



BRANCH LINE

NMRA'S FIRST REGION

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PCR Features Double-Header Conventions in 2011



EXTRA 2011 WEST



Sonoma Short Line Finale

Extra 2011; My View

By Steve Wesolowski, Coast
Publicity Flack

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by Steve Skold

The mini-convention was successfully concluded on the weekend of May 14th. I would like to thank all the RED people who worked so hard the last two years putting this together. Special thanks go to **Gus Campagna** who did the program and organized the clinics. With his experience working on numerous conventions, he was invaluable in keeping us on track. **Mary Moore-Campagna** did the non-rail activities and the breakfast and lunch snack bar. **Carol Alexander** handled the registration desk, the convention kit and made the medallions for the contest awards. She was helped on the registration desk by **Darrell Dennis** from Coast Division

Tom Swearingen made the convention logo and then stepped up to handle the door prizes. **Ernie Simard** and **Dave Grundman** organized the layout tours and provided the tour maps. **Dave Croshere** was in charge of the Sunday breakfast and Annual PCR

When I suddenly lost my right eye's vision Tuesday of last week, I was REALLY glad I'd attended Extra 2011 West.

Because of what I learned at Extra 2011 West I understood my suddenly worse cataract leaving me 'half blind' meant my brain couldn't integrate my right eye's blurs with my left eye's clear vision.

What's Extra 2011's connection with my cataract? Dr. Richard Meetz' Clinic, "Eyesight, Aging and the Modeler" at Extra 2011 is the main reason I didn't panic when I suddenly lost half my vision, because after attending his excellent clinic on how eyesight changes as we age. Dr. Meetz patiently answered my personal questions and concerns about my cataract, and explained our brain integrates what we see from two eyes by essentially summing together what it sees from each one.

This is Exactly WHY I attend NMRA, PCR, Nat'l Narrow Gauge, any other conventions when I can: they're opportunities to learn useful,

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Sonoma Short Line (Cont.)

Membership Meeting. He had to find a replacement venue at the last minute and found the Union Hotel on Mission Blvd. They did a great job providing the breakfast at the price we had already indicated on the application forms. **Steve Lewis** assisted Gus with the clinics, helping keep them on schedule. **Giuseppe Aymar** had the double duty of setting up the contest room as the Convention contest chairman, and running the contest as the new PCR Contest Chairman. On top of that, he had time to build that beautiful model of the Bakersfield Fox Theater which not only was best of show at the mini, but also took first place in the National at Sacramento. Finally my wife **Carol Skold** handled the duties of Treasurer and dealt with the folks at the Finley Community Center for the rental of the rooms both for the mini and also for the mid-year board meeting held the previous October.

I was the overall chairman and, other than running the monthly committee meetings, I had little to do. I cooked a couple of dinners for the PCR Board members with Carol's help. Other than that, my committee did such a great job that I had nothing to do at the convention except sit around at the registration table waiting for an emergency that never came. Thank you everyone who came to enjoy the convention.

I would like to take this time to thank everyone who has helped me the past 8 years in RED during my tenure as Chief Clerk/Paymaster and as Superintendent. **Stewart Benson** is our new Superintendent and **Verne Alexander** is our new Chief Clerk/Paymaster. They can use any help you can give them.

Editor's Note: See convention photos on other pages in this issue of the Branch Line

Extra 2011: My View (Cont.)

interesting knowledge from other modelers like Dr. Meetz, who come because they also like trains. When they share their knowledge it improves not only my modeling (I hope), it also enriches the rest of my life in other, sometimes unexpected ways.

Another example: As a California Narrow Gauger, the First Tour I signed up for was the Nevada County Narrow Gauge tour led by Bill Schaumberg as an extension of his NCNG clinic. Our bus followed the NCNG's former right-of-way from Colfax to Nevada City, with stops along the way to see former bridge and station locations, to view portions of the right-of-way, and visit the Nevada County Narrow Gauge Railroad Museum in Nevada City. At the museum, we enjoyed a docent-led historical tour of the museum's artifacts, rail yard, and restoration shop. Inside the museum, I spotted a picture of the Chicago Park station I enjoy modeling, which I've never seen!

During our first bus stop, Hermann Darr, whose drawings of NCNG I've used to build models (including Chicago Park!) joined our tour! Hermann contributed a running dialog about the NCNG Right of Way our bus followed, and answered many NCNG questions we all had! Between Bill and Hermann, we enjoyed seeing and hearing about the sites and history of the NCNG we were seeing from two of the most knowledgeable living NCNG experts! Live Train Fun doesn't get any better, in my opinion.

Later that week, I finally got around to learning more about Mold Making and Casting from Joel Bragdon attending one of his many clinics, and I'm now looking forward

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President's Message

by Pat LaTorres, PCR President

I'm back for a second shot at writing a column without mistakes (yes, I already caught the grammatical errors in my first column) and maybe I'll get it correct this time. We now have our 2011 PCR convention, The Sonoma Shortline and the 2011 NMRA national, X2011 West behind us and I was hoping to get a chance to catch my breath. But, no such luck. Before I get too far into this column, I would like to take this opportunity to welcome all of our new members that joined at the National Train Show (NTS), or during X2011 West, the just completed 2011 NMRA national convention. More on this later.



