



BRANCH LINE

NMRA'S FIRST REGION

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Climb Aboard The Club Car!

by Jack Burgess, 2015 Publicity Chairman

Mark your calendars for May 13-17, 2015! Those are the dates for the 2015 PCR Convention in Newark in the Bay Area. It will be held at the newly renovated Newark-Fremont Double Tree by Hilton.



The 2015 PCR Convention will be different! For the first time, members of model railroad clubs in the greater Bay Area will also be 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. So climb aboard and join us!



Riding Coast Rails Home from SLO

by Steve Wesolowski, PCR
2014 Publicity Volunteer

When Chuck Harmon asked me to write a report after Coast Rails ended, I wondered what's interesting to read about an event already over? Well, NOT Statistics like how many came, but maybe sharing what I learned and enjoyed was different. Always learning is why I enjoy Model Railroading.



What else will be different about this convention?

Clinics - The clinics program will focus on new innovations and techniques. It will also feature clinics which capture the oral history of actual railroad experiences from our members.

Layout tours - Layout tours will take advantage of the large number of high-quality layouts in the Bay Area. The Bay Area is known for great layouts in all scales and gauges! Having the Convention hotel in Newark in the East Bay

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Coast Rails 2014 (Cont.)

After publicizing and enjoying several PCR conventions, I know we never know which clinics will draw more people, so allocating different sized clinic rooms is a crap shoot. All convention planning requires predicting and dealing with each site's limitations as best one can. IMO, the Sands & our committee planned/guessed the best they could, "knowing" conventions outside Coast Division are smaller. Then, unexpectedly, we had many more 'last minute' registrations. We expected many would enjoy the bus tours, but for their own reasons, not enough booked any bus tour to cover costs. With no tours, more attended more clinics, so many were short on room. I stood through several outside the room. Oh, well.

No one controls the weather, yet. After driving down 101 in a truck with NO A/C in 95°F heat with our windows down Wednesday, I was glad SLO cooled before our drive home Sunday. But other's feelings varied. As I recall, PCR 2001's outdoor BBQ also got colder after sundown, but I also recall 2001's as less windy than 2014's banquet often became. I enjoyed the breeze, but most didn't.

Comparing '14 to my first PCR Convention in '01, both had excellent Santa Maria style BBQs Saturday with interesting historical RR presentations. In 2001 Cal Poly's Dan Kreiger covered SP History after Coast Line Completion in 1901. In 2014, Vic Neves, Winterail producer, presented "SURF and the SOUTHERN PACIFIC" by John Roskoski and "OLIVER BROTHERS SALT" by Vic Neves & Wayne Monger. Since I can't sit

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Club Car 2015 (Cont.)

provides a central location for getting to a number of these great layouts.

Operating Sessions - The Bay Area is also a hotbed for layout operating sessions and we will have a number of them available for attendees. Expect many of the two dozen layouts open for the bi-annual Bay Rails to be available for operating sessions during the Convention. Register early to get a better chance to participate in these operating sessions.

Prototype Tours - Two of the prototype tours being considered are very close to the Convention hotel such as the Niles Canyon Railway and the SPCRR group at nearby Ardenwood. The SPCRR group has a large collection of narrow gauge equipment built in Newark by Carter Brothers.



Train No. 45 works its way up notorious Cayuga Hill on Tony Koester's NKP layout.

Special Guest Tony Koester - Tony is the Editor of Model Railroad Planning and author of the monthly "Trains of Thought" column in *Model Railroader* magazine. He will give us an update on his Nickel Plate Railroad layout and also entertain us with a Banquet talk which will be enjoyed by both modelers and their spouses.

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

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Coast Rails 2014 (Cont.)

long, I walked around after the first show, so I saw the NARROW GAUGE !! salt mine pictures from the back side of the screen. I hope I can see them again someday.

During both SLO conventions I made interesting new train friends, enjoyed excellent clinics and saw some fine modeling in many scales, both in the Contest Room and on the layouts I was able to visit this time-- several more than the Zero Layouts I saw in 2001 because I didn't know about them!

Another reason I enjoyed SLO even more: I attended the whole SLO '14, arriving Wednesday instead of late on Friday after work as I did in 2001. I was



Innovation made a banquet hall from a parking garage. A little chilly, but great food and program.

Photo by Chuck Harmon, MMR

also very lucky to volunteer and help judge the Arts & Crafts and Photography this time, so I saw all the fine models others brought, too. Sadly, at the 2013 Narrow Gauge convention I mis-read the schedule, visiting the contest room after it closed.

At PCR '01 I learned about & saw my first modular layouts: Elsie's HOn30 & the FREE-Mo HO; I was so amazed by what I saw I asked many questions and joined the Elsie's! At PCR '14, Paul Ingraham and I enjoyed

giving two clinics! – Dynamic Modular Layout Design & Modular Waybill Operations, growing from what I've learned since 2001 and Paul's learned over 40 years. We focused on a positive psychological phenomenon called FLOW, based on the idea we all feel most fulfilled and happy when fully engaged in activities with moderate levels of challenges at our current skill level. We enjoyed our clinics because we learned from those who attended even more than we taught.

After contest judging Saturday, Paul and I enjoyed the beautifully growing HOn3 layout in the SLO Train Museum and the exhibits around the SLO Depot, before we returned to enjoy the banquet's many pleasant surprises. One high point for me was Tom Van Horn's total surprise hearing he'd earned Best in Show And Popular Vote Favorite for his photograph of the Jamestown machine shop. What pure fun!



The membership meeting on Sunday morning was well attended.

Photo by Chuck Harmon, MMR

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Coast Rails 2014 (Cont.)

Following Sunday's amazingly short PCR meeting, before going home from Coast Rails, we drove South to Oceano to enjoy the excellent Central Valley Model Works Open House, especially Heather's N scale modeling and their planned N scale products. We enjoyed seeing Robin White's wonderful N scale Oceano Model Railroad and the SLOMRA Open House & Yard Sale at the Oceano Depot. Finally we rode trains on Karl Hovanitz's Bitter Creek & Western. As a 2.5" modeler, I've



**Eric Moe hosted the John Allen Timesaver Switching Contest
Photo by Giuseppe Aymar, MMR**



The Photo Contest featured lots of railroad related photography

Photo by Giuseppe Aymar, MMR

been trying to visit Karl's layout for several years. I hope next visit to bring something I've built to ride on. Because of an illness, we couldn't visit Terry Taylor's layout, but I hope to visit Terry's and Paul Deis' layouts during a future visit to the SLO area.

Finally, I want to thank Paul Deis PLUS ALL other Trains to Hadley Junction Volunteers for making possible ALL the Train fun we ALL enjoyed during PCR

2014. I'll/We'll never forget.

I now look forward to enjoying whatever fun PCR 2015 will bring us!

Best Wishes & I hope many happy trains will visit you until we meet again! 🚂

PCR President Pat LaTorres presented the PCR Member of the Year award to Chuck Harmon, MMR

Photo by Gary Ray



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President's Message

by Pat LaTorres, President, PCR/NMRA

As I've mentioned in the past, there is always a lead time between when I start these columns and when they get sent of to our Editor, Chuck Harmon, MMR (darn, it's kind of fun to add that suffix onto someone's name), with an additional lead between when he receives it and when it leaves the printer's hands and finally ends up in your mail box (unless you're one of those that read the Branch Line on-line, in which case you get it about the same time the printer does). So, please allow that some things may seem slightly dated by the time you read it in the printed copy of the Branch Line.



That being said, I do try to stay somewhat timely in my subject matter. One of the key problems with writing a column with such a lead time is that thoughts that wander into my mind as something which would be timely may appear a bit dated by the time they appear in print. One of the other things that I have to keep in mind is to speak to regional issues in this column and try to steer away from things that primarily impact the Coast Division, since while I am a regional officer, I'm only a Plain Old Member (POM) on the divisional level (this applies in the

RED with Ed, as well as the Divisional Directors). I also have to take time to consider if the subject that I want to talk about is truly a regional matter, or would be better served by being an article focused on a specific subject, like the model contest (regional or divisional) or some railfan or operations based activity.

First off, I'd like to apologize to Mike Blumensaadt for a mistake I made in a previous column. As one who has had his name misspelled in many different and creative ways, I managed to misspell Mike's last name when mentioning the Building a Memory program that he and Frank Markovich have been working on. This is pretty much a case of foot-in-mouth (or should that be, keyboard-in-mouth) disease. I will try to do better in the future.

My next step is to congratulate MMR #533, Andrew Merriam. While Jack Burgess managed to beat me to the punch by getting into his column last issue, he had inside information that I couldn't access. For those who know Andrew, this announcement comes as no surprise, only that it seemed to have taken as long as it did. But, then again, with all of the time that he has been giving to the San Luis Obispo Railroad Museum it is not really surprising that his modeling time has taken a hit. Well, he has completed the journey and it is a reward that is well deserved. So I am really glad to see him join that special group of modelers. While I'm on this subject, it was really great to see Jack give the public recognition to all four of the recent PCR MMRs in his presentation at the recent convention in SLO.

Moving on from here, there is one item which I feel needs to be addressed now, rather than later – that is the Division Director positions on the region's BoD. Yes, I know that we just placed a group of directors on the board at the recent business meeting, but in two years (not that far away) three of those four positions will become vacant as the current directors term out. My hope is that those three members will continue to serve the PCR in other

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President (Cont.)

positions. The greater concern is that we will need new prospects to step up and fill these positions in 2016. Of course it would be easy for me to say, "I'm no longer on the board, so why should I worry?" The fact is that as a PCR member I will still be concerned about how this region is administered – as should every PCR member. This organization is only as good as we, the members make it. So if you might be interested in serving on the board, contact your current Division Director and ask him for some guidance on what the job entails. Or, if you know of a member in your division that you feel would be an asset to the PCR, talk to them about accepting the nomination and trying to get elected. It's been some time since we have had more than one nominee for any position on the board and even longer since any Division Director seat has been contested. It would be nice to know that we had a bit of depth on our administrative talent pool.

Which provides a nice segue into my next subject: Too often I hear folks asking, "What am I getting out of the NMRA or the PCR?" The answer to that is in many ways pretty simple. What you get out of the PCR or the NMRA is exactly what you put into it. The NMRA, the PCR, or any member driven organization gets its strength, personality and character from the membership of that organization. If there is something which we members want, but don't seem to be receiving from the PCR, then we have the opportunity to provide direction within the PCR to provide that missing "thing". The simple fact is, if you would value something in this organization, the odds are other members would value it as well. The real strength of the PCR, and all of the NMRA's regions is that every member has a chance to help develop the personality of their region. If someone feels that there should be more operations based programs at the regional, or even the divisional level, the opportunity is there to step in and help provide guidance on implementing such a program. In all of my years as a member, I can only recall a few times when members were told that their ideas were not desired – and that often was based on how the idea was presented to the board. I would say that even in those cases these members were encouraged to work on these ideas at the divisional level, and then let the board take another look at them once they had been debugged. So take some time to flesh out your ideas and bring them to the board – either directly, or through your division's director – and help us work to improve the region.

