



BRANCH LINE

NMRA'S FIRST REGION

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Climb aboard The Club Car!

Planning is moving quickly for the 2015 PCR Convention in Newark (in the San Francisco Bay Area) on May 13-17, 2015!

The Club Car, the 2015 PCR is coming up quickly. If you haven't registered yet, do so now!

Layout Tours and SIG Event

There are currently 41 layouts open for self-guided tours during seven morning and afternoon half-day tracks. The layouts are grouped by area so more layouts can be visited with less driving. There will be one track for layouts nearest the hotel on Wednesday evening. A total of 13 Op Sessions are currently scheduled for Wednesday, Thursday and Friday evenings. There will also be Op Sessions on Saturday and Sunday. The Special Interest Group (SIG) layout design and operations clinic

track will be going on for most, if not all, of the convention. We expect the usual SIG meet-ups will be held on Thursday evening.

Clinics

We have a great lineup of clinics scheduled for the Convention. Here are just some of them:

Tony Koester - Update on the Nickel Plate - Model Railroad Planning editor and *Model Railroader* contributing editor and *Trains of Thought* columnist Tony Koester will discuss the evolution of his basement-size, multi-deck HO railroad from the initial planning stages through design, construction, and operation. Key topics will include layout height, fluorescent vs. LED lighting, digital-photo backdrops, timetable and train-order operation, and realistic-format waybills.

Dennis Drury - Rail Detector Cars, Theory and Operations - This clinic will cover the history and theory of operations of rail detector cars. It will also describe the affects these cars have on railroad operations, both prototype and model.

Tony Thompson - Signature Freight Cars in Your Model Fleet - Tony Thompson defines a "signature" freight car as a car which is both distinctive and also characteristic of its owning railroad, meaning that the railroad owned a significant number of these cars. Even a car which was numerous on many railroads could be a signature car for a particular railroad with a lot of them, such as the



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Club Car 2015 (Cont.)

USRA box cars owned by the Milwaukee Road. The clinic illustrates numerous examples of signature freight cars, drawn from 16 of the largest railroads, and three smaller ones.

Harvey S. Lanier - SP Dispatching and Tower Videos circa 1980s

- This will be a video presentation featuring Southern Pacific train order and DTC dispatching in the mid-1980s and early 1990s. Rare footage of the crew of Amtrak's Coast Starlight of March 1983 and an eastbound SP freight pick up their orders on the fly. Jim Mahon, the daylight operator at Burbank Junction, shows us how it was done back then while Towerman Herb Laube demonstrates the workings of the Dayton Avenue Interlocking Tower. We then get a rare look inside Los Angeles Union Station's Terminal Interlocking Tower.

Randy Hees - Narrow gauge in Newark and the East Bay - Randy will discuss the history of the South Pacific Coast Railroad (1874-1906) which ran from Alameda and Oakland south to Newark, the site of the railroad's shops, and the Carter Brothers car factory, then on to San Jose, and Los Gatos and across the Coast Range to Santa Cruz.

Duncan McRee - Dead Rail Operations on the Donner Summit - Duncan recently converted his Donner Summit HO/HOn3 layout completely to Dead Rail. All of the track feeders were removed and, instead, trains are powered by lithium batteries and controlled by radio signals from the DCC system. In this clinic he will discuss the pros and cons of this move and how it has effected operations both positively and negatively. Duncan is the owner of Tam Valley Depot which manufactures and sells the DRS1 radio system discussed in the clinic.

Michael Laine - The History of Railroad Operations at the Granite Rock Quarry, Aromas California - Granite Rock Company, the largest U.S. owned and operated construction materials supplier in Northern California, produced high quality granite rock aggregates, sand, cement, and asphalt. The success of the 115-year-old company is largely due to progressive quarry management practices, efficient use of industrial and mainline railroads, and a geologic history as unique as the story of California itself.

Bill Schaumburg - Visiting the American Rock Salt Company - Bill will share with us a tour of the newest rock salt mine in the US near Rochester, New York. We go 400 feet underground and then look at the shipping and rail operations.

Newark, a Railroad Town from the Beginning

Newark, site of this year's PCR Convention, has been a railroad town since it was laid out in 1876. Those who have one of Bruce MacGregor's three books on the narrow-gauge South Pacific Coast Railroad or have heard of the railroad will know that Newark was the location of the SPCRR roundhouse and backshops as well as the location of Carter Brothers which built narrow-gauge rolling stock for railroads all over the West Coast.

The South Pacific Coast Railroad initially ran from a wharf on the bay south of current-day Highway 84 to Newark and then turned south to San Jose and eventually Santa Cruz. While there are no remains left of the narrow gauge operations, the standard gauge rails which replaced the 3-foot trackage

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Inquiries regarding membership application, renewal, or change of address should be directed to the NMRA, 4121 Cromwell Road, Chattanooga, TN 37421-2119.

Club Car 2015 (Cont.)

in 1906 still carry a large number of UP, computer, and Amtrak trains each day.

To visit the location of the SPCRR shops and Carter Brothers operations, turn right/south from the front of the Convention Hotel onto Balentine Drive and then immediately turn right/west at the traffic signal at Stevenson Boulevard. Continue about a half mile and turn right/north at the traffic signal at Cherry Street. Continue 2¼ miles north on Cherry Street and turn left/west at the traffic signal at Central Avenue. Turn right/north on the first street you come to which is Sycamore Street.

A quarter-mile north on Sycamore Street will be a four-track UP grade crossing. This was originally the single-track, narrow gauge SPCRR horse-drawn branch line from Newark to nearby Centerville, one of the small towns which ultimately became Fremont. The branch continued around the curve adjacent to the apartments on the far side of the grade crossing to the SP Newark station which was on Carter Street. This branch line originally extended easterly only as far as Centerville about 3 miles away. Sometime after the



Motive power on the narrow-gauge Centerville Branch was provided by draft horses. Both of these cars appear to be combination box cars. These cars, which were built for fruit service, were equipped with two sets of doors, one solid wooden set for regular service and a second set made of iron bars to allow for ventilation. - Collection Bruce MacGregor

SPCRR was purchased by the SP and standard-gauged in 1906, the branch line was extended through Niles Canyon and beyond. The single curve to the left eventually became part of the current-day wye connecting the branch line to the SP Mulford Line from Oakland to San Jose. The single-story Newark Tower was located within this wye and controlled movements through this wye and another wye a quarter mile to the north which connected the Mulford Line to the Dumbarton railroad bridge.

Continue north on Sycamore Street. The apartments on the left are where the James Graham Foundry was located. The foundry supplied metal car castings to Carter Brothers. After Carter Brothers closed around 1906, Graham Foundry began casting manhole covers and eventually Wedgwood stoves. Across the street is the Rose of Sharon Chapel, originally the Catholic Church built by the owners of the SPCRR.

Turn left/west on the first street on the left which is Carter Avenue. The house on Sycamore Street directly across from Carter Avenue was originally the station agent's house.

The open field on Carter Avenue to the right beyond the new housing development was once the [engine house] location of the Carter Brothers rolling stock building operation. One hundred thirty-five years ago, you would have been looking at the back of the erection shop and paint shop. The

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Club Car 2015 (Cont.)

SPCRR turntable and roundhouse would have been about in the middle of the large vacant lot, slightly encroaching into the current housing development.

Continuing west on Carter Avenue, the last Newark SP station was on the right just before crossing the tracks.

As you cross the railroad tracks, look to the right and you can see the remains of the wye connecting the Mulford Line with the Dumbarton bridge crossing. The remains of this line and the inactive Dumbarton railroad bridge are currently owned by the San Mateo County Transportation Authority.

Continue on Carter Avenue across the tracks (Carter Avenue becomes Filbert Street) and turn right on the first street which is Wells Avenue. Turn right again on the second street which is Ash Street which then crosses the other end of the wye. The original narrow gauge SPCRR line was on this same alignment for about a mile to the west before turning slightly toward the north to continue to the wharf at Dumbarton Point.

As you reach Thornton Avenue, the building on the left is Watkins Hall, built in 1889 as a saloon, meeting room, and dance hall. Turn right/east onto Thornton Avenue.

As you cross the railroad tracks, look to the right (or stop on the far side of the tracks next to the plaque behind the sidewalk). If you were standing here 135 years ago, you have been looking at the arcade-style station situated over the mainline and the SPCRR roundhouse and turntable on the left.

The building just across the tracks on the left was originally the State Bank, the first bank in Newark. It is now the La Pinata Mexican Restaurant. Their lunch specials are great and reasonably priced and a window booth will let you watch UP trains on the Mulford Line. Continue east on Thornton Avenue and turn right/south at the first



The north end of the Carter Brothers erection shop circa 1913 after the shops were abandoned. – Collection Bruce MacGregor



This view looks south from Thornton Avenue toward the SPCRR arcade-style station. The water tank is visible in the trees to the right/west of the station while the tracks on the right led to Dumbarton Point until 1880; after that year, the stopped at a wood yard near Ash Street for fuel for the locomotives. The Carter Brothers car shops are easily visible to the left of the station. - Collection Bruce MacGregor

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Club Car 2015 (Cont.)

traffic signal which will be Cherry Street. (The Pavillon at the corner of Thornton Avenue and Cherry Street was originally picnic grounds with tennis courts and fountains, all developed by the owners of the SPCRR.) Continue south on Cherry Street to Stevenson Boulevard to return to the Convention Hotel.