I'll start with the PCR convention and I have to say, job WELL done to all of the folks from the RED for putting on one heck of a good time! For those that made it up to Santa Rosa, you all know how much convention can be crammed into one and two half days. The layout tours on Friday night (and Saturday) we're great. The

clinics that filled up Saturday were exceptional. The entries that filled the contest area were very well done. And last, but not least, the breakfast and awards presentations on Sunday morning (along with the annual business meeting) gave us all a chance to socialize and remember one of the greatest strengths of the NMRA and especially the PCR – the quality people that we get to share our hobby with. And beyond that, the convention covered all of its costs. These folks did well.

Touching on the other convention activity in our region over the past few months may take a bit more time. The 2011 NMRA national convention, X2011 West hit town this past July, up in Sacramento and a grand time was had by all. The PCR had the pleasure of playing host to over 2000 attendees at what I feel (somewhat immodestly) may have been one of the best nationals ever. Please note that I didn't say "2000 members", because in addition to regular NMRA members we also welcomed members of the National Association of S Gaugers (NASG) as part of a joint convention with their group and we also welcomed a number of non-NMRA members – at no extra fare – to attend, so that they would have an opportunity to see what the NMRA has to offer. For what it's worth, I've heard that there were many new members joining our ranks at the NMRA booth in the NTS, and during the week of the convention. The convention had such a wide range of clinics (I actually got to attend four of them over the week), that the biggest complaint I heard was, "there are too many to choose from." Add to that the variety of prototype and model RR tours, the special activities sprinkled throughout the week, and the Advance Section in the Bay Area preceding the opening of activities in Sacramento, I'd say that most folks couldn't complain of not having enough to do. I'd like to thank all of the PCR members (and the many folks from outside our region) that volunteered their time to help make this event come together, and a thank you to those on the committee that spent the better part of three-plus years putting this event together. Again, a job well done.

Now I'll get back to those new members that joined during the course of the convention. Folks, welcome to the family! And yes, the NMRA, and the Pacific Coast Region (PCR) in particular IS family. I've known some of these folks since before I was a NMRA member, I've shared some of my greatest joys with them (getting married at the 2007 PCR convention being one of the highlights of my life!), and I've had the opportunity to travel up and down the West Coast on rail adventures with many of them. Going beyond the members of our local region and its divisions, I've had the pleasure of making close friends quite literally around the world, all through my membership in the NMRA. We might be a bit dysfunctional at times, but

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President (Continued)

we're still very much family. Many of you new members are from the Sierra Division, being from the Sacramento/Central Valley area. Though I'm sure that there are many of you from farther afield as well. I ask all of you to take a few minutes and visit the PCR's website, www.pcrnmra.org and get a feel for the many activities going on across the region. There is a master calendar on the site, which has a listing of all the activities going on within the PCR and I invite you to join in as many as you can fit into your schedule. I will ask you to also take some time to look at the national organization's site, www.nmra.org as well as those of our local divisions, which are linked through the regional site. And finally, there is the PCR/NMRA Yahoo! Group. This is an easy way to contact other members of the region on line, without going through such programs as Facebook, Twitter, My Space, etc. Just click on "Groups" on the Yahoo! Home page and search for "PCR NMRA", and best of all – It's FREE!

For sure, take the opportunity to visit divisional meets in adjacent divisions. You'll have a chance to meet folks and share some of the fellowship with other modelers that makes the NMRA something special. Also, please make note of the officers in your division and on the regional level and feel free to contact any of us whenever you have a question. We may not have all of the answers at our fingertips, but we will make an effort to get an answer for you.

Now that most of this year's conventions are in the past (there may still be some activities in adjacent regions, but you'd need to check their websites to be sure), I ask all of our members to block out some time next May (the 2nd through the 5th) for Siskiyou Summit, the joint PNR/PCR Regional Convention. This is an experiment to allow the members of both regions to share some time and experiences in railroading. It will be held in Medford, Oregon, which should be beautiful at that time of the year. I know that they've already lined up some great clinics and they have a number of other special activities in the works that should make this a great event for everyone. I'd recommend registering early, to help them get a handle on how many folks will be showing up. I'm sure that there will be more word on this in the Branch Line as the date gets closer.

I'd also want to take a moment to talk about some upcoming PCR business. All of our Divisional Directors on the region's board will be terming out this next year, so we'll be looking for new blood to help us move forward. We were lucky enough to have three candidates for the region's V.P. position this past year, it would really be nice if we could land at least two nominees for each of the director positions (more would be even better). If there's something that the region isn't doing that would make your model railroading experience better, step on up and help us move in that direction. If there's something that we're doing that you think maybe we shouldn't, again feel free to volunteer for the board and help provide direction. Two things my parents taught me as I was growing up were: If you don't like the way things are you can either try to change them, or keep quiet and accept what you get; If you don't vote, you can't complain. I stand by these to this day. We'd love to have your input, but we need your help as well as your words. Then when election time comes around (2nd quarter of next year), you need to take a few moments and return your ballot.