As you're reading this, the PCR convention in San Luis Obispo is clearly in the rear view mirror and I feel safe in saying that a grand time was had by all. Paul and his crew put together a great selection of clinics and off site activities and we had the pleasure of several attendees and presenters from outside the PCR, which always make these events more fun. Yes, there were some bumps in the road, but overall I know that Ronnie, Mr Peabody and I had a ball. There were clinics, operating sessions, the opportunity to get in some railfanning and best of all, a chance to touch base with old friends and to make some new ones. This will always be the greatest strength of the NMRA: What we get to share with each other. 🚂

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From the Fireman's Seat

by Ed Merrin, Vice-President, PCR/NMRA

Well, here we are again for another go at my Branch Line column. This time, for reasons too complex to review, the deadline kind of jumped up at me so this is a very last minute deal. But, being a veteran of countless deadlines for exams, term papers, grant proposals, and so on, I think it's all going to be okay.

As usual, I'm obsessed with the problem of how to insure survival of our NMRA. We've covered the problems of aging membership, difficulties in drawing in a younger demographic that has different expectations than we all had in the past, the problems we have in adapting and changing the way we



do things, and so on. This time I'd like to review what has been happening with efforts to increase the enthusiasm and participation of our existing members that I have witnessed in my home venue, the Redwood Empire Division. Other divisions in our region and throughout the NMRA have been working on this as well and the details will be different for each one, of course. But the key issue we are addressing is the same. Our organization, in order to be viable, has to offer something to members besides sitting in chairs and hearing people talk about model railroads. This can become

very stale unless it is accompanied by something more active. If meets become dull and irrelevant and can't even attract current members, how are we going to expect to interest any newcomers in them?

In the RED, we have been trying for a number of years to spice things up, with mixed results. At one point we tried some hands on clinics, which produced a temporary uptick in enthusiasm. We would even provide materials so that attendees could learn skills such as applying dry transfer decals. But it is quite challenging to put on something like that on a regular basis without running out of ideas and people to do it, and ultimately it didn't last. On the plus side, we have had clinics and occasional model contests, but by far our most popular activity has been a show and tell. Members bring something they have been working on, something they won a prize for, or just something they want to share for whatever reason. One by one each of the participating modelers gets up and has the floor for a few minutes, discussing whatever angles suit them and answering questions. The amount of social interaction this generates is considerable.

Once a year we have been meeting at the Napa Valley Model Railroad Historical Society (<http://www.nvmrc.org>) clubhouse, and members are free to run their own equipment after the meeting on the Club's beautiful Northern California theme layout.

Finally, we have continued the old tradition of door prize tickets, free for anyone attending, and a "special prize" raffle (locomotive, mounted photo, gift certificate to hobby shop, etc.) that requires purchasing tickets. All of these prizes are donated.

Despite all these goings on, the attendance at the meets has been static for some time, rarely going much above twenty (the RED had 137 members

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Vice-President (Continued)

on the April 2014 roster). Contrast this with, according to my sources, the seventy-five or more that would show up in the 1970s.

When Dick Foster took over as Superintendent in May, 2013 he was determined to find a way to stimulate participation in RED quarterly meets. He brainstormed considerably with his staff, and at one meet distributed a questionnaire that asked members to identify their preferences from a list of modeling interests. Granted, the sample size was obviously very small (but not any worse than divisional election results). Nonetheless, it was clear that Operations was an overwhelming favorite. Apparently model railroaders like to run trains, and they would like to learn more about how to do it like the big ones.

RED followed up a unique and successful picnic in September of last year at Sturgeon's Sawmill in Sebastopol with two recent meets with attendance figures over thirty, a considerable increase. One was held jointly with the Northwestern Pacific Railroad Historical Society on February 22 in Petaluma, where the Society is restoring several historically significant pieces of rolling stock. The meet included presentations, a tour of the restoration yard, and a visit to the Society's archives. The May 17 meet involved a little more thinking outside the box and was set up with a theme of operations. Basically, it combined a Jim Providenza clinic on the basics of operations with a trip over to Tom Swearingen's layout in Santa Rosa. There operations newbies were mentored so they could test drive the operations experience with a minimum of frustration and a maximum of fun. This was a great success and more meets like this are planned.

So where does this leave us?

Well, its nice that more people showed up for two consecutive meets. But it would have to be sustained to mean anything. That means a continued investment of energy and enthusiasm from the leadership, who can then pass that on to the members. In essence, the word has to get out that there is something to show up for, something that would compete with other rail and non-rail options out there. Consider that a challenge.

But how does increased participation in Division meets help us in recruiting new members, especially members under sixty? The answer is that it really doesn't, unless it creates a kind of halo effect. If we are enjoying ourselves at our meets and the "word" gets out that the experience is dynamic and they are something worth going to, perhaps "outsiders" would be more open to our solicitations to try out NMRA. Perhaps when we have guests appearing at our meets they might actually decide to join instead of never coming back. Perhaps people who are intrigued enough by one of our brochures would actually take the plunge and join when they see what we are up to. Perhaps modelers who are active in non-NMRA railroading activities like modular clubs, Prototype Modelers, and so on would decide to check us out, instead of the other way around.

Well, there's a lot of "perhaps" in all this, but you certainly can't fault us for trying, right? 🚂

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Achievement Program

by Jack Burgess, MMR, Manager, PCR Achievement Department

Continuing our discussion on the various AP certificates, this month we will talk about the requirements for the Master Builder - Structures. Like the other certificates, the actual requirements and forms for this category are available on the web at www.NMRA.org. You can also get a copy of the requirements by calling me.



A number of different types of models qualify as structures, including all types of buildings, factories, bridges, cranes, ships, etc. The basic requirement for the Master Builder - Structures certificate is to build twelve (12) structures with at least six different types of structures represented. (The intent of the requirement for different structures is to encourage the individual to model a variety of structures.) A brick building and a wood building would qualify as different types of structures as would a station and a water tank, even if both of the

latter were built from wood.

There are a few qualifications for the twelve structures. First, one of the six types must be a bridge or trestle. Note that this bridge does not need to be a major structure but can be a simple bridge over a creek or even a vehicle bridge. If you don't need a bridge on your layout, you can build the bridge as a separate model.

Next, each of the twelve structures must be super-detailed with either commercial or scratch built parts. "Super-detailed" means that it has considerably more detail than usually expected. Some "more expensive/extensive" kits (such as the Finescale line) could meet this qualification, as long as craftsmanship is shown in assembly of the kit.

Otherwise, look at the prototype and include in your model the details that you normally see in prototype buildings, including signs, electrical fixtures and meters, rafter tails, window details, etc.

In addition to being super-detailed, at least six of the twelve models must be scratch built. Note that you can use commercial scribed styrene or wood and still meet the requirement for a scratch built model. Finally, you must score at least 87½ points on six of the twelve models. This can be via a PCR or Coast Division model contest or by having the models judged for a Merit Award.

To summarize these qualifications, you need to build twelve super-detailed structures representing at least six different types of structures including at least one bridge or trestle. At least six of these structures must be scratch built. Finally, you must score at least 87½ points on at least six of the structures.

Once you complete these requirements, you can submit a Statement of Qualifications that identifies the models and the commercial parts used, etc. The easiest way to do this is to simply attach the model contest form, which includes this information and also documents your score. Send the completed form to your Divisional AP representative, along with a **photocopy of your**



Four new PCR members earned MMR status in 2013-2014. Andrew Merriam, Chuck Harmon, Frank Markovich, and Giuseppe Aymar.

Photo by Tom Crawford

Continued on Page 10

Calendar

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

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

July 25, 2014 - 8:00 pm to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA

July 26-27, 2014 - European Train Enthusiasts EuroWest at Hiller Aviation Museum. Layouts, vendors, clinics, raffle. Saturday 10-5; Sunday 10-4. Adults \$14, seniors and youths (5-17) \$9; includes aviation museum and free parking. 601 Skyway Rd. San Carlos. Contact Jens Ullmann: eurowest2014@dreileiter.de or www.ete.org.

August 9, 2014 - Sierra Division Meet, Chico, CA. (Was Portola)

August 16, 2014 - Noon to 5:00 pm, Redwood Empire Division Picnic Meet, Location: TBD

August 16, 2014 - 9:00 am to 5:00 pm, Daylight Division Summer Meet, Gary Siegel's, Santa Barbara, CA. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours and Operating Session on Gary's SP Santa Cruz outdoor layout.

Continued on Page 11

Achievement (Continued)

NMRA membership card and you are on your way toward another certificate!

Merit Awards are given to any model which achieves a score of 87.5 or more points in the Model Contest. A total of 15 Merit Awards were presented at the 2014 PCR Convention in San Luis Obispo. Those individuals whose model(s) scored 87.5 or more points and the number of awards per individual included Giuseppe Aymar (3), Jack Burgess (1), David Croshere (1), Gordon Searle (1), Thomas Knapp (2), Pat LaTorres (2), Frank Markovich (2), Marc Parsons (1), and Tom Harryman (2). Congratulations!

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

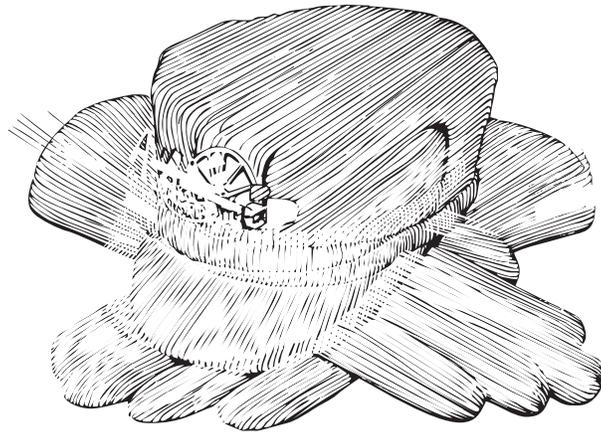
- James Providenza - Chief Dispatcher
- James Providenza - Model Railroad Author
- Andrew Merriam - Master Builder - Prototype Models

I was also honored to present Master Model Railroader plaques at the PCR Convention to Giuseppe Aymar and Frank Markovich who actually earned their MMRs months ago but the plaques only arrived a month before the Convention. Chuck Harmon was also presented with his MMR plaque although his achievement was announced in the last issue of the *Branch Line*.

Finally, although his plaque didn't arrive in time, I presented Andrew Merriam with his certificate for Master Builder - Prototype Models. That was the last certificate he needed and is Master Model Railroader 533!

Congratulations to all of you!

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



In Memoriam

Coast Division		
Gary Orkin	Berkeley CA	Joined 2/7/1989
Sierra Division		
Tom Towner	Orangevale CA	Joined 1/1/1961
Redwood Empire Division		
Harlan Nystrom	Santa Rosa CA	Joined 1/1/1963
William Murray	Windsor CA	Joined 1/1/1972

Calendar (Cont.)