Non-NMRA Members

For the first time, members of model railroad clubs in the greater Bay Area are able to attend this Convention even if they are not NMRA members! This difference is reflected in the name of our Convention — The Club Car. If you have model railroader friends who belong to a greater Bay Area club, tell them about the Convention and invite them to attend!

Convention Hotel and Registration Rates

The Convention Hotel is the DoubleTree by Hilton Hotel Newark-Fremont. It is important that our block of rooms be filled in order to have access to the rooms needed for clinics, contests, the Banquet, and other activities. The room rate for our Convention is \$97 per night for a king or double. To obtain this rate, be sure to use our Group Code which is PCA. Note that this is **PCA** and not PCR. If you want to stay at the Convention hotel and haven't booked your reservation, you need to do it now. The cut-off date is April 27th!

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

President's Message

by Pat LaTorres, President, PCR/NMRA

Well, it's been eight years and I'm almost free at last! I'm saying that with a grin on my face and a smile in my heart – not because I'm stepping down as President of the region, but because I can look back with joy on the eight years on the PCR Board of Directors, with fond memories of experiences shared with my many friends and family from the region. Actually, if you are reading this after the 2015 PCR convention, I am already retired. I'll touch back on this later on, towards the end of this column.



At this point I would like to thank everyone that has served on the region's Board of Directors during my time as Vice President and President of the region. Over the past eight years, I've enjoyed working with several PCR members that have stepped up to serve on the Region's Board of Directors and others that have worked in support of the board. All of these members have contributed quite generously of their time and energy for the benefit of the entire membership. Please keep in mind that all of these folks were working for you, the PCR member. Along those same lines I will ask of each of you, what do YOU want from the NMRA in general and from the PCR in particular? As Ed and Carol move forward, they will need your help to answer these questions. One of the things that we have been trying to change is the perception of what the NMRA means to today's model

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President (Cont.)

railroaders.

One of the benefits of this job is that one has the opportunity to interact with members from all across the region and in many cases from all across the NMRA. Between my four years as Vice President and these past four years as President I have managed to make divisional meets in all four of the mainland divisions – two in RED, two in Daylight, three in Sierra Division, as well as all but one of the Coast Division meets over the full eight years. The big plus in this is that I had the opportunity to play Plain Old Member at these divisional activities, rather than attending as PCR President. I will again encourage everyone to take the opportunity to travel to a division beyond your own to see what they have to offer. This gives you a chance to meet other members of the region, or renew friendships with members that maybe you haven't seen in a while.

In addition to attending these divisional activities, I've had the pleasure of making all of our regional conventions over this time – including the special joint convention that we shared with the Pacific Northwest Region. I've also managed to slip in a couple of NMRA national conventions during that time and made or renewed many friendships with modelers from across the United States and around the world. The big plus was that I had the opportunity to be part of the organizing committee for Extra 2011 West, the 2011 NMRA national convention, held in Sacramento. While the sponsoring organization was 21st Century Ltd, Inc, the committee was formed of members from all four of the mainland divisions of the PCR and it would not have been the success that it was without the help and support from volunteers that came from every corner of the region – and in some cases, from throughout the NMRA. This convention had one of the largest registration counts in recent years and when I travel to model railroad events outside the PCR, I still hear people talking about what a great time they had visiting "Our House"! This hobby has the potential to enrich our lives in so many ways and the NMRA can add so much to this potential. With my involvement in a focused niche of the hobby (narrow gauge logging) I have the added bonus of meeting other modelers through our specialized gatherings – but the NMRA has always managed to enhance these relationships.

Along these same lines the PCR has been a supporter of the Layout Design and Operations Special Interest Groups by co-sponsoring their annual meet and will continue to do so into the foreseeable future. This year we will be taking the next step to help sponsor the Bay Area Prototype Modeler's meet. Our Board of Directors feel that our involvement in the RPM/Prototype Modeling aspect of the hobby is important to the growth of the hobby of model railroading. For several years we have made it a point to stress the special interests in the hobby, whether it be prototype modeling, logging, railroad operations, layout design, narrow gauge railroads, the focus on specific railroads and their histories, scale specific matters, and so much more. While the NMRA cannot be all things to all people, we can help and encourage modelers to work towards specific goals in their modeling, whatever their focus. The region has made a serious effort to support and encourage the NMRA's Achievement Program (A.P.) as a means to improve our modeling abilities. While we have really encouraged the model contests

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President (Cont.)

at our conventions, we have done so to help people learn to build better models.

This is some of what the NMRA can be for our members, but to be more effective in this we need the input from our members, to let us know what will help you. While the NMRA is a national organization, where it has the greatest impact on each of us is on the local level. What we do in our divisions and the region is what will matter the most to the individual member. Also, what can each of us do to improve the NMRA from this local level may likely improve what the national will be able to provide for the broader membership. In this way we really need each member's help and support in what we will put forward. This doesn't mean that one will need to volunteer to serve in an elected office, but only that folks consider volunteering to help on some smaller project within their division or in the PCR. I realize that not everyone has the time take on every job, but sometimes just being there to help someone on a project or program can add immeasurably to the success of that project. I ask only that you perhaps consider helping those that have taken the key jobs. This could be as simple as spending an hour helping at the registration desk at a divisional meet or a regional convention, perhaps being a judge in the contest room (which will also help you learn a bit about how the A.P. works), putting together a simple clinic on some aspect of the hobby which is of great interest to you. On the divisional level, there are so many relatively small jobs that all add up to make things work well – any little bit of help can make a big difference.

This brings me back to where I was at the beginning of this column, we are coming to a changing of the guard in the PCR. After eight years on the region board I am moving to another stage in my modeling life – getting to spend a bit more time actually BUILDING models and less dealing with the administrative side of the hobby. I will be handing the throttle to Ed Merrin, who has been both a source of counsel, but has also become a close friend over the last four years. He will be joined by Carol Alexander as our region's Vice President. Carol's time previously spent serving as the RED Director on the region's BoD has prepared her for this step up the ladder and I'm sure that she will provide a new outlook on where the PCR might go in the future. Please keep in mind that these members, as well as the rest of the Board of Directors are taking on these tasks because they want to help make your modeling experience that much better.

While I will be stepping away from a leadership role in the region, it does not mean that I will be running away from the region. I will still be working with the Coast Division Auction Committee, I'm sure that I'll still be putting on clinics at our conventions and divisional meets, I'll still be helping out with some of the ancillary activities across the region (Bay Rails, LD/OPSIG meets, BAPM, etc). So when you see me at some event feel free to say hi. Even as a POM (Plain Old Member), I will still want to ensure that the NMRA and our region in particular keep growing and improving. To repeat something which Ron Plies came up with when he and I first talked about what was ahead of us, back in 2007, "This isn't your father's NMRA". He meant that while what had gone before was important, what was in our future was even more so. The hobby is changing, the technology and the way we experience model railroading has changed more in the past fifteen years

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President (Cont.)

than it had in the previous sixty. We are involved in one of the most exciting periods of technological growth, yet many of the basic modeling skills that were needed in the early years of the hobby are just as important today. Where our hobby will go in the next twenty plus years will be decided by us today. As I've said many times, the NMRA is only as good as what we, the members put into it. You, the member are in position to direct where things will go tomorrow.

To conclude, I would like to thank all of you for allowing me the privilege of serving you for the past eight years. It has been one of the great honors in my life – though I'm still trying to decide if I should thank, of course, Bill Kaufman for what he talked me into those several years ago (just kidding, I think). Those past presidents who have been on the same journey that I'm now concluding may be the only people that really know what an experience this has been – I only hope my words can express some portion of the pleasure that I have enjoyed. And I also need to thank in more ways than I can put in words the one person who's support and input was essential in my making it through these eight years. She and I had just announced our engagement when Bill asked me to take on the job of V.P. for the region and our wedding was only two days before I officially stepped into that position. Over the years she was more than willing to let me know when she thought I was off base, she provided love and support when I had to take some action which caused me stress and discomfort, and she was more than willing to let me know when she thought that I was right on target as well – My lovely wife Ronnie, who not only willingly, but enthusiastically dove into the hobby of model railroading, because she wanted to, not just because I was involved. Without her being there to help me, I often wonder what those years would have been like.

I can only ask each of you to give Ed, Carol and the entire region Board of Directors the same support that I have been blessed with. The PCR is the greatest bunch of folks that one could hope to meet! Again, thank you.

For the last time, keep it in run eight and on the rails. 🚂

From the Fireman's Seat

by Ed Merrin, Vice-President, PCR/NMRA

You know, just when I thought things were in a slow and easy phase for me I was jarred to alert by Branch Line editor Chuck Harmon's email announcing that another column was due. So I dropped my plans for a long afternoon nap and got my thoughts together. Here they are.



I actually won a door prize at the latest RED meet; this doesn't happen very often so I was pretty inspired. I selected a book by former auto racer Sam Posey entitled "Playing with Trains." There is a lot in that book that pertains to the Never Ending Discussion about who gets into active modeling, why, and when, so it fits right in to what I usually write about.

Now I need to confess something; I haven't finished the book, even though it runs only about 200 pages and has large letters. It is competing with

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Calendar

NOTE: For details on any event see the PCR website, www.pcrnmra.org.

