PAYMENT TO:
SISKIYOU SUMMIT 2012
c/o Ted Stephens
3860 Corina Way
Palo Alto, CA 94303-4507
E-mail: SiskiyouSummitReg@pcrnmra.org
Website: <http://www.pcrnmra.org/conv2012/>

Hosted by Pacific Northwest and Pacific Coast Regions, National Model Railroad Association

Registration Form

Credit card orders available thru Website Link.

Last Name		First Name		First Name (For Badge)	MMR#		
Address		City		State or Province	Zip or Postal Code		
Country	Additional Address Information						
Home Phone	E-mail Address			NMRA # (Membership Required)			
Registration Type (Please check one) Model Railroader Sidetrack Youth				NMRA Region			
Primary Scales and Interest (Check all that apply) HO S N O G Narrow Gauge LDSIG OPSIG Other:							
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)							
Last Name		First Name		First Name (for Badge)	MMR#		
Registration Type (Please check one) Model Railroader Sidetrack Youth				E-Mail (If Different)			
Primary Scales and Interest (Check all that apply) HO S N O G Narrow Gauge LDSIG OPSIG Other:							
All Fares are in US dollars, include Clinics, Layout Tours. Other items may be added later.							
FARES: Please fill in QTY and Total				QTY	Unit Cost	Total	
Full Fare Registration					55.00		
Sidetrack Registration					25.00		
Youth Registration (under 18 years or student)					10.00		
Day Fare				Wed	Thurs	Fri	Sat
						25.00	
Non NMRA member must join the NMRA (For new US Members only New members from other countries contact local Region)				6 month Rail Pass (allowed one time only)		9.95	
				Full NMRA membership/PCR or PNR subscription		72.00	
Banquet (Choice of Entrée will be provided later)					35.00		
Train Mountain Railroad Museum Tour by Bus on Thursday All day					40.00		
Payment by Check** Cash					TOTAL:		
** Make Checks Payable to: "Siskiyou Summit 2012" No Refunds After April 1, 2012							

Red Lion Hotel Medford
200 N. Riverside Dr. Medford, OR 97501 Tel: (541) 779-5811
Convention special room rate is \$82.00/night for single/double, \$92.00 for triple, or \$104.00 for quad (plus tax for all rates). Call hotel at (541) 779-5611 or Central Reservations at 1-800-RED-LION, and use Group Block Name "PNR/PCR Joint Convention".



More hotel information can be found on website: <http://www.pcrnmra.org/conv2012/hotel.html>

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

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

BAY AREA NTRAK MODEL RAILROAD CLUB

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

BAY AREA Z MODULE COOPERATIVE

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: 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) HO N30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-664-8614 or Ken Lunders in Cupertino, 408-777-9572.

EMPIRE BUILDERS MODEL RAILROAD CLUB

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by I-580 and 35th Ave. Dues \$10! Call Ted Moes at (510) 749-7099 for an invite to see/chat/join. <http://www.ebmrc.org>.

GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

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

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

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.

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Clubs (Cont.)

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 LODE 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, tinsplate, and even LEGO trains. The monthly meetings include model and prototype activities, videos, and discussions. A separate business meeting handles show planning and club management. 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.

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

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

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://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org. The club is also open on select week-ends as follows: Winter Holiday Open House on the week-ends before and after Thanksgiving, Nov. 16, 17, 18, 23, 24, 25. 2012 Week-end Schedule: Jan. 14-15, Mar. 17-18, May 19-20, Sep. 15-16, Nov. 16-18, 23-25, 2012.

WEST BAY MODEL RAILROAD ASSOCIATION

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