Contest Categories - Model:
Diesel, Other Locomotive;
Photo: Model Black and White

August 29, 2014 - 8:00 pm to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

September 3 - 7, 2014 - Pacific Southwest Region (PSR) Convention, Courtyard Marriott, Hotel Circle South, San Diego, CA. Website: www.psrconvention.org

September 20 & 21, 2014 - 11:00 am to 6:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

September 26, 2014 - 8:00 pm to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

October 11, 2014 - Sierra Division Meet, Sacramento,

Continued on Page 12

PCR Contest Report

by Giuseppe Aymar, MMR, PCR Contest Chairman

We must all thank the organizers of the just completed PCR Convention in San Luis Obispo for putting together a varied and energetic program. Contest benefitted a tremendous amount from their efforts; from a rocky beginning a year ago, multiple issues such as location, space and the like were systematically resolved and we were presented with a well run and efficient venue. Many thanks go to Matt Hoffman, our Convention Contest Manager! A youngster within our ranks, a novice of PCR Conventions, green at running a contest at PCR, Matt showed fortitude and a go-getter attitude that is both refreshing and welcomed. He learned quickly and brought forth a positive and innovative attitude. We are grateful to have worked with you, Matt.



There were a total of 68 registered entries, 15 of which achieved Merit Award Status. This speaks highly to the skill level of PCR modeling. All nine of the modeling categories received entries, while photos filled six of the seven available categories; Arts & Crafts had all the entries in one category.

Here are the results.

Popular Vote:

Model:

- 1st place - Tom Harryman - High Sierra Stamp Mill
- 2nd place - Jack Burgess - Edendale Creek Diorama
- 3rd place - Dave Croshere - The Station at Burton

Photo:

- 1st place - Tom Van Horn - Railtown Machine Shop
- 2nd place - Ed Merrin - Abandoned and Haunted
- 3rd place - Ed Merrin - Train of Future Enters Willits

A&C:

- 1st place - Jayne Harmon - Counted cross stitch "Little Engineer"
- 2nd place - Carolyn Weber - Saticoy Depot
- 3rd place - Diane Crawford - Turtle quilt

Favorite train:

- 1st place - Eric Moe - Diesel and box car with FRED

A&C:

Needlework Pattern:

- 1st place - Jayne Harmon - Counted cross stitch "Little Engineer"
- 2nd place - Dorothy Deis - Tisket a Tasket red work quilt
- 3rd place - Diane Crawford - Turtle quilt

Ingenuity award:

Michael Haworth - GE ES44AC #4700 (diesel inside wrap)

Continued on Page 12

Calendar (Cont.)

CA.

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

October 25, 2014 - 1:00 pm, Mid Year Board of Directors Meeting, Location: TBD

October 29 - November 1, 2014, [2014 Annual Conference, Southern Pacific Historical & Technical Society](#), Embassy Suites, 333 Madonna Road, San Luis Obispo, CA.

October 31, 2014 - 8:00 pm to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 15, 2014 - Noon to 5:00 pm, Redwood Empire Division Meet, Location: TBD

November 21 - 23, 2014 - 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 28 - 30, 2014 - 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.

Continued on Page 13

Contest (Continued)

Photo:

General Rail Subject:

- 1st place - Pat LaTorres - "Richmond Pacific 2285"
- 2nd place - Ed Merrin - "Santa Fe Modelr's Dream"
- 3rd place - Pat LaTorres - "Clover Valley # 4"

Model Black & White:

- 1st place - Pete Steinmetz - "Almost Train Time, Onion Valley RR"
- 2nd place - Becky Sniffen - "At the Beach"
- 3rd place - Becky Sniffen - "Harbor Barge"

Model Color:

- 1st place - Ed Merrin - "Out in the Open"
- 2nd place - Ed Merrin - "Train of Future Enters Willits"
- 3rd place - Pete Steinmetz - "SP Train Passes Through Applegate"

Prototype Black & White:

- 1st place - Ronnie LaTorres - "Bridge Near Rio Vista"

Tracks & Structures:

- 1st place - Ronnie LaTorres - "Not Pizza"
- 2nd place - Ed Merrin - "Abandoned and Haunted"
- 3rd place - Pat LaTorres - "Bridge at Belden"

Honorable Mention:

Ed Merrin - "Build Date"

Trains in Action:

- 1st place - Ronnie LaTorres - "Takin it Ahead"
- 2nd place - Tom Van Horn - Emily Shay"
- 3rd place - Pete Steinmetz - "Westbound CP Container Train"

Models:

Diesel Locomotive Kit:

- 1st place - Stewart Benson - SP 6000 Alco PA
- 2nd place - Stewart Benson - SP Fairbanks Morse

Diesel Locomotive Open:

- 1st place - Michael Haworth - GE ES44AC #4700
- 2nd place - Stewart Benson - SP E9 #6900
- 3rd place - Stewart Benson - SP F7A # 6146

Diesel Locomotive Novice:

- 1st place - Gordon Searle - Upgraded N-scale SP PA-2

Steam Locomotive Kit:

- 1st place - Frank Markovich - On30 Heisler

Passenger Car Open:

- 1st place - Michael Haworth - UP theater car "Idaho"
- 2nd place - Michael Haworth - UP theater car "Fox Valley"

Caboose Kit:

- 1st place - Pat LaTorres - Tower Lumber Co #31

Caboose Novice:

- 1st place - Pat LaTorres - Yosemite Short Line #6

Continued on Page 13

Calendar (Cont.)

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

December 26, 2014 - 8:00 pm to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

January 23 to 25, 2015 - Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA Layout Design and Operations Special Interest Groups.

March 14 & 15, 2015 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 S. P Street, Bakersfield, CA.

May 13 - 17, 2015 - [The Club Car 2015 PCR Convention](#), Hilton Newark/Fremont Hotel, 39900 Balentine Drive, Newark, CA.

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

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

Continued on Page 14

Contest (Continued)

Structure Open:

- 1st place - Dave Croshere - The Station at Burton
- 2nd place - Tom Harryman - High Sierra Stamp Mill
- 3rd place - Tom Harryman - High Sierra Mine

Structure Kit:

- 1st place - Frank Markovich - Wood Cutter's repair shack

Structure Novice:

- 1st place - Marc Parsons - Bridge over Madison's Fault

Module Individual:

- 1st place - Thomas Knapp - Nn3 module SLO facilities

MOW Open:

- 1st place - Giuseppe Aymar - SP MOW fire car #5299

MOW Kit:

- 1st place - Giuseppe Aymar - SP MOW fire car #7470
- 2nd place - Kenneth Martin - C&S bunk car

Freight Car Open:

- 1st place - Giuseppe Aymar - SP MOW fire/water car #62899

Display Kit:

- 1st place - Frank Markovich - Stone storefront

Display Novice:

- 1st place - Vince Vargas - Layout display

Traction Open:

- 1st place - Thomas Knapp - Nn3 Free lance wood bodied gas mechanical "Critter"

Best Of Show:

A&C:

- Jayne Harmon - Counted cross stitch "Little Engineer"

Photo:

- Tom Van Horn - Railtown machine shop

Model:

- Display - Jack Burgess - Edendale Creek diorama

Thank you to all the participants and to the viewers. You all made this possible. 🚂



First place contest winners gathered in the "Banquet Hall" for this group photo. See photos of their winning entries starting on page 17.

Photo by Chuck Harmon,
MMR

Calendar (Cont.)

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

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

Future NMRA Conventions

2017 - Orlando, Florida 

The Answers Are Out There: American Furniture

by Robert Pethoud, Daylight Division Member Aid Chairman

Fall Creek Branch is my portable switching layout, which I built to demonstrate the joys of peddler freight switching in particular, and to promote all aspects of model railroading in general. With an endless belt of switch lists to provide challenge and purpose, the railroad is proving addictive to operate, and the scenery and structures demonstrate what is possible with standard tools and techniques, and very little innate talent. This is the story of how I built one of the industries from a kit.

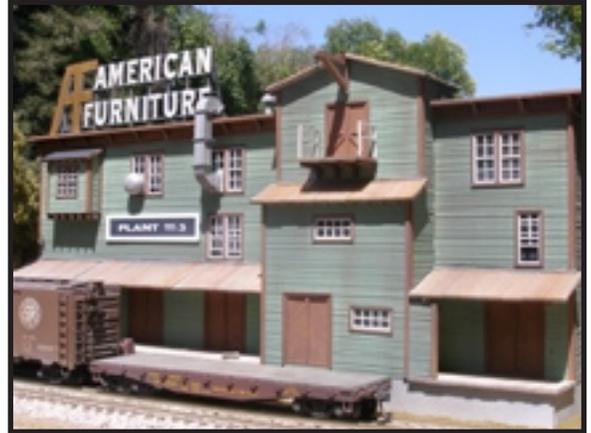
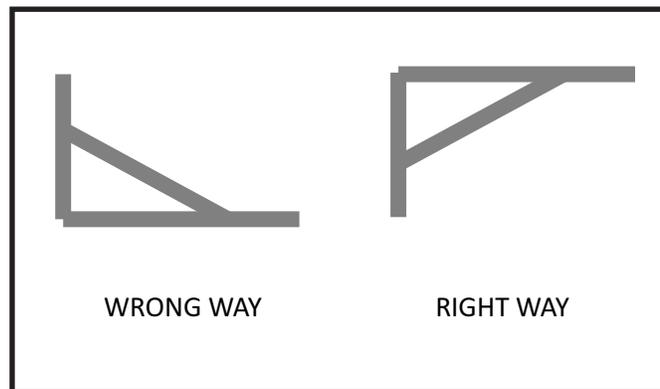


Photo by Robert Pethoud

The photo above shows my American Furniture factory, built from Blair Line's Backdrop Warehouse kit. This is a laser-cut wood structure which turned out to be a joy to build. All the parts fit together perfectly and the instructions take you logically and easily through the process. There is, however, one small but important correction to make: the kit's photos and drawings all consistently

tell you to mount the hoist support (part A8, the triangular wood gizmo projecting straight out just below the gabled roof) upside down from the way it should be mounted. See the illustration. This is not simply a matter of taste, because only



placing the horizontal beam at the top will allow this to represent an extension of the roof beam, to be high enough above the loading platform to support a pulley, and to put the diagonal member in compression, as it needs to be, since wood is weak in tension. Fortunately, the mounting boss is centered, so no modification is needed to orient the part correctly.

While the kit's instructions are otherwise entirely adequate, what follows are a few techniques I used to make this well-designed structure even better. Instead of the suggested two color paint scheme, I used three. On models with oversized window mullions (most models in HO) it's a good idea to paint these relatively crude items a dark color in order to draw attention away from them. Because Blair Lines' mullions are so close to

Continued on Page 15

Branch Line Deadlines for 2014

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

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

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

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

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

Answers (Cont.)

scale, I painted them white so you can't miss them.