March 28 & 29, 2015 - 10:00 am to 5:00 pm, Spring Train Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch.

April 18, 2015 - 9:00 am, West Side Reunion presents the 28th Annual Logging & Mining Modeler's Convention at the Sonora Elks Lodge, CA. Clinics, contests, and dealer sales area.

April 24, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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Vice-President (Continued)

my time and after finding the beginning interesting I felt less interested in the middle. But I will finish, I promise. I am switching off between that book and Dostoyevsky's "The Idiot," which makes me feel like one as I try to keep track of all the multiple Russian names of the characters. In between I was working on a little project that competed with the two books for time and mental energy. After getting nudged at my recent op session to use clearance forms to go along with my train orders I set about designing a replica SP form on Word, crashing the program at least once in dramatic fashion before getting the job done.

Nonetheless, I was impressed by the basic story in Posey's book. Briefly, as a small child his widowed mother buys him Lionel trains and he gets hooked. Family circumstances put an end to the train activities and then he gets to be a teenager anyway and gets into the car thing. Thus, he becomes a race driver. But the trains are still in the back of his mind, so when he has a young son of his own he decides to get trains for him. Of course, what is initially a joint venture evolves into Dad's project and he winds up meeting a variety of interesting people who are in the hobby. With their help he winds up building a well regarded interpretation of the Chicago Midland. The son is getting older and we'll see what happens there.

The story has some elements of a typical biop of a model railroader. Early exposure to model trains has strong enough impact so that he (usually) harbors a longing within that finally bursts out in mid life when an opportunity presents itself. In this case the story deviated from the often cited scenario of the retired person emerging from model railroad hibernation. Mr. Posey was young enough to have small children in the house (which was my story, by the way) who provided the "excuse." He also was not retired, although his employment was seasonal so one could argue that he had the life of a retired person for certain months of the year. The only thing missing here is the issue of NMRA membership. So far that hasn't come up. But we can assume, for the purpose of our discussion, that that was part of the deal. If so, we would have someone joining or considering joining in the forties to fifties age range, just what we're looking for today.

This focus on recruitment and on survival of the NMRA continues in online discussion groups and will obviously continue until either we are all gone from the scene or the NMRA disappears into the mists of history. If the second thing happens, though, that doesn't mean the end of model railroading. Too often we confuse things by assuming NMRA and the hobby are one and the same. It is true that the NMRA was largely responsible for the growth of the hobby and for bringing order out of chaos, developing standards that made it possible for modelers to use and operate equipment together from multiple manufacturers. But that work was done long ago, and there are signs that the influence of NMRA standards may be waning, at least in the area of DCC.

When one goes to events that are not NMRA sponsored one will see an age range that is somewhat lower. In addition, there are clubs and modular groups that are very active and look very much like they are here for the long term. Membership in NMRA is not required to participate and we find ourselves working hard to come up with reasons for their members to join us.

There is also an apparent reputation out there, fair or not, that the NMRA has a narrow perspective and is only for "real" or "scale" modeling

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Calendar (Cont.)

April 25, 2015 - 8:30 am to 5:00 pm, Daylight Division Spring Meet, Coco's, 955 Oak St., Bakersfield.

May 3, 2015 - 10:00 am to 4:00 pm, Sierra Division Meet, Sovereign Grace Baptist Church, 2766 N. Dakota Ave, Modesto, CA

May 9, 2015 - 11:00 am to 5:00 pm, Redwood Empire Division Spring Meet, Monroe Hall, 1400 West College Ave, Santa Rosa, CA

May 9 & 10, 2015 - 11:00 am to 4:00 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

May 13, 2015 - 1:00 pm, Annual Board of Directors Meeting, DoubleTree by Hilton Hotel Newark-Fremont, 39900 Balentine Drive, Newark, California, 94560-0564.

May 13 - 17, 2015 - The Club Car 2015 PCR Convention, DoubleTree by Hilton Hotel Newark-Fremont, 39900 Balentine Drive, Newark, CA.

May 23, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana Railroad Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA.

May 29, 2015 - 8:00 pm to 10:00 pm, Train Show, Walnut Creek Model Railroad Society, 2751 Buena Vista Ave, Walnut Creek, CA.

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Vice-President (Continued)

(even though the name is the National Model Railroad Association and not the National Scale Model Railroad Association). Posters on the Yahoo groups have discussed second hand reports that some modelers assume that the NMRA is for HO only. Some of these attitudes and assumptions are mind boggling, although there may be a kernel of truth here and there.

One time, when I was active in a Round Robin Group a new guy showed up by invitation who seemed like a great fit. But he elected not to come back and I heard that we were "too hard core" for him. What did he mean by that? Is that how we look to people?

Anyway, it is a pleasure to see all the energy generated in the PCR to rethink our activities and to reach out to a broad a group as we can. As I have stated before, my belief is that generating interest in the hobby is a first priority and recruiting members a second. Planting seeds in young people, whether as something new to them or reactivating a dormant "spore" that has been lingering in their brains, is the key to the future. Hopefully some of them will join when they feel it's right for them. When they do (how's that for optimism?) they will have some different ideas than we do today, no way around it. At that point, the ball is in their court, not ours, and we shouldn't stand in the way. 🚂

Achievement Program

by Jack Burgess, MMR, Manager, PCR Achievement Department

Rather than continue our discussion of Achievement Program categories this issue, this article will be kept short to allow for more space for information on the upcoming PCR Convention in Newark.



But if you are working toward AP certificates in Motive Power, Cars, or Structures and need your models evaluated for Merit Awards, let me know by sending me an email at jack@yosemitevalleyrr.com so that I can set up an evaluation of them during the Convention and bring your models! Note that, unlike the model contest (of course, you can enter them in the contest too or instead if you want), you don't need to fill in the typical contest model forms if you only want to have them evaluated for an Merit Award for the Achievement Program. Instead, an evaluator and you sit down together and you explain what you have done, etc. You still need to bring documentation such as prototype photos and/or plans but you can skip the contest form.

Eric Moe of Walnut Creek has been awarded a Golden Spike. Congratulations Eric!

Dave Connery was busy during January and submitted completed Statement of Qualifications for three categories—Association Official, Master Builder – Cars, and Model Railroad Engineer – Civil. That gave him a total of seven Achievement Certificates and thus Dave is now Master Model Railroader No. 551. Congratulations Dave! Hopefully, his MMR plaque will arrive in time to present it to him at the upcoming PCR Convention.

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 6. 🚂

Calendar (Cont.)

June 7, 2015 - 9:00 am to 5:00 pm, Coast Division Meet, 1001 Davis Street, San Leandro, CA. (SF Bay Area Council Office of Boy Scouts of America.)

June 7, 2015 - 9:00 am to 5:00 pm, **San Francisco Bay Area Prototype Modelers Meet**, St. David's School Hall, 871 Sonoma St., Richmond, CA.

June 20 & 21, 2015 - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

June 24 - 28, 2015 - 23rd N Scale Convention, DoubleTree Hotel Sacramento, 2001 Point West Way, Sacramento, CA. Presented by N Scale Enthusiast.

June 26, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

June 27 & 28, 2015 - 11:00 am to 4:00 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

July 2, 2015 - John Allen Memorial (JAM) Breakfast. Time and location TBA.

July 31, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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Contest Report - Want to Share a Latte, Anyone?

by Guiseppe Aymar, MMR, Chairman, PCR Contest Department



While sipping a latte at the coffee shop, shooting the breeze with a couple of guys, all of us model railroaders, NMRA members in good standing, two from PCR, one from PNR and one from across the Pond (Europe), I was overtaken by this innate need to start up a controversial topic and raise everyone's blood pressure just for the heck of it. Why not? My mom once told me that the two topics to avoid for a peaceful life are religion and politics; I would now add a third one: *contest!*

You know, one starts out innocently enough by asking a simple question like "did you bring anything to the contest this year? To me it is like asking "are you going to church this Sunday or have you cast your vote yet?" The usual customary response would be a succinct and clear "yes" or "no." Not when it comes to contest. Oh no. When we mention the word *contest*, as in model railroading contest, we begin to see physical and emotional changes taking place. Shifting positions in our chairs, we broadcast unknowingly our mental state. A forward lean over the table, resting our elbows on the table's edge, could signify a definite interest in the subject either positive or negative. A backward lean against the chair's railings while our shoulders are slumped could signify a non committal yea or nay response, while the same posture with arms folded over the chest is a potential candidate for a negative, neutral or condescending response. There is always the smart move: "I need to use the wash room - I will be right back" type of response, as we are caught unaware and unprepared and our brain is running faster than a supercomputer entertaining and untangling years of positive and negative experiences associated with such a traumatic, life threatening topic. It is fun to watch. That's the little devil in all of us smiling.

And so we argue seemingly for an interminable time as to the value of such an event. The negative arguments put forth revolve around the overused idea that all contest does is create an artificial social class of "super modelers." The nonchalant response usually is, "I don't care for all that stuff! That is not why I come to the convention." The positive arguments are just as powerful ranging from the, "I learn so much from seeing what others have done" to, "what a neat way to do that, wow, I think I can do that myself," or, "it is truly inspirational to see what can be done with simple tools and imagination."