While on the subject of painting, here are a few words about what and how. I began the kit by laying out the parts and spraying them with a white primer, using an inexpensive spray can from OSH. The rest of the painting was done with a small brush using inexpensive acrylic craft paints from Michaels (Apple Barrel and Craft Smart are the brands I used). I find that one coat is rather uneven and translucent, suggestive of a very faded and weathered finish. By the third coat, allowing several minutes drying time between applications, the finish is smooth, opaque, and free of visible brush strokes. I used two coats each for the moss green walls and the brown trim, resulting in a lightly faded and weathered structure which is reasonably well maintained. The boards on the loading dock were individually painted with several shades of gray and brown to suggest unpainted and very weathered planks. The exposed support beams under the dock were done with darker grays and browns to represent creosoted wood.

A modification which does not show in the photos is 1/4" square poplar bracing (from OSH again) glued into the interior corners at the rear. I also added a balsa wall at the rear of the gabled roof, because the two roof sections are otherwise supported only at their front edges.

I mounted black cardstock about 1/4" behind the windows so that there will be no chance of viewers spying my sky blue backdrop through those windows.

I added a scratchbuilt pulley wheel to the aforementioned hoist beam, since none was supplied in the kit. I drilled a hole in the center of a short length of 1/8" diameter styrene rod, then removed a small cylindrical slice and threaded some .019" diameter brass wire through it. After bending the wire to shape, the ubiquitous craft paint and some weathering chalks completed this little detail.

Before placing the building on the layout, it needs to be weathered. To look believable, every structure and every piece of rolling stock must have some weathering. In my quest for realism, I find that my three favorite dwarves are now Dusty, Rusty, and Grimy. I decided to tone down the relatively bright colors on American Furniture with a wash of dark gray applied with an airbrush. In our post-Floquil age I chose to use Tamiya's acrylic German Grey paint (XF-63) thinned about 8:1 with their X-20A thinner (that's 8 parts thinner to 1 part paint). Before spraying, I masked the window glass and white mullions with blue painters' tape cut to size on a piece of plate glass and applied with tweezers. The last thing I did was to apply weathering chalks from Bragdon Enterprises to further discolor specific areas.

So that's the latest news from Fall Creek. Feel free to contact me with questions and comments at pethoud@comcast.net





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This year, give a card they'll treasure all year!

Web Announcement

By Gus Campagna,
Manager, PCR Publications
Department

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

Pacific Coast Region SIG Report for Second Quarter 2014

by Seth Neumann

The main event for the SIGs in PCR was, as usual, the PCR convention, this time in San Luis Obispo, and there's lots of coverage of the convention in this edition of the Branch Line. Bill Kaufman stepped in as master of ceremonies at the SIG roundtables as Jim Providenza and I were out of town at another meet. Bruce Morden put together a SIG track within his excellent clinic program and David Parks worked his usual Op Session program magic, also from afar.



We've had a number of great out of town operating opportunities this Spring in venues as diverse as Kansas City, Seattle (Sound Rail), Detroit, San Diego, Los Angeles (SoCalOps), LaCrosse, WI. and Boulder, CO (Rocky Ops). I'd like to highlight Sound Rail and SoCalOps, as well as the upcoming Desert Ops, as 10 years ago the only regular Ops meet on the West Coast was a single annual La Mesa 24 hours of Tehachapi Time Table and Train Order session. After hosting a ProRail here in 2003, a group of us came together to organize a semi-annual invitational meet. BayRails VI will be held here in March of 2015. One of our goals in organizing BayRails was to encourage similar groups to organize in other West Coast cities. This would allow operators to participate in cities near enough to drive or no worse than a 2 hour flight, keeping costs within reason. We're now very pleased to have most of the Western metro areas covered:

VanRail Vancouver BC - Fall of odd years

SoundRail Seattle area - Spring of Even years

BayRails - Bay Area, Spring of Odd years

SoCalOps - Los Angeles, Late spring of Even Years

La Mesa/Tehachapi, San Diego - several sessions per year

Desert Ops -Phoenix, Fall of even years

Desert Ops - Tucson, early spring of odd years

Great Basin Getaway in Salt Lake City

Rocky Ops North and South.

Groups in Portland and Sacramento are planning!

Check out the SIG program and Operations at next year's Portland NMRA convention.

If you are interested in any these out of town meets, contact



Continued on Page 17



**HAVE 50 MODEL RAILROADING CLINICS
RIGHT IN YOUR LIVING ROOM.**

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

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



We make it even more fun.
www.nmra.org

Then, get that popcorn ready.

SIG Report (Cont.)

me at the address below. 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.

Looking ahead:

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

Desert Ops, Phoenix, AZ Oct 23-25 2014

24 Hours of Tehachapi - TBD Early November

2015 Bay Area PCR/Layout Design and Operations SIG meet, location TBD, but in the North Bay, the "bye" weekend, January 23-25, 2015, between NFL playoffs and Super Bowl

BayRails VI, Newark Doubletree, March 19-21

[If you have questions contact Seth Neumann at sneumann@pacbell.net 🚂]

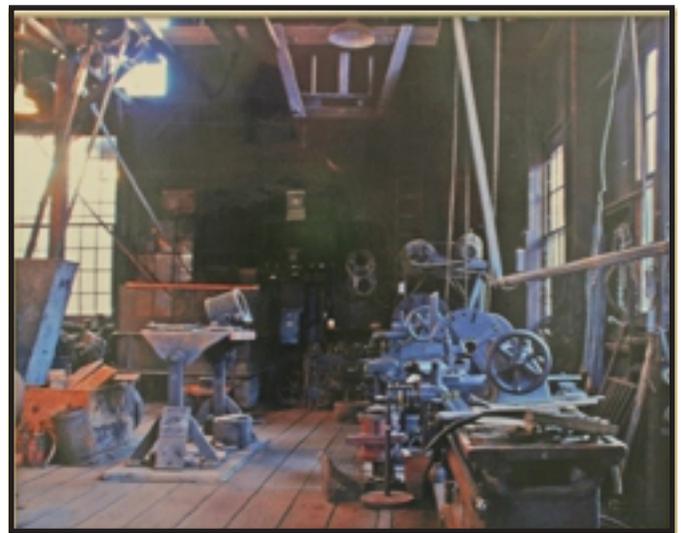
Best of Show Contest Winners

Photos by Giuseppe Aymar, MMR

Jack Burgess, MMR took Best of Show in the Model Category with his Edendale Creek Diorama



Jayne Harmon took Best of Show in the Arts and Crafts Category with her Counted Cross Stitch "Little Engineer"

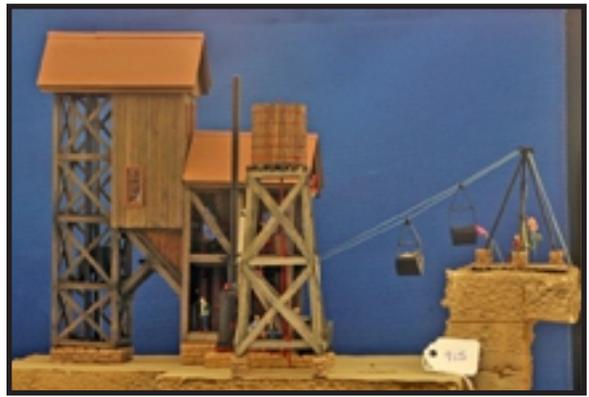


Tom VanHorn took Best of Show in the Photo Category with his Railtown Machine Shop

Popular Vote 1st Place Winners

All photos by Giuseppe Aymar, MMR

Tom Harriman's High Sierra Mine was the Popular Vote Choice in the Model Category



Model Category 1st Place Winners

All photos by Giuseppe Aymar, MMR

Steam Locomotive - Kit



Frank Markovich, MMR won a First Place with his On3 Heisler

Diesel Locomotive - Open



Michael Haworth took 1st and got the Ingenuity Award with his "wrapped" GE ES44AC #7400

Diesel Locomotive - Kit



Stewart Benson's Alco PA-1 won first place in the Diesel Kit Category

Diesel Locomotive - Novice



Gordon Searle entered his Upgraded N-Scale SP PA-2 in Novice and won First Place

Traction - Open



Nn3 Free Lance Wood Bodied Gas Mechanical "Critter" by Thomas Knapp

Passenger Car - Open



Michael Haworth's UP Theater Car "Idaho" won First in the Passenger Car Category

Model Category 1st Place Winners (Continued)

All photos by Giuseppe Aymar, MMR

Caboose - Novice



Yosemite Short Line #6 by Pat LaTorres

Caboose - Kit



Tower Lumber Co. #31 by Pat LaTorres

Maintenance of Way - Kit



SP MOW Fire/Water Car #7470 by Giuseppe Aymar, MMR

Maintenance of Way - Open



SP MOW Fire/Water Car #5299 by Giuseppe Aymar, MMR

Structure - Novice



Bridge Over Madison's Fault by Marc Parsons

Freight Car - Open



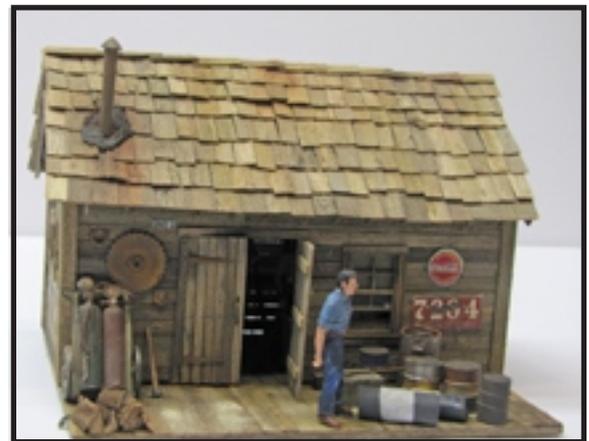
Giuseppe Aymar, MMR won a First Place Award with His SP MOW Fire/Water Car

Structure - Open



The Station at Burton by Dave Croshere

Structure - Kit



Wood Cutters Repair Shack by Frank Markovich, MMR

Model Category 1st Place Winners (Continued)

All photos by Giuseppe Aymar, MMR

Display - Novice



Vince Vargas' mock-up of a proposed layout received a First Place Award

Display - Kit



Frank Markovich, MMR took a First Place Award with this Stone Storefront

Module - Individual



This winning module by Thomas Knapp was displayed in the Sands Lobby [The artifacts in the photo are reflections of the lobby lighting on the glass that protected the module]

Photo Category 1st Place Winners

All photos by Giuseppe Aymar, MMR

Model - Black & White



Pete Steinmetz titled his winning photo "Almost Train Time, Onion Valley RR"

Model - Color



"Out in the Open" is the title Ed Merrin gave to his winning photo

Photo Category 1st Place Winners (Continued)