When you really think of it, someone said it is a learning and enjoyable experience to enter or observe items in the contest, not unlike presenting or attending a clinic, and opening up or admiring the layout room. The above are ways to teach, educate and inspire us in a hobby that is so vast and eclectic that we constantly have to refocus and learn new concepts to maintain pace with changes and thus maintain our enthusiasm. Let's face it, most of us are dreamers and did we not at some time think of our model trains as "railroad empires" and wrestle with the notion of bringing to fruition such

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Calendar (Cont.)

August 1, 2015 - 9:00 am to 5:00 pm, Daylight Division Summer Meet, Oceano Depot, 1650 Front St, Oceano, CA.

August 15, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana Railroad Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley.

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

August 28, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

September 2 - 5, 2015 - 35th Annual National Narrow Gauge Railroad Convention, Houston, TX

September 4-6, 2015 - 7:00 to 9:00 pm, Saturday & Sunday: 11:00 am to 5:00 pm, Model Railroad Open House, Lompoc Valley Model Railroad and Historical Society, 428 North I Street, Lompoc, CA.

September 19 & 20, 2015 - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

September 25, 2015 - 8:00 pm to 10:00 pm, Train Show, Walnut Creek Model Railroad Society, 2751 Buena Vista Ave, Walnut Creek, CA.

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Contest (Continued)

an awesome adventure?

Our wives make us watch *Dancing with the Stars*, *Jeopardy*, etc, etc. We watch the *World Series*, the *Final Four*, the *Super Bowl* and the *Olympics*. The common thread here is that they all are contests to show who are the best dancers, the smartest individuals, the best athletes, the most competitive teams. At the same time as we watch we wish we could do the same moves, or know the same information. Some of us are then motivated to take dance lessons, become aware of facts and trivia, or challenge ourselves to better knowledge. The positive argument that should be put forth regarding *contest* is that it includes all those qualities. It should inspire us to take modeling lessons (NMR's "Learning with the Masters" clinics), it should invite us to delve in areas of modeling we never thought we would explore, like photography or arts & crafts. We all have latent talents. (Hey, that is an anagram! Did you notice that both "latent" and "talent" are made up of the same letters? Sorry, I get excited with the littlest unexpected discoveries.) These are talents that require a spark to surface. Such a spark could be ignited by *contest*. And, so, what if it turns into a war between entries, modelers trying to outdo each other? It can only lead to better and more advanced modeling, more creative entries with superior results. Skills are tested and improved, all to the betterment of the hobby as a whole. Look what car races have done to improve innovations in the automobile industry or what the competition between the US and the old USSR has done for the advancement of space exploration or what the competition in the electronic technology field has done by giving us all those smart devices. Friendly and gentlemanly competition is a good thing, that is the essence of *contest*.

Contest entries merely elevate the bar of good modeling, and in a small way, I believe, have educated our train manufacturers to elevate the detailing in their products as well. Being a contest entrant is like being an Olympic torch carrier. You will bring the spirit of model railroading to all who watch you go by. Be that inspirational leader and you will reap the rewards many times over.

Next time you see me relaxing sipping a latte at the convention, join me and let me know your feelings about *contest* and what you would do to improve this great gift the convention bestows to every attendee.

In the meantime do me a favor - Knock the socks off me by bringing one entry in spite of what you believe. Do it because you want to contribute to the success of the convention. How simple is that?

At this time I would like to extend my congratulations and those from the Contest Committee to **Dave Connery** for earning his much deserved **MMR**. He is the latest in a line of MMRs that has suddenly sprung up in PCR, proof that good modeling and responsibility toward the organization are still alive and growing.

Thank you for reading my little diatribe. As my kids are fond of saying, "Dad, one of these days they will take you away in a straightjacket if you do not tone it down a bit." I can't help it. If you believe in a cause why not shout from the highest mountain where your voice will be carried on golden wings, across the plains, the rivers and the valleys.

Thanks a-Latte ☕

Calendar (Cont.)

September 27, 2015 - 9:00 am to 5:00 pm, Coast Division Meet, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501.

October 1-4, 2015 - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA., Hosted by San Luis Obispo Railroad Museum.

October 17 & 18, 2015 - 11:00 am to 4:00 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

October 24, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana Railroad Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA.

October 24 & 25, 2015 - 10:00 am to 5:00 pm, Fall Train Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

October 30, 2015 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

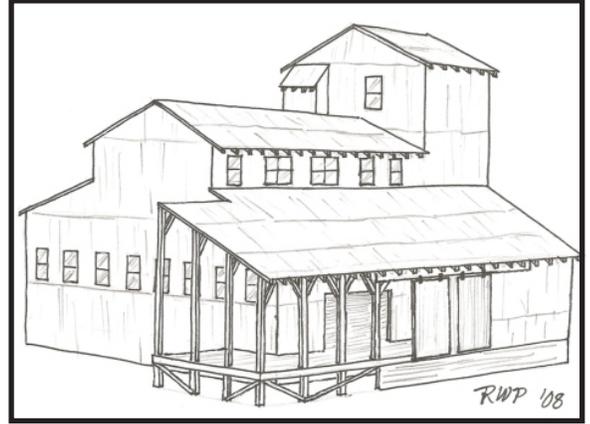
October 31 & November 1, 2015 - 10:00 am to 5:00 pm, Fall Train Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

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The Answers Are Out There: Old Buildings Worth Modeling

by Robert Pethoud, Daylight Division Member Aid Chairman

Have you ever searched for one thing and, instead, found something else more important than what you thought you wanted? Some time ago I purchased Tony Thompson's Southern Pacific Freight Cars, Volume 5 specifically to inspire me with photos of hoppers, covered hoppers, and tank cars I might wish to model. Ironically, my first modeling impulse came not from any of the freight cars, but from the fascinating structure looming behind the tank car on page 249. Its unusual roof, detailed dock area, and stocky proportions identified this immediately as a building I need to have on my railroad.



Bob drew this illustration of a building he saw in one of Tony Thompson's books.
Illustration by Robert Pethoud

So where else can one go for structural inspiration, besides Tony Thompson's freight car books? If you're like me, you have shelves of books chock full of photographs of your favorite railroad(s). Next time you flip through one of them, examine the buildings lurking in the background behind the locomotives and freight cars which are the subjects of the photos. Sometimes you can even find a book devoted exclusively to photographs of industrial buildings. One such is Structures of Utility, by David Stark Wilson (Heyday Books, Berkeley, CA, 2003).

Old issues of model railroad periodicals are excellent sources of photos and even scale drawings. I find some of the best articles on structures to be from the 1950s and 1960s. More recently, Master Model Railroader Pat Harriman, who is an architect, published two outstanding volumes of scale drawings, called Early Wood Frame and Stone Structures and Early Wood Frame and Masonry Structures. They can be purchased from Pat Harriman, 9331 Farley Lane, Overland Park, KS 66212.

Most historical societies have collections of old photographs and it can be a real kick to look through them in search of treasure. Check out historical societies in the towns through which your favorite railroad runs. A few of these groups have even made their photos available online, thus saving us much travel time. And don't forget the Library of Congress, which has many excellent photos available in their Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER).

Finally, always take a camera with you in your travels. You never know when or where you may find a subject worth modeling. On a trip to Morro Bay one time I photographed an unusual Quonset hut with an amazing Art Deco façade. It will make a unique model someday.

Until next time, keep those questions and comments coming to pethoud@comcast.net. 🚂

Calendar (Cont.)

November 7, 2015 - 9:00 am to 5:00 pm, Daylight Division Fall Meet, Gary Siegel's home, Santa Barbara, CA.

November 14 & 15, 2015 - 11:00 am to 4:00 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

November 20 - 22, 2015 - 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.

November 27 - 29, 2015 - 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.

December 5 & 6, 2015 - 11:00 am to 4:00 pm, Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

December 6, 2015 - 9:00 am to 5:00 pm, Coast Division Meet, 1001 Davis Street, San Leandro, CA. (SF Bay Area Council Office of Boy Scouts of America.)

Pacific Coast Region SIG Report for First Quarter 2015

by Seth Neumann

The 2015 Bay Area PCR/Layout Design SIG, and Operations SIG meet ("SIG Meet") was held January 23-25 at the Best Western Novato Oaks Inn. This marked our return to Marin country for the first time this century! The wait was well worth it as 92 attendees enjoyed a day of clinics and panels as well as Friday afternoon and Saturday evening tours and Sunday Operating sessions.



Four clinics were presented. They were:
SP Cascade Division from Prototype to a Basement-filling Model, by Bill Decker;

State Belt Recast in N-scale: Lessons Learned
Adapting an HO layout to N scale, by Bill Kaufman;

NWP: A Railroad You Can Model, by Fred Codini;

WP Potash Extras in the 60s: A Special Movement you can Model. by Wayne Monger.

Plus a design challenge based on Jon Schmidt's Nicasio Northern and a panel discussion moderated by Bruce Morden.

Eight layouts were available for Sunday operating session. There were 56 Guest Operators. Nine layouts were available for touring.

We had 21 Design Consultation Clients. (Thanks to Byron Henderson and the consulting crew!)

A new activity this year was a Friday afternoon tour including the Tiburon Rail Museum, Peter Hess's impressive 3 Rail Toledo Terminal layout in Corte Madera and the Northwestern Pacific Historical Society Library in Petaluma. About 30 attendees participated in the tour, which also got us well north of the Golden Gate Bridge before the commuter rush and we were able to get to Novato for the Welcome Dinner pretty easily.

Thanks to Jon Schmidt and all the North Bay hosts and presenters!

By moving the meet around we were able to feature "new" layouts for tours and operations. We are investigating holding the SIG Meet in Sacramento or in Contra Costa County next year. Watch this column and the PCR list for details as they become available.

Our next big activity in the PCR is the SIG program at the PCR "Club Car" convention headquartered in Newark at the newly remodeled Doubletree Hotel – you may remember it as the Newark Hilton. This will be held May 13-17. The Club Car program will include many of the BayRails layouts for touring and operations (operations newbies welcome!) and of course the SIG clinic track will be going on for most, if not all, of the convention. We expect the usual high quality clinic content and the usual SIG meet-ups will be held on Thursday evening. I hope to see all of you on the Club Car! <http://www.pcrnmra.org/conv2015/>. As plans stand now, I'll be hosting an Op Session on Union Pacific in Niles Canyon on Wednesday the 13th and open for touring on Thursday morning, the 14th -- of course you should check your convention program before venturing out!

In out-of-town operating action, several Bay Area operators visited

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Calendar (Cont.)

2016 and Beyond Events

January 29-31, 2016 - Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design and Operations Special Interest Groups.

March 12, 2016 - 9:00 am to 10:00 pm, Winterail 2016 Railroadiana Show and Sale, Corvallis, Oregon.

April 20-24, 2016 - Taking It To The Streets 2016 PCR Convention, DoubleTree by Hilton Hotel Modesto, 1190 9th Street, Modesto, CA.

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

July 9-10, 2016 - 2016 National Garden Railway Convention, proudly hosted by the Bay Area Garden Railway Society (BAGRS), Santa Clara Convention Center, 5001 Great America Parkway, Santa Clara, CA. The convention hotel is the adjacent Hyatt Regency Hotel. There will also be pre-convention self-guided layout tours starting July 2, 2015.

September 7 - 10, 2016 - 36th National Narrow Gauge Convention, Augusta, ME.

January 27-29, 2017 - Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design and Operations Special Interest Groups.

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SIG Report (Cont.)

Sedona, Arizona for the first "Wyoming Division Invitational." Host Verryl Fosnight and his crew entertained 35 visitors from all over the west on Verryl's 5,000 sq ft model of the Union Pacific across Wyoming and Utah (Cheyenne to Ogden) set in 1957. There were Big Boys and Big Blows aplenty as over 100 trains were run in 10 hours of operating (split across Friday and Saturday). The railroad ran well and hospitality was first class. Verryl tells me this will be repeated on a regular basis, so let me know if you are interested in participating at future meet.

We also receive invitations to operating events all over North America. So once again let me know at the email below or talk to me at one of our events if you'd like to participate!

We are very fortunate to have the NMRA National Convention this July in Portland. This group put on the very successful 1994 meet has come out of retirement to organize the 2015 convention. Our own Bill Decker, a recent émigré to the Willamette Valley, is the SIG Coordinator and has organized a great LDSIG layout tour (Wednesday) as well as a fine operating program (Layouts available every evening). The OPSIG leadership tells me there will be an "Advance Section" of operating sessions in the Puget Sound area the weekend prior to the convention. So if you can spend a few extra days you can run some excellent layouts. In general, these are SoundRail (the Puget Sound equivalent of BayRails) layouts and from my experience they range from very good to awesome. If you, like me, intend to drive you'll find a number of layouts available for touring and operations on the way up and back. More details to follow. <http://nmra2015portland.org/>

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

Tales of the Santa Cruz Northern - "I'm So Embarrassed"

by: Jim Providenza

You have to wonder, sometimes, why certain things happen the way they do. Is it just happenstance? A reality check, something akin to "If you want to see God laugh, just tell him your plans?" People rising to their level of incompetence? What happens when you don't pay attention, even though you know better? Or something else... In any case, you get to decide.

I was hosting the third op session on the SCN in as many months. While all three sessions were in some fashion tune-ups for the upcoming March 2015 BayRails VI invitational ops weekend, each had its own reason for being. The November session was the first with the new Time Table No. 10 and included the Del Monte, the second scheduled passenger train on the layout, the rebuilt helix and new bridge across the kitchen door, and the reversal of the direction of the upper level of the layout (west is now always to the left as you face the track). It was also the first time my good friend Rick Kang ever operated on the SCN under TT&TO.

The second session was for the annual LD / Op SIG / PCR Regional meet in late January. This is always fun as the op session is open to anyone

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Web Announcement

By Gus Campagna,
Manager, PCR Publications
Department

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

SCN (Cont.)

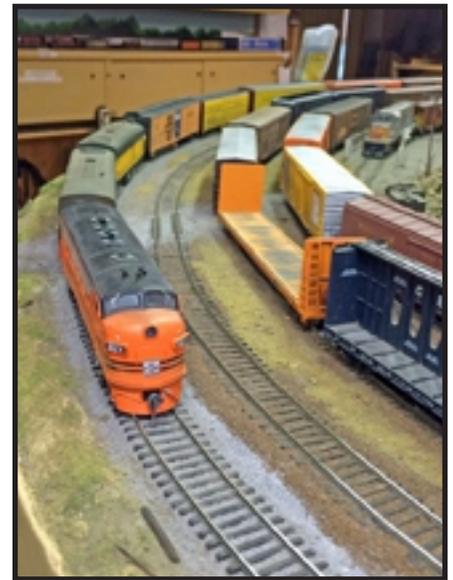
After meeting No. 127 at Laurel the Drag made it up to the summit at Sergeants and slid down into Fallon. Linton had a work message in his paper work letting him know that he had two mis-routed cars to set out at Fallon. About 2 minutes after he arrived in Fallon Linton started yelling for me. . .

“Providenza, the cars I’m supposed to set out aren’t in my train. What’s going on with your freight agent in Santa Cruz anyway?” This in a voice loud enough to be heard by all the rest of the crew of course. Well, the freight agent at the virtual station of Santa Cruz is me, and I was really, really sure those cars were in the train. They should have been dropped off at Fallon by the previous Westbound Drag and hadn’t been, and so were being backhauled. So putting on my very best gruff and grumpy trainmaster voice, I told Linton he better check his waybills and walk his train again.

I then turned to answer several other questions and grab a sip of coffee. Wandering back to Fallon Linton turned to me and said, “I’m so embarrassed. I think I took the wrong train. But then again, maybe YOU gave me the wrong train.” We looked at each other, and I have to admit we both started laughing.

How could this have happened? I mean, Linton and I have each of us been operating for over 40 years. Linton is one of the two or three folks most experienced and knowledgeable about running the Santa Cruz Northern, part of the “SCN brain trust” if you will. I know which trains were which in Santa Cruz staging when I filled out the ‘Soup Ticket’ (Crew Calling Memo) for the train and I handed Linton the packet with the Train Description and waybills. Linton got the right packet. The Dispatcher got the soup ticket, and his Train Sheet shows that I put down the wrong information. Why? No idea. I can only repeat what Linton said: “I’m so embarrassed.”

On the other hand, Linton didn’t walk his train and check his waybills against the cars in it, which would have quickly caught what was in fact originally my mistake. Nor did he even blink when the drag pulled a nice-looking container flat across Bridge No. 5 on the way to Laurel—not a typical drag freight revenue car. Well, I didn’t have time then to apportion either blame or embarrassment. I needed to figure out what to do with this mess. I could have just continued let Linton run what was in fact the rolling stock meant for the evening’s No. 202 on the schedule of No. 272. But this would have left the pickup for the E/B Drag still sitting at Fallon and would have created a real mess for the W/B Drag when it arrived later in the day and



“The fast clock stopped at 1:58 am at the latest op session on the SCN, catching WP 922A is at Fallon, this time properly on the schedule of No. 202 as it was supposed to be. When the clock starts at the next session No. 202 will continue on its way to San Jose. At WP Jct. it will move onto the WP en route to its final destination of Stockton where it will make connections with with WP and Santa Fe trains.”

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Wednesday, May 13

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	
Registration																								OPEN					
Clinics																													
Clinic One		SIG Clinics									Sierra Railway	Connery		NG in Newark	Hees		Rail Detector Cars	Drury						Layout Design	Clark		PAX Terminals	Clark	
Clinic Two												Clinic		Clinic											Clinic			Clinic	
Clinic Three												Clinic		Clinic														Clinic	
Contest																													
Non-Rail																													
Layouts																													

NOTICE
 This preliminary Convention schedule is provided for your planning purposes. It is subject to change. Go to the PCR web site for the latest changes.
<http://www.pcrnmra.org>

Thursday, May 14

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30		
Registration					OPEN										OPEN														OPEN	
Clinics																														
Clinic One		SIG Clinics	Rail Detector Cars	Drury	History RR Ops at Granite Rock	Laine					Add Perspective	Paul		Signaling w/ cpNode	Neumann		Update on NKP	Koester						LDSIG Meet & Greet	Neumann		OPSIG Meet & Greet	Neumann		
Clinic Two			Secret Layout Down Under	Paul	Using Sketchup	Burgess					YV in Color	Burgess		Dead Rail Ops on Donner	McRee														Clinic	
Clinic Three				Clinic		Clinic						Clinic			Clinic													Clinic	Clinic	
Outside Activities																														
Contest																														
Non-Rail				OPEN		OPEN																							OPEN	BINGO ???
Layouts																														Ops Sessions

NOTICE
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NOTE
 As of 3-27-15 Speeder Rides moved to Friday, same times.