All photos by Giuseppe Aymar, MMR

Prototype - Black & White



Ronnie LaTorres took this picture of a bridge near Rio Vista

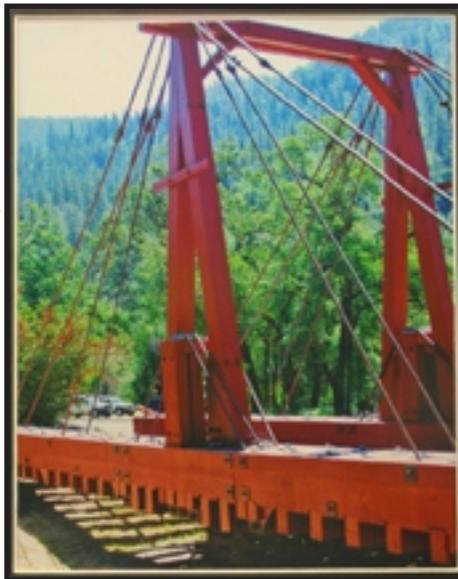
Trains in Action

Ronnie LaTorres named her photo of Number 4 under steam "Takin' it Ahead"



Tracks and Structures

Ronnie LaTorres calls her photo of a gallows turntable simply "Not Pizza"



General Rail Subjects



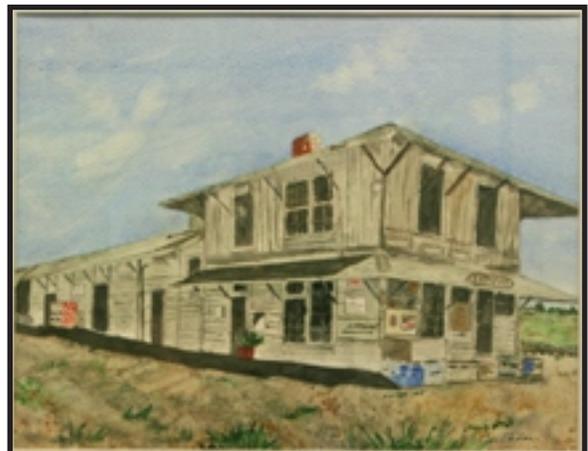
Not to be out-done by Ronnie, Pat LaTorres' interesting photo is of Richmond Pacific 2285

Arts and Crafts 1st Place Winners

Photo by Giuseppe Aymar, MMR

Railroadiana - Original

Carolyn Weber entered this water color of the Saticoy Depot



In Memorium

Richard R. Miller, M.D.
by Dave Connery, PCR
Historian.

I have some sad news. Dr. Richard Miller of Oakland passed away on Saturday, May 3rd. Here is the Obit from this morning's San Francisco Chronicle:

Richard R. Miller, M.D.
May 25, 1935 - May 3,
2014

Dick died peacefully at home with his family. He grew up in the Chicago area and came to San Leandro in 1966 to begin his ophthalmology practice. He loved his work, especially time with his patients; he retired in 2004. His greatest love was his family: wife Barb, son Jeff (wife Kara, daughter Audrey), and son John (wife Nese, daughter Grace). He was passionate about railroads; he and Barb took many wonderful train rides, and he was a master model railroader. People from all over came to visit his On3 layout at his home in Oakland. He also greatly loved classical music, attending many concerts and playing the piano and cello himself. He was a kind and loving man, and we will miss him greatly. His memorial service will be held on Sat. May 10 at 2:00 at Montclair Presbyterian Church, 5701 Thornhill Dr; in Oakland. Donations may be made to the Boys & Girls Club of San Leandro or to the Woman's Antique Vocal Ensemble, PO Box 688, Berkeley, CA 94701. 

Memories of the Gorre & Daphetid

Turnouts on the G&D
by Rod Smith

This time, let's take a look at some of John's wiring innovations. In particular, his turnouts, which almost never caused a short.

Most of the turnouts were controlled with toggle switches mounted on the control panels, some of which controlled more than one turnout. For instance, the toggle controlling entrance to Gorre from Great Divide would direct a train onto the passing siding in one position, the mainline in another position, and onto the interchange track in a third position. One toggle, three possible routes. It was pretty simple to keep track of where your train was headed. The toggle switch handle pointed toward the proper track line on the diagram.

For switch machines, John used surplus single coil rotary relays from WWII, which were widely available in the period he was building. Very powerful, almost foolproof, quite noisy, and had a lot of contacts for power routing. When you threw a toggle, you knew if the machine had thrown by the thunk! These babies were either on or off, and power was in the coil whenever they were thrown on, sort of like today's Tortoise. So, with a multiple throw switch, say a single pole double throw center off, you could operate two relays separately, but not together. If the main is the center track, off means the turnout is lined for the main. Throw the toggle up and you get the passing siding, down and you get the interchange track. We always had to clear the turnouts after we used them so the machines would be off. Not because they might burn up, they wouldn't, but to relieve the system of any unnecessary power drain and allow full wattage for the other fellow to throw turnouts. There were a lot of them on the G&D.

John's turnouts had live frogs, and the closure rails were electrically connected to their adjacent stock rail. He went one step further though; he provided a short section on each track behind the frog which was dead unless the turnout was aligned for that route. An engine approaching a turnout from the frog side where the turnout was not aligned for it to proceed would encounter this dead section and simply stop. And, this point was before the fouling point, so we didn't have sideswipe problems either. Since John ran steam, and in that era engines picked up power from one rail and tenders from the other, the sections had to be of different lengths on each route to stop engines at the fouling point. The relays had plenty of contacts to provide for this, but then so does a Tortoise. Meets were easy; you would run into the passing track until you were clear or the engine stalled, and wait for the opposing train to arrive. When it had passed, you could align the turnout for your train, the engine had power again, and proceed on your way. Almost foolproof.

The yard at Great Divide used two pushbutton banks for turnouts in the freight and passenger sections. These had simple ladders, and when all the relays were de-energized the turnouts were aligned for the back track. Therefore, only one turnout had to be thrown to access any track in that portion of the yard. The pushbutton banks had 5 buttons interconnected so when one button was pushed it would clear whichever button had last been activated. As I recall, the entire yard track would be de-energized if its turnout

Continued on page 23

Memories (Cont.)

was not aligned, so it was possible to store the switcher, or any other locomotive, anywhere in the yard if another engine had to use the ladder to move in or out of the terminal.

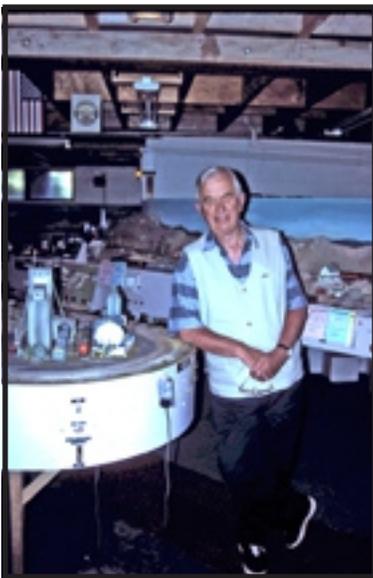
Many of the layouts I've seen since could benefit from John's wiring system, though I wonder how one could handle the dead sections with multiple diesel locos since power is picked up by each loco individually, and stopping the first one doesn't stop the others from pushing. We experienced a similar problem when running a train with a double header, but those were always being carefully watched, and I cannot recall any disasters happening while I operated there on the G&D. 🚂

Tales of the Santa Cruz Northern – 'Woody', Take One

by Jim Providenza



Lawrie Woodley



Continued on page 24

It is interesting how friendship ties this hobby together. Not a unique thing – any other hobby is bound to have the same bonds develop between fellow devotees. If you want proof and are a member of another hobby organization with a monthly or quarterly magazine, look at how it is structured. You may be amazed at the similarities.

Friendship is wonderful in itself of course – how often do you hear other modelers say that one of the biggest reasons they attend a division meet or a regional or national convention is the friends they get to spend time with? But friendship has other benefits – discussion, timely help, sometimes not so subtle course corrections (!), and so much more.

This is the start of the tale of one such friendship. This friendship spanned the globe, lasted over 25 years, reached across both generational and cultural divides and had and continues to have a tremendous impact on the SCN. Yet the two of us met in person only 4 or 5 times.

I was first introduced to Lawrence (Lawrie or Woody) Woodley in 1985 by Rick Kang. Rick knew Lawrie as an SP modeler – the fact that Lawrie lived in New Zealand notwithstanding. Terri and I had decided to honeymoon in New Zealand and Rick sent Lawrie a letter introducing me. Nothing would do but that Lawrie and his wife Dawn should have us stay as houseguests for several days during our honeymoon, even though we had never met. Lawrie and Dawn were that sort of people. Lawrie hosted an open session and barbeque during our stay.

It was on this version of Lawrie's Alpine & Shasta that I saw the scene that gave me the idea for the museum style shadow box in the 'herniated helix'. Watson Crick trestle became a key feature in the track plan of the SCN as it allows crews to easily monitor the progress of their trains up and down the helix.

Lawrie and I kept up our correspondence and 3 years later Terri and I hosted Lawrie and Dawn when they traveled to the US. Lawrie and I took a

Continued on page 24

SCN (Cont.)

railfanning trip up to Mt. Shasta, his favorite part of the SP. And, of course, I had an op session on the SCN for Lawrie.

Over the next 20 years we managed to see each other 2 more times, once each in New Zealand and California. Our correspondence continued regardless of the infrequent visits. Lawrie built two more versions of his Alpine & Shasta; I continued to develop the SCN and started building the Sandy River & Rangeley Lakes. Our correspondence shifted from letters to email to Skype; Lawrie included me in the distribution list of his monthly “A&S News” and I eventually wrote several short articles for it. Our families grew up – Lawrie and Dawn’s grandchildren and our children were subjects of conversation long before our kids met some of their grandkids!

Half a dozen years ago Lawrie was diagnosed with a degenerative nerve disorder that he was told would eventually put him in a wheel chair – this became part of the impetus for the final version of the A&S that I would eventually get to see and would again impact the SCN so much.

Then several years ago Lawrie found out he had lung cancer. This didn’t stop him. Modern medicine gave Lawrie several more years than he might have had – and he continued to model and hold monthly operating sessions on the A&S until shortly before he finally died in January of this year. Knowing that Lawrie’s time on this earth was limited in turn helped to focus Terri and I on planning a family vacation to New Zealand with our kids.

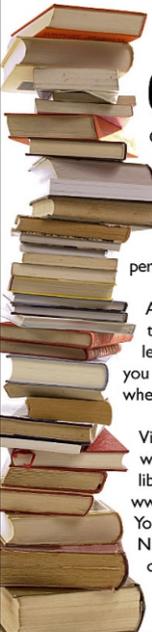
We went during Christmas vacation in 2012. We visited with Dawn and Lawrie, and spent time with one of their sons and his family whom we had gotten to know. And yes, of course, Lawrie hosted an op session.

Back in 1999 I had designed the expansion of the SCN to remove the hidden staging on the upper level. This coincided with building cabinets and a shelf on the common wall between the garage and house – the shelf has room for six tracks including the town of Zayante and Santa Cruz staging. I designed the shelf to be at the same level as the top of the helix across the kitchen / garage door. I planned to eventually bridge this doorway, continue the helix for another ½ turn, and connect it with the tracks at Zayante. I would then have the mainline continuing in the same direction on both levels. But – Terri was never happy with the thought of a bridge or gate across the doorway, so it never got built. Until – she saw two gates in use during that operating session at Lawrie’s in 2012. After our visit she told me she saw how it could be done and told me to go ahead.