Friday, May 15

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30
Registration																												
Clinics																												
Clinic One		SIG Track ?	Dispatching Sand Tower c. 1980s	Laner			Clinic						Planning/Devel State Belt	Kaufman	Copper on Rails	Marenzi	Modeling Proto Structures	Connelly						Visiting American Rock	Schaumburg			Clinic
Clinic Two			RR'g w/Santa Fe 1953-1996	Johnson			Signature Freight Cars	Thompson					Dead Rail Ops on Donner	McRee			RR'g w/Santa Fe & SP in 50s	Johnson										Clinic
Clinic Three																												
Outside Activities																												
Contest																												
Non-Rails																												
Layouts																												

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Branch Line Deadlines for 2015

APR-MAY-JUN 2015 Issue
Articles due by
March 10, 2015

JUL-AUG-SEP 2015 Issue
Articles due by
June 10, 2015

OCT-NOV-DEC 2015 Issue
Articles due by
September 10, 2015

JAN-FEB-MAR 2016 Issue
Articles due by
December 10, 2015

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

SCN (Cont.)

found no room for its setout. Could I find a way to swap trains without making Linton retrace his steps all the way back to staging?

As it turns out there was a way. I did not remove the connection from Fallon to Santa Cruz staging when I built the new connection that comes from the other direction into staging across the kitchen door. And so it was a simple matter of swapping the two trains between staging and Fallon (pay no attention to the man behind the curtain!).

And yes, for the first time in the history of the SCN, there is a continuous running capability on the upper level. We ran the consist of No. 202 right back into staging where it had been, and backed No. 272 a couple of miles until it was in Fallon, where it belonged, not having traversed the summit, not this time!

As Linton pulled out of Fallon after finishing his work there, he turned to me and said, "You really have to write this up for Tales." Yeap!

In Memoriam

Member	City, State	Date Joined
Mike Mule	Prunedale CA	10/28/1998

Looking Back

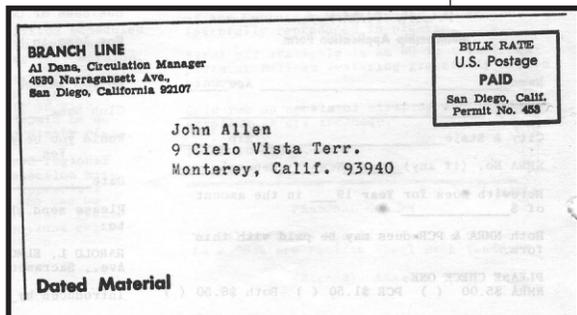
by Dave Connery, MMR, PCR Historian

As related in earlier columns, the PCR was the first Region in the NMRA, established in 1944. Seventy years ago we were a full year old and feeling our oats. Several other regions were in the early formative stages, but we were the area where the concept of regions developed – allowing West Coast modelers (isolated from the East and Mid-west core of the organization) to start to feel a part of what was happening nation-wide.

That year we were discussing a more streamlined PCR election process – we had no Divisions then and elections were region-wide (and the region included all of what is today the PCR plus the PNR and the PSR), quite a large area to manage. We did not have a Board of Directors but rather an Executive Committee composed of a President, Vice-president, Secretary and Treasurer. The plan was to add three additional members to the committee.

As World War II drew to a close modelers were looking forward to a resurgence of model railroad manufactured goods and the return from military duty of fellow modelers (even the PCR President, "Tex" Guess, was in the service during 1945. That year a Spring Meet was held in Santa Ana, a meet in August was hosted by the East Bay Model Engineers Society in Oakland and in December the final meeting of the year was sponsored by the Metropolitan Model Railroad Club of Los Angeles. Despite war restrictions, the PCR was on the go. The Branch Line started the year as a mimeographed six page newsletter but was upgraded to a "printed"

Continued on page 23



Addressograph label for a well known PCR member.

Photo by Dave Connery, MMR

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The person whose name is shown below is an authorized member of the NMRA and is entitled to all the privileges of active membership until the expiration date of this card.

Membership number: 123456 00
Expiration date: 01/08/12
Member name: **Bob R. Kabuse**
Member since: 01/08/11

Looking Back (Cont.)

publication in October and by then PCR membership had climbed to 376 (there were about 4,000 NMRA members at the time). Working on standards for the various scales, announcing the various meets and reporting on the progress at various clubs filled the newsletter pages.

Fifty Years Ago – By 1965 the PNR had formed its own region and PCR was now all of the area in California, Nevada and Arizona, and was divided into 7 Divisions. Annual NMRA dues were \$5.00 and dues in PCR were \$1.50. The PCR held the spring convention in Santa Rosa at the El Rancho Motel and in the summer the NMRA National was held in Vancouver, BC. It was announced the Branch Line could now print photos but continued to use a metal plate Addressograph for mailings to members. There were six issues of the Branch Line, one every 2 months and total PCR membership now stood at 1023 with San Joaquin (Daylight) having 32, Coast with 270, Sierra 83 and RED 62. That year PCR produced a fund raising car, a yellow plug door box car with Tuscan red roof and ends and manufactured by Model Die Casting, which sold for \$3.00 and projected to produced a “profit” for the Region of over \$1.30 each.



The 1965 PCR fund raising car is now a collector's item. Photo scanned from the Oct-Nov 1965 issue of the Branch Line.
Photo by Dave Connery, MMR

Twenty-five Years Ago – In 1990 the PCR convention, “90 On the High Arm” was held in Oakland under the leadership of Ray deBlieck, with an outstanding line-up of Clinics and Layout Tours. By this time PCR membership totaled 1367, broken down into Daylight 118, Coast 742, Sierra 220, RED 175, Hawaii 15 and 97 Out-of-Region members. PCR Officers were President Jack Wall, Vice-President Bill Scott, Secretary-Treasurer Jim Williams and Branch Line Editor Bob Ferguson. The Branch Line was a 12 page newsletter published quarterly and focused more on Division and PCR Convention doings with relatively smaller space allocated to club activities than 25 or 35 years earlier. Members were already looking forward to the Rail Fun '91 Convention in Sacramento and planning for the PCR 50th Anniversary Convention in 1994. 🚂

Redwood Empire Division Report

by Dave Croshere, Director, Redwood Empire Division



RED held it's winter meeting February 21st in Sonoma. For the most part it was business as usual. Because of the different venue, the Show and Tell portion of our meeting wasn't up to it's norm. We did have a good number of railroad enthusiasts who came to hear Bill Kaufman talk on model train operations. Bill's talk “Ops 101” is a beginner's glimpse into the world of how one can operate a train layout like the prototype boys.

After Bill's slide presentation, we were given a demonstration on Steve Lewis's modular set up for the purpose of how Ops can be implemented. Steve is not only a RED member, but also a Central Valley Lines modular member. At least half a dozen CVL members came along as guests to experience the Ops idea.

It does seem like presentations of Ops is a growing interest. Our largest member turnouts have been when a talk and demonstration on the subject was given...or maybe because of the two fine speakers we've had on the subject, Jim Providenza and Bill Kaufman.

Looking forward to seeing EVERYONE at Newark in May. 🚂



Coast Division Report for March 1, 2015

by Frank Markovich, MMR, Coast Division Superintendent

Photos by Frank Markovich

This was a great event! We had over 94 members and guests come along with 13 new members! Some of the highlights:

Two clinics – Dave Connery on the San Ramon branch of the Southern Pacific and Thomas Knapp on Corrugated roofing and siding for 64,000 square feet of warehouses. Both were very well attending and all seats were full!!

A dozen models in the contest – all were excellent! Two Show and Tell items. There were over 500 items in the auction.

Caboose

1st place – Ted Stephen's Ohio & Little Kanawha Caboose,

2nd Place – Ken Martin's C.B. & Q. caboose, an MDC kit.

Freight Car

1st Place – Pete Birdsong's O std gauge flat with skidder load, scratchbuilt!

2nd Place(Tie) – Anthony Sapienza's Santa Fe #101125 Tank Car.

2nd Place(Tie) - Pete Birdsong's On30 flat with junk car load.

3rd Place – Tom Knapp's Nn3 D&RGW 3000 series boxcar.

Maintenance of Way (MOW)

1st Place – Ted Stephen's MOW crane combo.

2nd Place – Bob Wirthlin's flat car with crane, scratchbuilt car with Jordan crane kit.

3rd Place - Pete Birdsong's On30 Fire car, another great scratchbuild.

Photo Contest

1st Place – Ton Van Horn's *Sierra Roundhouse*.

2nd Place – Steve Wesolowski's *Long Bridge over Lake in Sunnyvale, CA*,

3rd Place(Tie) – Stanley Keiser's *Train Drawbridge*

3rd Place(Tie) - Stanley Keiser's *Groundthrow*

Charlie Getz updated the group on the National.

There are some new programs and happenings at National, including that the European Region is now up and running. We had some discussion on Portland. All the rooms for the convention hotel are full. They are looking at other hotels. PCR Convention in Newark is coming up. Richard Brennan is taking over as Clinic Chairman. If you would like to do a clinic please contact Richard or me.

Ronnie had lots of items for the door prizes!



Some of the 3 new members with Charlie Getz and Frank Markovich looking on



Presentation of special award to Dave Gill



Charlie filling us in on all of the National Happenings

Continued on Page 25



Coast Report (Cont.)

A very active round table was led by Howard McKinney. The table was full. The discussion centered on keep alive circuits (at least when I listened in).

Election held for officers for the Coast Division.

A special award was presented to Dave Gill for help with the Build a Memory (Dave built the cases for the 2 layouts).

Congratulated Dave Connery for getting his Master Model Railroader.

I met with the new members who had questions. Charlie Getz also came by to offer support to any new members.

The timesaver was busy all day. I saw a lineup at times to try it. Moe was very busy. He also brought his 3D printer to share and was giving out a small tool that he was making on the printer at the show!!

Mark again provided the refreshments for the event.

While I can't speak for everyone at the meet, I had a great time. Visited with quite a few of the members and caught up on what they are doing. The weather was perfect (although we need rain) and it was nice at times to just visit outside with a member. Made connections for 2 or 3 clinics for the future, including one on custom figures and two on historical railroads in California.



Dave Connery's Clinic



Round Table at the start of the event. By the end the table was full!



One of 20 auction tables.



Moe showing off his 3D printer.



Thomas Knapp doing his clinic.

Continued on Page 26



Coast Report (Cont.)

Some of the great contest models at the meet.



This is Thomas Knapp's Nn3 box car. The thumb in the background shows just how small the model is. He had a full underbody that he added.



MOW - Steve Wesolowski entered the only real MOW car, it's a large scale track cleaning car.

MOW - 2nd Place – Bob Wirthlin's flat car with crane, scratchbuilt car with Jordan crane kit.



Freight Car - 2nd Place(Tie) - Pete Birdsong's On30 flat with junk car load.



Caboose - 2nd Place – Ken Martin's C.B. & Q. caboose, an MDC kit

Freight Car - 2nd Place(Tie) – Anthony Sapienza's Santa Fe #101125 Tank Car.





Daylight Division Report

[Editor's Note: The Daylight report comes from several sources.]

First we hear from Mike O'Brien on the raffle.

This quarter's Daylight Division meeting went well with 11 members buying 73 raffle tickets for a \$25.00 Gift Card from Hobby Town USA in Fresno, CA. The winning number was drawn with Mikes' Magical Ticket Twirler revealing this meetings winner to be Bob Pethoud. Congratulations Bob!

The boys and girls from the division would like to send a very big THANK YOU to Justin and Nathan of Hobby Town for their great support. We would also like to extend an invite to any and all NMRA members and train fanatics - if in the Fresno area - to stop by Hobby Town USA to take a look at their modeling items from trains to tools. Also if you have any questions, special model train needs or need modeling items ask Nathan. He'll take care of you with his expert knowledge.

Next is the brief contest report from Chuck Harmon.

The winner of the photo contest was Doug Wagner. The subject for this meet was General Rail Subjects. The winner of the favorite model Freight Car contest was George Gibson with his string of cars titled "Swap Meet Trash To Layout Treasures." We had one judged model entered by Bob Pethoud. His SP single-sheathed single door boxcar built from a Tichy kit earned 68 points, pretty good for a kit-built model. Thanks to Bill Scott for putting together the judging team for this one.

The contest categories for the April meet will be model Maintenance of Way and Photo Working on the Railroad. Remember, if you wish to have a model judged for AP points, bring it and we will put together a team to judge it. There will be tables for display-only items, in addition to contest entries. Please bring whatever items (prototype, model or photograph) that you are especially proud of and would like to display for our enjoyment. I wish to remind everyone that you will receive one raffle ticket (only one per person) for bringing an entry for either the popular vote or judged contest.

Doug Wagner now tells us about the plans for our next meet.

Well, after what we thought we had firmed up the Golden Corral for the meet, the manager that was there when I went to confirm it today told me that they do not let anyone use the room that we had firmed up 3 months ago for weekend use--only weekdays. So Mike O'Brien did some calling around, and we are back to Coco's at 955 Oak Street in Bakersfield This is the same place we had it a few years ago. They have no hour limits and they do not charge us for the room, so that was a plus. It's somewhat smaller than the Golden Corral, but with this short notice, we had to go with it.

So, to make it official, the April 25th Daylight Division Meet, in Bakersfield, will be at Coco's, 955 Oak Street. The meet will start at 9:00 am with breakfast. First clinic will be at 10:00 am.

I want to thank **Ed Hall** and **Brewster Bird** for volunteering to give clinics at this meet. Along with my clinic, we will have 3 clinics. Ed Hall, MMR will do Basic Air Brushing. Ed will demonstrate the basics of the

Continued on Page 28



George Gibson entered the Freight Car category with his string of cars that he calls "Swap Meet Trash to Layout Treasures."

Photos by George Gibson

PCR Membership Tracker

Division	#Members
Coast	461
Sierra	264
Daylight	129
Redwood Empire	133
Hawaiian	11
Total PCR Members	998



Daylight Report (Cont.)

airbrush, taping and masking techniques, and how to use Scalecoat paints for the best possible results. **Doug Wagner** will do Tools Available For The Normal Modeler To Build. Doug ain't no MMR (yet!), but he enjoys building structure kits for his club's and his home layouts. He is not going to show you how to build, paint, or even weather a structure kit. Because he considers himself a novice modeler, he feels he can use all the help he can get to build a structure kit. Doug has accumulated a number of tools, over the years, for building kits, and is going to demonstrate how they are used and where you can acquire these tools. **Brewster Bird** will do Backdrop And Building Flats For Your Model Railroad Layout. Brewster will illustrate several methods for adding 3 dimensional effects to building and scenery flats that add visual depth to your railroad. He will also display building flats, scenery flats and how they are made using a variety of media.

Starting with this meet, we will be giving those who present clinics an extra door prize ticket, so they will have a greater chance of winning the \$25.00 cash door prize. We hope this will motivate folks to present a clinic or presentation of some type at the clinics. Since it was my idea, I will not be accepting an extra ticket!

We will also be having a drawing--or two--for a free breakfast, for those that purchase a breakfast before or during the meet.

Two layouts tours are lined up so far. One is Kevin Birkbeck's N scale layout. The layout is a freelance shelf N-scale layout with 150 actual running feet of mainline. It is set in the northwestern US during 50-60's with early diesel and some late steam era locomotives. Many of the structures are kit bashed and scratch built. Some of the structures are completed 'boxed' kits. Turnouts are hand-throws. There is a fiddle yard at one end and a curved sorting yard at the other end. The track plan is a modified folded "dog-bone". The layout is about 7 years old & DC controlled with one mainline. The layout is approximately 80% completed.

The other layout, which you have been reading about in past issues of the *Daylight Observation*, is Doug Wagner's N scale layout, based on the Porterville-Orosi Branch of the Santa Fe, which ran along the eastern side of the San Joaquin Valley between Bakersfield and Fresno. Its not even close to completion, but Doug can run locals out of the Bakersfield Yard, into the first town on the branch line, Porterville, and to the first siding north of Porterville, Ultra (maybe this will motivate me to get some more track laid by then). I'm working on lining up some more layouts, but I figure with 3 clinics and 2 layouts, that will fill up most of the day. I will check on the GEHAMS Club Layout for a tour, also.

To see other information concerning the April 25 Bakersfield Meet, please visit the Daylight Division's web site, "Next Daylight Meet" page, at <http://pcrnmra.org/daylight/nextmeet.html>

Registration is \$4.00 for NMRA members, \$5.00 for non-members. Breakfast is on your own! 🚂

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Sierra Division Report

By Gary Ray, Sierra Division Contest Chair and Retiring Editor

The Sierra Division's January 31st meet was held in two locations. More than 30 members showed up at the **Sacramento Model Railroad Historical Society (SMRHS)** for a 9:00 a.m. operations session on their HO gauge layout. It was the best attended op session in the past several years. The SMRHS members teamed up with division members in positions determined by drawing lots. I enjoyed working the main yard and had a lot of positive feedback from our members about the session which ended at noon.

We enjoyed barbequed Angus burgers or hot dogs that SMRHS made available. We really appreciated our wonderful hosts.

Starting at 1:15, the meet had moved to the **First Christian Church** in downtown Sacramento. Division business included a report on **Rail Fair** and our revenues were up over past years. This is our only fund raiser, so volunteers, clubs, merchants, and attendees all helped make this event so successful.

Our contests had popular judging. The category of weathered steam locos only had one entry making the winner easy to determine. Congratulations to our **Superintendent Jim Collins** on his Western Pacific loco. This same locomotive was part of a feature article in the 2014, 4th quarter issue of Short Line which described modifying a coal tender to oil.

There were twenty-two photo entries in our favorite prototype photo, any size contest. **Phill Simpson** won first and second place, and **Gary Ray** won third. The first place photo was part of a photo tour where the loco was stopped, photographers unloaded, and then with the tour operator used flash several times to light up the train for this time exposure. The rich blacks made for a remarkable photo.