Well, it took a bit of time, but ‘Bridge 5’ is built and operational; the first test trains are running. Much work remains, but once again Lawrie’s A&S was responsible for a major improvement on the SCN.

Next issue we’ll spend some time ‘chatting’ with Lawrie as he questioned and commented on the Western US railroading he so loved. As I look at the collected emails I can hear his voice, Kiwi accent and all, “Well, James...”

Thanks Lawrie! 🚂



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Test Train on Bridge 5

PCR Membership Gauge

As of May 31, 2014

May 31, 2013—1,081
 June 30, 2013—1,071
 July 31, 2013—1,075
 August 31, 2013—1,070
 September 30, 2013—1,048
 October 31, 2013—1,052
 November 30, 2013—1,039
 December 31, 2013—1,039
 January 31, 2014—1,056
 February 28, 2014—1,044
 March 31, 2014—1,035
 April 30, 2014—1,032
 May 31, 2014—1,022

SPECIAL RECOGNITIONS AT 2014 PCR CONVENTION

by Dave Connery, PCR Honors Committee

Congratulations to this year's award winners, presented at the annual convention in San Luis Obispo. Division Member of the Year Awards were presented by each Division Director as follows:

Coast	Steve Wesolowski
Daylight	Andrew Merriam, MMR
RED	Vern Alexander
Sierra	Mary Moore-Campagna

PCR President Pat LaTorres presented the President's Award to our Branch Line Editor Chuck Harmon, MMR.

Meanwhile, half-way across the country, Ray deBlieck and Larry Altbaum presented the prodigious John Allen Award to Seth Neumann and Jim Providenza. Both Seth and Jim have provided years of leadership to the Operations and Layout Design SIGs, have contributed innumerable clinics at Division, Region and National Conventions, opened their home layouts for many layout tours, written articles and served on Regional and National Convention Committees. Both richly exemplify the service to our hobby that distinguished John Allen and previous John Allen Award Recipients. 🚂

Board of Directors Meeting Highlights

by Lisa Gorrell, PCR Secretary

April 30, 2014

The PCR Board of Directors met on April 30, 2014 at 1:00 PM at the Sands Inn in San Luis Obispo, CA.

We are financially healthy, although expenses exceed income. The 2014 Budget was approved with a \$3080 deficit.

Daylight Division had successful meets. Chuck Harmon and Andrew Merriam were awarded Master Model Railroader, and Chuck was named Contest Chair. Many members of the Daylight Division worked hard with the 2014 PCR Convention and especially thanked Steve Wesolowski for taking over Publicity.

Coast Division had two successful meets. Finding location sites and volunteers to support the division continues to be a concern. Steve Wesolowski works hard at the Bay Area train shows.

The Redwood Empire Division had two very successful meets at the Sturgess Saw Mill in Sebastopol and the North Western Pacific Historical Society yard in Petaluma. "Show and Tell" sessions conducted by Giuseppe Aymar are popular. RED is in good shape by staying flexible to keep membership interested.

The Sierra Division had one very successful meet in Modesto and several more planned.

The new PCR brochure examples were passed out and Gus Campagna is looking for photos of activities around the region. In the process of cleaning up the division and region logos for the



2014 PCR Board of Directors, (left to right) Dave Grenier, Daylight; Mel Jones, Sierra; Pat LaTorres, President; Ed Merrin, VP; Mark Schutzer, Coast; Dave Croshere, Redwood Empire
 Photo by Chuck Harmon, MMR

Continued on Page 26



BOD (Cont.)

brochure, it was suggested to perhaps have a more modern logo for PCR.

Dave Grenier took office as the new Director of Daylight Division.

The next Board Meeting will be Saturday October 25, 2014 at 1 PM in a place to be determined. 🚗

NMRA InfoNet News For April, 2014

Message from Bruce De Young – Education Department Manager:

The Education Department has two major new initiatives on the table where we could really use some volunteer help from around the Regions and Divisions.

The first is the EduTRAIN® Program. Hopefully you have seen the article on the Program that appeared in the March 2014 issue of the NMRA Magazine. In simplest terms, the Program will provide Regions and Divisions with a wide array of turnkey Clinics which will be housed on the NMRA Website for download and use. Although there are many great clinics out there that focus on such topics as “The History of the XYZ Railroad” or “How to Increase Attendance at Meetings”, etc., the focus of the EduTRAIN® Program will be on skill development. To be useful to members, there must be a clear learning outcome, and the clinic should lead directly to that outcome. Finally, the documentation that accompanies the clinic must be detailed enough to allow a person who did not originally develop the clinic to use and/or present the clinic. Now here is how the Regions and Divisions can help. First, Bob Blake who heads up the program will be trying to attend as many Regional Conventions as possible this year in order to ‘get the word out’ to our membership. Anything you can do to facilitate this process if Bob contacts you will be appreciated. Second, if you know of a member in your Region/Division who has developed a quality skill oriented clinic, encourage them to submit it to Bob for possible inclusion in the Program. Bob can be reached at rm7blake@earthlink.net.

The second Education Department initiative that is on the front burner is a review and revision of the Beginners Pages on the NMRA Website (<http://www.nmra.org/beginner/>). A new website will be rolled out between now and the Cleveland Convention and the Department is taking this opportunity to update the Beginners information that will be included on the new website. I am looking for a few volunteers who will be willing to help out in the process. If you know anyone in your Region or Division who would have an interest in doing so, please have them contact me at bdeyoung@optonline.net. 🚗

NMRA InfoNet News for May 2014

NMRA ECONOMICS – part 2

by Frank Koch, NMRA CFO

First, I’d like to share a few words on the sale of the building and the subsequent use of the sale proceeds. In about 2001, the NMRA liquidated the investment assets that were underwriting the Life Fund and eliminated a much less attractive building mortgage. Ever since, the Life Fund has had an

Continued on Page 27



InfoNet (Cont.)

internal paper “lien” on the building of about \$600,000. When we sold the building, the first \$600,000 was used to satisfy the “lien” and the Life Fund is again wholly backed by cash investments rather than partially funded by bricks. No additional funds from the sale were added to the Life Fund.

Second, the BOD established a permanent designated fund with the balance of the proceeds (just shy of \$300,000) plus they added an additional \$200,000 of the operating surplus from the 2013 fiscal year – a year much better than expected. In their wisdom, they agreed that this fund cannot be used for current operations and that the principal can only be used for extraordinary one-time purposes, and only after consideration and agreement of the BOD. Simply think of this as the start of an endowment fund for the NMRA – the fund principal is designated for a specific type of use only. Now, let me continue the explanation of NMRA Economics in part 2.

Corporations (the NMRA is a legal corporation and not a club) often refer to their various individual financial elements as profit or cost centers or something similar. For convenience, the NMRA lumps similar parts of our “business” into four interdependent areas that share common attributes. Our four major cost centers are operations, magazine, non-dues programs, and the Howell Day Museum. Each cost center comprises several related activities. The approved NMRA budget (ex. Howell Day Museum) for 2014 is almost \$1.8M and contains a planned modest surplus as required by the Executive Handbook to cover unexpected expenses, shortfalls in income, or unique opportunities (all numbers are rounded and are thousands of dollars):

	<u>Income</u>	<u>Expense</u>	<u>Surplus/(Deficit)</u>
Operations	\$757	\$773	(\$16)
Magazine	\$322	\$456	(\$134)
Non-Dues Programs	<u>\$700</u>	<u>\$495</u>	<u>\$205</u>
NMRA Total	\$1,779	\$1,724	\$55 surplus
Howell Day Museum	\$351	\$539	(\$188)

Operations (about 40% of income) are all the activities that provide direct member services, with primary funding from dues, investment income, and other member fees. Operations include the expenses for the small permanent headquarters staff and leased facility (lease, utilities, insurance), agreed direct expenses for the elected and appointed officers, travel and lodging for the two required BOD meetings, region rebates, and all the member service departments. The International regions have their own direct operational expenses which are managed and funded locally and they remit only the portion of their dues that goes to support the member services that are available to all our world-wide members. The Regulations limit our ability to increase dues for inflation as we can only raise dues to reflect actual changes in inflation after the fact, and can only raise dues to match the inflation change since the last dues increase...so we are always slightly behind reality.

Operations include dues as the primary source of income. The BOD winter meetings are held in locations that offer the best

Continued on Page 28

Thousands of negatives still need your positive support.



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

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

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

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

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

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

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





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InfoNet (Cont.)

combination of lowest total airfare and inexpensive hotels – we go cheap. The summer BOD meeting is always combined with the convention for efficiency and minimum cost.

The NMRA Magazine (about 20% of income) is the second major cost center and also operates at a modest deficit (about \$100K/year), by design, in order to keep subscription rates low for members. We periodically increase the subscription rates to recover the effects of inflation, but we do this after the fact so we are always behind the inflation effects. We cannot raise rates in anticipation of possible inflation; we can only react to cover increased costs. We tend to increase subscription rates at the same time as dues increases.

There are two sources of magazine income – subscriptions and paid advertising. We are fortunate that we have an aggressive advertising manager and that the model railroad industry supports the NMRA by advertising in our magazine. The magazine expenses can be lumped into four main categories: printing and distribution, editor, postage, and author payments. Our author payment schedule is comparable to the commercial model press, though some of our authors donate their articles and receive no payment.

The Non-Dues Programs (about 40% of income) are a mix of activities that do not depend on dues for funding, yet provide a positive cash flow to off-set the deficits in operations and magazine. There are three parts to the Non-Dues Programs: Annual Convention and National Train Show, Fund Raising Programs (Company Store, Donations, e-Bay donation program, Calendar, Address Labels), and the Diamond Club. Collectively, these programs have broad voluntary participation and generally result in a positive impact on the overall NMRA financial stability.

The Howell Day Museum is considered a separate stand-alone cost center as it is funded exclusively by targeted donations by members and others committed to the project. No dues funds are used to pay Museum expenses. It completely pays its own way, including a portion of the headquarters building expense and administrative support costs. The major fund raising effort of the past several years is about to enter the construction phase in 2014. We thank all the members who have donated thus far and those who have pledged to donate in the future. This is an exciting project.

This is a brief explanation of the major cost centers of the NMRA. Over the next few installments, I'll discuss our assets and liabilities in general, a review of some of our liabilities in detail, and the various "funds" that we maintain and monitor. As we redesign the website, all this information plus a review of our audits and budgets will be on the website...please be patient as it is coming. If you have questions or thoughts, please feel free to contact me via my contact information in the magazine or on the website. 🚂

Looking Back - Septuagenarians R Us

by Dave Connery, PCR Historian



Cover of the 88 page special 50th Anniversary Issue of the Branch Line

As most members know, the Pacific Coast Region was the first Region in the NMRA. In fact, the concept of developing regions within the National organization was developed here in PCR. When NMRA was first organized it was primarily led by members in the East and Mid-west, most particularly in the Milwaukee area. While there was a great deal of model railroad participation and enthusiasm here on the West Coast, it was exceedingly difficult for West Coasters to actively participate in and enjoy the camaraderie and sharing opportunities of the Eastern-based NMRA activities. This was especially true during the years of WWII, when civilian travel was heavily curtailed. As a result, modelers on the West Coast got together and formed a region, which was officially constituted and chartered by NMRA on July 2, 1944 – seventy years ago. At the time, PCR comprised the entire area of the West Coast, what is today PSR, PCR and PNR. Model railroad clubs were the strength of modeling in the area back then and it was the clubs that supported the effort, hosted meetings and conventions, and provided the organization skill and leadership for our organization. We owe a real debt of gratitude to those early PCR pioneers who saw the need, developed a solution and then worked to make it a reality, a benefit we continue to enjoy to this day.