Scott Inman presented a clinic on Modeling Sugar Beet Loads that included the history of sugar beets and facilities in California along with prototype photos and ways to model both the cars and the beets.

Thanks to a generous donation, every member won a door prize for the second meet in a row.

Our division is so large; we are having future meets at various locations. May will be in Modesto, August in Reno, and October in Chico.

The modeling contest for the May meet is



Phill Simpson won first place with this nighttime photo on the Grand Canyon Railway.



Phill's second place entry.



Gary Ray captured this third place image outside of Oroville in 1999.

Continued on Page 30



Sierra Report (Cont.)

non-revenue cars. The photography contest returns to the usual size of 5"x7" up to 8"x12" for the actual photo and mounting is optional. The subject is black and white prototype. Previous winning photos cannot be entered.

The division web site will have more information on the May 2nd, Modesto agenda. All divisions are welcome to attend, especially since we are right on our division border. It's always great to meet members from outside our division. Check the PCR website for times and location.

On a personal note, I announced my retirement as Short Line Editor. Family obligations are taking up more of my time and I am pleased to announce that **Chip Meriam**, an experienced writer, has volunteered to take over. I feel blessed to have met so many hobbyists in my role as editor and look forward to seeing many of you at our local meets. I will be continuing on as Contest Chair. Thanks to all who have helped me with articles for the Short Line. Please continue to send them to Chip at chipmeriam@comcast.net.



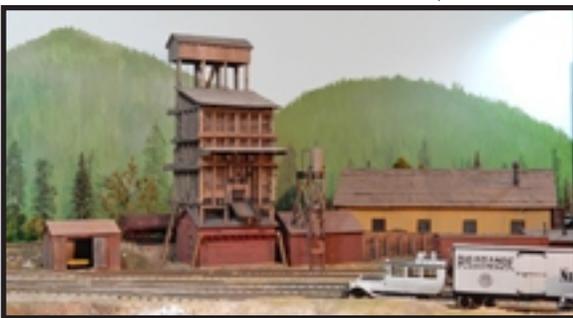
Ops session at the Sacramento Model Railroad Historical Society.

Photo by Chip Meriam

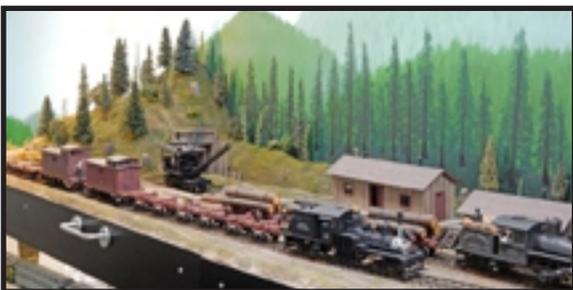


Howard McKinney's D&RGW Railroad Layout

By Frank Markovich, MMR
Photos by Howard McKinney



Coaling Tower at Nortel with Goose in front.



Log Loading area one of two.

Here is a brief article on an excellent layout in the Coast Division with photographs that Howard took. Howard named his layout the D&RGW Railroad, Victoria-Notell Division. This railroad is typical of a D&WGW Railroad division that might have existed in the late nineteen thirties to the early nineteen forties. Logging is the principal industry in the area with an emphasis of providing timbers for the mining operations in Colorado.

Howard started his layout in 2000 and by 2005 it was almost complete, with only some minor details to add. (Actually is a layout ever really complete?)

The layout is point to point with turntables at both Victoria and Notell for turning trains. It is built in On3 and there is also some standard gauge. Howard hand-laid all of the track on L girder, plywood and homosote. It is a two level layout with 16" between the upper and lower levels. Maximum grade is 3.5%.

Motive power is nearly all steam from K series down to 13 ton shays.

Continued on Page 31

D&RGW Layout (Cont.)



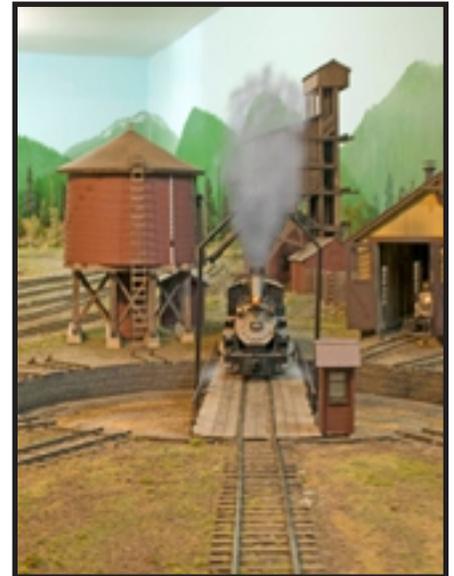
D&RGW 345 at West Kerberville



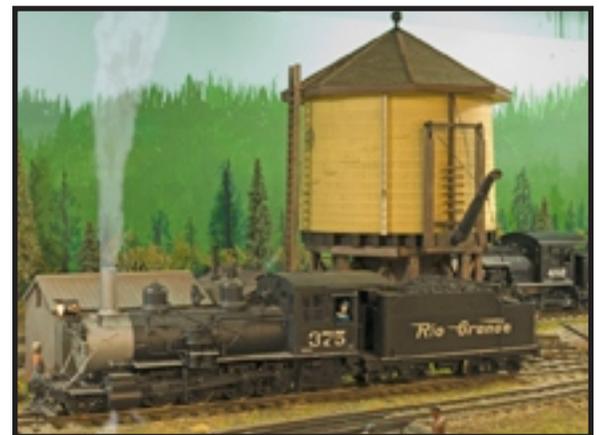
Victoria, CO Roundhouse

Howard scratch built the principle structures. Major structures being the lumber mill complex at Kerberville, Machine shop facilities at Victoria, the coal loader at Victoria, the Notell Hotel at Notell, Pump houses at the 50,000 Gallon water tanks and most of the buildings at the log loading area.

This layout is contained in a 7 by 19 foot room with 5 by 6 foot dog leg extension. Access to the main room is via a duck under that does lift for those having difficulty with bending over. An additional view of the Notell yard, engine facilities and town is available on a platform through an access window external to his railroad room. Approx. 5 visitors can be accommodated at a time. 🚂



Turntable at Notell



D&RGW 375 at Water Tank



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423-892-2846

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

The Black Diamond Lines is an HO Club located at 425 Fulton Shipyard Rd, Antioch. BDL has been in continuous operation since 1981. We meet Tues. & Fri., 7:00pm to 10:00pm. Formal Operating Session on the 3rd Friday of the Month, but visitors can always find trains running every club night. For more information, e-mail info@blackdiamondlines.com or visit us on the web at www.blackdiamondlines.com and we can be found on Facebook and YouTube.

BAY AREA NTRAK MODEL RAILROAD CLUB

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

BAY AREA Z MODULE COOPERATIVE

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

CALIFORNIA CENTRAL MODEL RR CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Blain Hendrix (707) 528-8655 or Steve Lewis (707) 527-0396. Web: <http://cvl.hobby-site.com>.

EEL RIVER VALLEY MODEL RAILROADERS

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building, NW corner, Ferndale. Contact: Jack Jensen, 707-845-2823, 3313 Union St., Eureka, CA 95503 or Ron Plies, 208-229-7107, 12818 N. 11th Ave., Boise, ID 83714.

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, we also have a reasonable size yard operationally working well. Work days are Saturday and during summer on Wednesdays. Our retired members also show up on occasional weekdays. The club site is located at 3318 School St Oakland, Ca Call Charles at 510-917-5790 or Ted at 510-749-7099 for an invite to see/chat/join. Please visit our website <http://www.ebmrc.org>.

EUROPEAN TRAIN ENTHUSIASTS

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

GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

GOLDEN STATE MODEL RAILROAD MUSEUM – EAST BAY MODEL ENGINEERS SOCIETY

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come 1st & 2nd Friday evenings of the month between 7:30 and 10 PM.; 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 1st or 2nd Fridays 8-10p.m. (510) 236-1913. For other information or to schedule special events, Email info@gsmrm.org. Website: www.gsmrm.org

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Clubs (Cont.)

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

LAKE COUNTY MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

Nn3 ALLIANCE

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

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

SACRAMENTO MODULAR RAILROADERS

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

SISKIYOU MODEL RAILROAD CLUB,

Currently we are meeting at a member's home on the first Thursday evening of the month. Contact Tom Brass as 530-842-4921 or Glenn Joesten at 530-842-2359 for current info. The layout is still in the Yreka Western freight room, but is inoperable due to no power in the building. #19 was still in the engine house last we saw, but in "kit form." No further info. Currently a few members have been getting together on Tuesday mornings for various activities.

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 located in the Niles Plaza is currently looking for new members to help build and operate both an N Scale and an HO layout focused on Fremont and surrounding areas. We meet Fridays 7:30-9:30 PM. The depot is located at 37592 Niles Blvd, Fremont, CA 94536. Please visit our web site at <http://www.nilesdepot.org/http://www.nilesdepot.org>

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org. "Like Us" on Facebook, www.facebook.com/WCMRS. 2013 week-end schedule: Mar 16-17, May 18-19, Sept 14-15. Holiday Open House schedule: Nov. 22, 23, 24, 29, 30, Dec. 1.

WEST BAY MODEL RAILROAD ASSOCIATION

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