PCR Board meets in Reno in 1993 planning the 1994 Convention. Facing camera L to R Bill Scott, PCR president, Lisa Gorrell, Norm Morris, Chuck Harmon. Back to camera Gus Campagna, Ray deBlieck, Ed Slintak.

A lot has changed over the past 70 years, both in our society and certainly within the hobby itself. In truth, we model railroaders have changed but PCR continues to help us get more enjoyment and fulfillment out of our chosen hobby. A seventieth anniversary is not usually considered to be a watershed event and I don't propose ours should be. I do think this should serve as the starting bell for how we will celebrate our 75th anniversary in 2019. I know that sounds like a long way off, but let me assure you, it will be on us more quickly than we might think possible.

In 1994 we celebrated our 50th Anniversary and what a fine celebration it was. We held a great celebratory convention in Santa Clara headed by Ray deBlieck, and ably assisted by Bill Scott and Jack Wall. The exceptional printed program was developed by Jack and Jacque Burgess, Bruce Battles organized Prototype Tours, Howard Lloyd handled Layout Tours, Jim Tagney was the Contest Chairman and Jack Burgess doubled back as Clinics Chairman. Barbara Wall and Chris deBlieck handled the Non-rail Activities, Charlie Getz organized the Trade Show and a Coast Division Auction was headed by Bill Burkett. Alongside each of these committee heads were a group of equally dedicated members assisting, in fact, the 1994 PCR Convention was a tremendous team effort. In addition to serving as Treasurer of this convention, Bob Ferguson produced a stunning 88 page double issue of the Branch Line, heavily loaded with a 50-year review by PCR Historian, Lisa Gorrell.



Banquet at 1994 50th Anniversary Convention – were you in the audience that evening?

So, the question becomes, how will we celebrate our 75th in 2019? I suspect everyone has some ideas of what they would like to see included and now is the time to start talking up your ideas with

Continued on Page 30



Looking Back (Cont.)

our PCR Board and stepping up to help put them into place. What will we do special for our convention that year, will we have a distinctive contest, will the Branch Line again have a memorable issue, will there be unique layout tours and prototype visits? What about our clinics? Will we have a member recruiting program that brings new members into enjoying PCR activities? How will we recognize the early founders of the PCR? In 1994 we hosted “Tex” Guess, the first PCR president, at our annual banquet. I would be very pleasantly surprised if any of the charter members of PCR are still around to help us celebrate our 75th, so it will be up to us to plan and make it happen.

It feels great to be seventy and I’m sure planning for our 75th during the next 5 years will be great fun, too! 🚂

Coast Division Report May 2014

by Frank Markovich, MMR, Coast Division Superintendent



Steve Wesoloski receives the Member of the Year award from Coast Division Director Mark Schutzer at the recent PCR Convention in San Luis Obispo.
Photo by Tom Crawford

We have a location now – The Elks club in Alameda. The next meet will be on September 7th. This is a great location and a great big thank you to everyone who gave me leads.

The meet will start at 9:30 AM. There will be two clinics and a roundtable. I really want to encourage entries into the contest, so there will be an extra door prize again for every entry in model or photo, even if it is just show and tell. At this time the clinics are Build a Memory – doing the framework and foam sub-roadbed – beginners. But there will be enough for even master modelers in this – given by Mike Blumensaadt and myself, in addition two other exciting clinics. One will be on 3D printing given by Darby Johnston and Sici Trevino. See the website: <https://vimeo.com/97259131>. And yet another clinic given by Pat LaTorres on the Achievement Program. He has an article about this on page 31 of this issue of the *Branch Line*, but the highlights are that Pat and I will help fill out forms for people, and Pat will show that the paperwork is not the big deal that everyone seems to think it is. We will both be available for judging for merit awards.

On that subject, there are models that come close, and with a little work and better information an award can be given. That was the case at the last meet.

The roundtable will again be led by Howard and the kick off topic will be on Dead Rail, with a demo of it installed in an On3 engine.

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

Again the auction made a sizeable amount due to a number of FSM kits. Some awesome kits were for sale.

We had 80 people in attendance and I believe a good time was had by all.

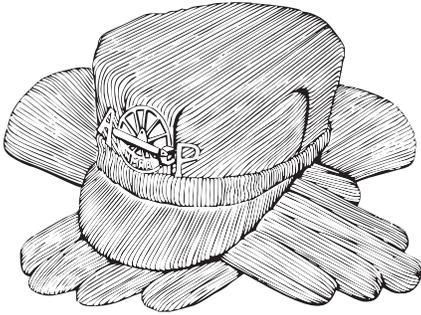
We had two clinics first was by Richard Brennan on TT scale – lots of historical models and a great presentation. Mike and I did the 2nd of 4 parts on Build a Memory in N scale. Mike did most of the work. 🚂



Frank and Mike showing rock molds

The NMRA Achievement Program Made Easy

(or Demystifying the AP)
by Pat LaTorres, PCR President



How often have we heard someone say, “I’m not really interested in the A.P. there’s just too much paperwork.” Well at the next Coast Division meet on September 7th, Pat LaTorres (with a little help from some friends) will try to reduce that excuse. Yes, there will always be some paperwork involved. When trying to document what a member has accomplished, there is no way to avoid all paperwork. But the goal will be to reduce it to a manageable level. Also, the view most members have of the A.P. is the model contest side of things. At this session there will be a concerted focus on what is often seen as the “Service” side of the A.P. These are those certificates that reward our members for the work that they have done on behalf of the NMRA and its members: Association Volunteer, Author and Association Official. There will also be information provided to help members with all of the other certificates.

If you have written for your divisional newsletter, or submitted an article (or are interested in doing so in the future), you may be well on the way to the author certificate. Please bring copies of any articles that you have written or are in the process of writing with you. If you have served as a volunteer on any divisional or regional committee, worked as a volunteer at a past regional or national convention, bring that information. If you have served as an officer on any level within the NMRA, please bring the information as to when and in what capacity you served. Our goal is to hopefully get everything written up for you at the meet. Obviously, this is an opportunity that we are opening up for ALL members, not just those from the Coast Division, so feel free to join us at this event.

Additionally, we WILL be addressing the documentation side of submitting models for the A.P. and will do what we can to make that easier to handle as well. So, if possible bring a model that you feel might warrant submission to the A.P. and we will help you get that written up. And as a bonus, there will be people there to evaluate that model and either get the certification done, or let you know what might be done to get it there. While the actual time slot scheduling has not been firmed up for the meet, we will probably be working on this throughout the meet. My hope is that could become a regular activity at Coast Division meets, trying for at least once, if not twice a year. So, even if you’re not a Coast Division member, PLEASE come by and join us for this special event. Full details will be available on the Coast Division website and probably in the upcoming Coast Dispatcher.

Hope to see you there. 🚂

Daylight Division Report

By Dave Grenier, Daylight Division Director/Superintendent



The Daylight Division held its Spring Meet on Friday, May 2, 2014, in the Owl Room at the Coast Rails 2014 PCR Convention in San Luis Obispo. Since the convention already offered 4 days of clinics, layout tours, contests, and more, we only had the business meeting portion of our meet. As

Continued on Page 32



Daylight Meet Contest August 16, 2014

The judged contest is open to any of the model categories listed in the PCR contest directory.

The popular vote contest categories are:

Model - Diesel, other Locomotive (except steam or traction)

Photo-Model black and white.

Any other categories that are not for judging will be for display only.

Popular vote categories for future meets are:

Fall 2014

Model - Passenger Car
Photo - Model Color

Winter 2015

Model - Freight Car
Photo - General Rail Subjects 🚂



Daylight Report (Cont.)

expected, the attendance was lighter than usual. Only about 12 people, including one visitor from Coast Division, Darlene Ferguson.

It was announced that during the PCR Board of Directors meeting held on April 30 **Dave Grenier** was seated as Daylight Division Director, succeeding **Paul Deis**. Dave thanked Paul for his service as Director for the past two years. Until a new Superintendent is appointed, Dave will function as both Director and Superintendent.

AP Chair **Dave Grenier** reported that **Andrew Merriam** was recently awarded Master Model Railroader #533, but not in time to get his certificate or plaque for presentation at the convention. Chuck Harmon, awarded MMR #529 in January, was presented with his MMR plaque. Congratulations to both Chuck and Andrew for achieving MMR!

At long last **Bruce Morden** was finally presented with his 2013 Daylight Division Member of the Year award, announced at last year's PCR Convention held in Dublin. Bruce's service to the Division is greatly appreciated.

The number of upcoming activities announced was too numerous to list, so be sure to check the PCR Master Calendar at its new address, <http://www.pcrnmra.org/pcr/calendar/calendar.shtml>, for more information.

Mike O'Brien, Industry Liaison, announced that he created a new Facebook page for the Division at <https://www.facebook.com/DDIL2014>. There is a link to this page on the Daylight website.

The next Daylight Division meet will be Saturday, August 16, 2014, at **Gary Siegel's** home in Santa Barbara, CA, starting at 10:00 AM. Doors open at 9:00 AM for registration, refreshments, and contest entries. In addition to two clinics, there will be both judged and popular vote contests. See sidebar for details. Categories for future meets may be found at: <http://www.pcrnmra.org/daylight/contests.html#contestcats>.

Details of the upcoming meet were not available at this writing, but the most current information about the next meet can always be found on the Daylight Division's website at: <http://www.pcrnmra.org/daylight/nextmeet.html>.

See you in Santa Barbara! 🚂

SIERRA DIVISION REPORT

By Gary Ray

The Sierra Division held its May 24 meet in Ione as part of their Railcar and Motorfest. Twenty members were present. There was some disappointment in the Railcar and Motorfest activities in that a twilight speeder ride was cancelled, nor were there any antique cars or live music. Attendance by the general public seemed light and the event was not advertised on the internet. However, there were several vendors and a live steam loop set up outside and the Sacramento Modular Club set up a huge layout. They have many well done modules.

On the bright side, we had a delicious lunch catered by Dickies BBQ. Our meeting started at 1:30 with Deborah Cook doing an oral presentation telling the early history of the Amador Central Railroad. Ms. Cook is an historical archeologist and has just published her third book with Arcadia Publishing: Images of Rail, Amador Central Railroad. A short business

Continued on Page 33



Sierra Report (Cont.)

meeting was held and it was decided to cancel our August 9th Chico meet to allow members to attend Railroad Days in Portola. The next meet will be October 11 at the First Christian Church in Sacramento. There will be a January 31 meet at the Sacramento Historical Society. Also on the horizon is the Sierra Division sponsored International Rail Fair in Roseville November 8th and 9th.

Elections will be held at the October 11 meet. Superintendent Scott McAllister is stepping down to focus his attention on the Sierra Division hosted 2016 PCR convention. Chief Clerk Bob Warner has announced that he will not be running again. Paymaster Al Rowe is interested in continuing on. If you would like to be a candidate for one of these positions, please email Scott McAllister at scooter923@att.net.

Winners of the black and white photo contest were: Gary Ray (1st), Jim Collins and Gary Ray (tied for 2nd), and Gary Ray (3rd). Winners of the caboose contest were: Pat LaTorres (1st), Jim Collins (2nd) and Pat LaTorres (3rd). Awards in tree construction went to Gary Ray (1st) and Jim Collins (2nd).

Congratulations and thanks go to Mary Moore-Campagna as the 2014 Sierra Division Member of the Year. 🚂



First place winner Pat LaTorres built the Tower Lumber Company caboose #31 from a Mount Blue Models On30 kit.

Photo by Pat LaTorres



Pat detailed it with a mostly scratch-built interior.
Photo by Pat LaTorres



Gary Ray won first place with his McCloud River Railroad forlorn caboose.



Jim Collins placed 2nd with his photo of the San Luis Obispo water tower.



Mary Moore-Campagna receives the Member of the Year award from Sierra Division Director Mel Jones at the recent PCR Convention in San Luis Obispo.



Redwood Empire Division Report

by Verne Alexander, RED Chief Clerk and Paymaster

Our May 27 meeting was focused upon operations, with a view toward orienting members who had never operated to this aspect of the hobby, and toward giving them experiences in actual operation on Tom Swearingen's nearby layout.

A very brief annual business meeting established that our finances are in fine fettle. There was no other business, to the complete thankfulness of all in attendance.

About a dozen folks brought models or pictures to our "Show and Tell" session. This has proven to be a very popular mode of learning and sharing. A few examples: Terry Strom brought an HO Mantua 4-4-0 "The General" that he had assembled and painted for a contest as a youth. He didn't win, but decades and a change of scale later he still has the model. His point: it is not all about winning. Bryce Benson brought an assembled FSM kit by George Sellios into which he had put over 130 hours of labor! There was magnificent detail everywhere. Dave Turner shared his journey through his first DCC installation in a couple of F units. Roy Anderson related how he needed a warehouse on his layout, but his available space was oddly shaped. He showed us how he kitbashed a Walthers structure specifically for that space. Giuseppe Aymar described the challenges unique to each of the three magnificent SP tank car models that he built. Carol Alexander described the process of building the new Central Valley N scale bridge kit for our N scale module. Russ Clover, former owner of Clover House, described how he was able to simplify track laying by creating some aluminum jigs. There were other presentations as well. The point of the activity is that we hear interesting stories, divergent points of view, see the results of techniques with which we may not be familiar, and get our own imaginations stimulated with regard to our own layouts or modeling efforts.

About a dozen people won door prizes. There were a half dozen or so booklets related to operations among them, and these items were picked by the early winners. The raffle prize was an HO Proto 2000 GP 7. The highlight of the meeting was well-known author and authority on operations Jim Providenza's Power Point presentation on all the things that go into making a layout conducive to Operations and having smooth Operations.

Armed with all the information shown them by Jim, most of the group adjourned to get some experience in actual Operation on Tom Swearingen's excellent HO SP layout. Newbies were paired with Sonoma County Highballers members who were familiar with Tom's layout. There were occasional puzzled looks on faces as switching challenges were faced or way bills kept sneaking out of order, but more typically there was a lot of smiling going on. Truthfully, one face showed panic, but I am betting he has figured things out by now and that he'll be back for more the next time the opportunity presents itself.

In my opinion this was one of our best meetings ever, and the planners are talking about having more of a similar nature in the future. 🚂



Show and Tell was a popular feature of the May 27th RED Meeting



Jim Providenza's Power Point presentation covered how to make a layout conducive to Operations and having smooth Operations.



Dave Croshure presented RED's Member of the Year award to Verne Alexander
Photo by Gary Ray

Membership Manager Speaks

By Doug Wagner, Manager, Membership Department, PCR/NMRA



Did you miss me? Or did you even notice? I did not get an article in the last issue of the *Branch Line* due to the Bakersfield Train Show, of which I am the organizer. Then I went from that to working on the PCR Convention in San Luis Obispo. Seems like I'm doing more model railroading administrative work, than actual model railroading work! But, I bet I'm not the only one who feels that way.

And speaking of the convention, I want to thank everyone that attended the convention and having to put up with my sparkling personality! Oh, and that bottle of Jack Daniels was gone that night! But now that the convention is over, I made a pledge to myself that I would get back to work on my home layout. So, the day after the *Coast Rails* Convention was over, I did just that! But over the many months of organizing our club's annual train show, and being the registrar for the *Coast Rails* Convention, it seemed that a lot of items piled up in the layout room. Not only did they find their way under that layout, but on top, of it, as well! The first order of business was tidying up the layout room, just so I could walk into it without stepping on something. That task took a whole week to do. Second task on my "To Do" list, was to get that work bench that I've had for a year, up and operational, so that I could actually use the work bench for my modeling. It also included adding some over-head lighting and electrical receptacles, which you usually don't have enough of. Well, after a month, I have completed Phase 1 of my "Summer Work", and now it's time to move on the Phase 2, which is getting back to installing Tortoise switch machines in the Bakersfield Yard. I will report on my progress, in the next issue. What a way to spend a summer! Luckily, my layout room is air conditioned, which comes in very handy here in Bakersfield!

Now, to get on to membership stuff. During the months before the convention I'm sure many of you received emails from me—probably TOO many! In the course of sending out these emails, concerning the *Coast Rails* Convention, many of the emails bounced back to me, which means many of you have not notified NMRA of your change of email address. Like it or not—internet and social media is here to stay, but it is a great way to keep up with the most recent information. Your division, PCR, and NMRA use emails and social media to get the latest information out to you—from division meet information to the NMRA sending information from Tennessee. So, if you have changed your email, please be sure that one of the groups that is made aware of it is the NMRA. So, how do you notify the NMRA of your email address change? Easy! You can do it 4 ways: (1) Internet, by going to the NMRA link at <http://www.nmra.org/member/content/member-info-update>; (2) Phone by calling NMRA headquarters in Soddy Daisy, TN at (423) 892-2846. B; (3) US Postal Service, by mailing any contact updates to National Model Railroad Association, P.O. Box 1328, Soddy Daisy TN 37384-1328; (4) Or, you can call me at 661-589-0391, or email me at carldw@aol.com. I'll be glad to forward any updates to your contact information.

OK, that's it for this edition. I need to get back to work on my layout, now that I can step into the layout room without stepping on and breaking something! May all your signals be green! 🚂

PCR Membership Tracker

Division Members	
Coast	455
Sierra	276
Daylight	139
Redwood Empire	139
Hawaiian	13
Total PCR	1022

Welcome Aboard !

PCR's Newest Members

Daylight

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
Mark Passwater	Ridgecrest, CA	1/3/2014
Bill Obermeyer	Atascadero, CA	1/8/2014
Christopher Howard	Boron, CA	2/6/2014
Chuck Ellison	Arroyo Grande, CA	2/21/2014
John Goni	San Luis Obispo, CA	3/3/2014
David Kuehn	Santa Barbara, CA	3/14/2014
John Goodrich	San Luis Obispo, CA	3/20/2014
Jayne Harmon	Fresno, CA	4/14/2014
Margit Stallings	Ridgecrest, CA	5/5/2014

Coast

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
Don Burch	Los Altos, CA	12/6/2013
Brian Chamness	Livermore, CA	12/10/2013
Doug Smith	Danville, CA	12/14/2013
Paul Newitt	Danville, CA	1/13/2014
David Fryman	Concord, CA	3/17/2014
Michael Eldridge	San Jose, CA	3/18/2014
Barry Roth	Walnut Creek, CA	5/19/2014

Sierra

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
Don McLarty	Sparks, NV	12/16/2013
Wayne Spencer	Gerber, CA	1/6/2014
Tom McGill	Paradise, CA	1/13/2014
Donald Grover	Sonora, CA	1/16/2014
Don Hanley	Sparks, NV	1/16/2014
Tyla Flores	Woodland, CA	1/21/2014
Arthur Valdez	Stockton, CA	1/21/2014
Arthur Valdez	Stockton, CA	1/21/2014
Stan Davis	Turlock, CA	2/25/2014
Graham Hollingsworth	Carmichael, CA	3/11/2014
Jim Treganza	Stockton, CA	3/31/2014
Suzi Treganza	Stockton, CA	3/31/2014
Richard Carter	Reno, NV	4/9/2014
Richard Batho	Camino, CA	5/8/2014

Redwood Empire

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
Jeff Anderson	Lakeport, CA	12/18/2013
Douglas Fountain	Fortuna, CA	1/16/2014
Ed Wood	Clearlake, CA	2/10/2014
Greg Phillips	Santa Rosa, CA	3/3/2014
Larry Thompson	Rio Vista, CA	3/27/2014
Barry Van Draiss	Lakeport, CA	5/2/2014

Hawaiian

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
Stephen O'Harrow	Honolulu, HI	12/2/2013



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.ebmr.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 Friday evenings between 7:30 and 10 PM (first Fridays are meetings); behind the scenes tours also available most Wednesdays 11 AM to 3 PM. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call (510) 236-1913 (to 8 PM). For other information or to schedule special events, email PR Director and Museum Secretary John Edginton: publicity@gsmrm.org. Website: www.gsmrm.org.

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Clubs (Cont.)

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

LAKE COUNTY MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

Nn3 ALLIANCE

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

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

SACRAMENTO MODULAR RAILROADERS

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

SOUTH COAST SOCIETY OF MODEL ENGINEERS

The club consists of enthusiasts of all scales and prototypes living in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. The club has no layout but activities include weekly operations and work sessions at member layouts, as well as occasional club field trips. We meet every 3rd Tues. at 7:30 PM, at Woodglen Hall, 3010 Foothill Road, Santa Barbara. Junior members welcome. Contact: Secretary 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 is located at 37592 Niles Blvd. Fremont CA 94536 in the Niles Plaza. We are currently building two new layouts. The N Scale layout is in the restored Niles Depot and the HO layout is in the restored Niles Freight Building. Both layouts focus on Fremont, Newark, Union City and surrounding areas. We are looking for new members interested in building and running on the new layouts. We meet Fridays 7:30-9:30 PM and Sundays 10:00-4:00. Call 510-797-4449 for info. Please visit our web site at <http://www.nilesdepot.org>.

WALNUT CREEK MODEL RAILROAD SOCIETY

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

WEST BAY MODEL RAILROAD ASSOCIATION

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