Lastly, just because summer is slipping away, it doesn't mean that model RR activities are ending. Take some time to visit a friend's railroad, go to a model RR meet and spend some time at a NMRA member recruitment table. If there's a show in your area and you don't think there will be a recruitment table, get with your Division Superintendent and organize one. Most train shows will give us space for free to help promote the hobby. Check your local area for operating sessions, or host an operating session on your own model RR. If you've never had an op session on your road, get in touch with someone from the Operations Special Interest Group (OPSIG) and they'll gladly help you through the first few sessions. If you haven't

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Oct-Dec 2011

President (Continued)

built a model railroad before, or the one you have seems to be not quite what you're looking for, contact someone from the Layout Design Special Interest Group (LDSIG) and they will also be more than willing to help. Both of these groups are well represented in the PCR and you can find contact information either in the Branch Line, or on our website. And as always, feel free to contact the members of your divisional and regional administrations, our purpose and desire is to help and encourage you in better enjoyment of the hobby.

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

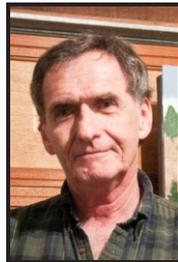
Pat LaTorres, President, PCR/NMRA

From the Fireman's Seat

Ed Merrin

PCR Vice-President

Welcome to Version 2.0 of my Branch Line column. I'm starting right out to tell you I have not fulfilled my promises. Those were to come up with a new title and photo. I have a couple of excuses, at least for the photo. It's tough when you're running around snapping photos of everyone and everything else but you can't take one of yourself, at least not very easily. To get the one I'm using I had to stand in front of the camera and squeeze a little remote control hidden in my right hand. I had to take it over and over before I got one right. So if anyone wants to step forward and try their hand at photographing me I'm all for it.



As far as the title goes, I need some inspiration and I just haven't worked on it. Laziness, I think.

Meanwhile, the world has gone through so many upheavals it seems like years since my last column. The big blockbuster event was the X2011 West Convention in Sacramento. The dust is still settling, and I wasn't even on the committee! In fact, I was hardly even there, spending much of my time hosting tours and op sessions back home in Santa Rosa. I did give a clinic, which was a lot of fun. I do apologize for not posting my clinic on the website yet. I have copyright issues with some of the photos, and not a single one of the people I contacted about getting permission to post their pictures has responded to my first request. Is there something I'm doing wrong? Have I offended anyone? Is my name mud? Probably not, but I haven't had time to pursue it more tenaciously.

As usual, having guests come and tour was a lot of fun. For the fellow that first noticed it, I'd like to inform you that so far only one of my regular operators has noticed the UFO on the mountaintop. And that was before I surrounded it with trees. No wonder "they" have been able to be among us so long without our being aware.

Since the convention, there has been a major upheaval in North Bay railroading. My layout is no longer the only operating version of the NWP in our area. Yes, the real thing, twelve inches to the foot, is finally running freight trains right through my town of Santa Rosa! People here are so excited they were asking the staff at the Visitors Center in the Santa Rosa depot when the trains were "scheduled." But mine is still the only one that goes through to Eureka.

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My very first board meeting is coming up next month, so at last I can be an official officer. As I mentioned earlier, my personal pet issue is my concern that our hobby is too much of an old person's activity and that we need young blood, not only as members, but also in leadership positions. Drawing on my past experience in the world outside, my first goal will be to gather data. I want to see how old we are as a group and see how much of a problem we have, if any. Some of you might already have some strong opinions about this, and I'd like to hear about them. You can contact me through the email listed in the issue if you'd like.

Finally, indulge me as I share a little news about that Willits roundhouse. I had several friends scouring the land for packages of Evergreen HO 6x12 strips to finish putting in all those roof joists. The more I got, some from Steve Skold and some from Ron Buckwalter, the more that roof ate them up. It was a bottomless pit, or so it seemed. My hopes for stocking up at the Train Show were dashed when I found to my disappointment that there wasn't a single vendor carrying Evergreen products there. This led to a side trip to Bruce's, where I was able to grab their very last package. Fortunately this was enough to finish the job so I could start on making an actual roof for the structure.

Now here is a thought. What if the distributors took note of how these 6x12s were flying off the shelf in Northern California? Could they be ramping up production on this apparently suddenly popular size? What will happen when the 6x12 bubble bursts? Will we need "stimulus" money to buy up the product so they can avoid bankruptcy?

Enough of this. Next thing you know I'll get into other exciting topics such as which DCC system is best, should you use cardboard strips or blue foam for scenery, where can you get Pledge Future, and tips for using static grass applicators without going insane.

Happy railroading.

Ed Merrin, PCR Vice-President

Membership Report

By Doug Wagner, PCR Membership Chairperson

Well, I hope everyone that had a chance to attend the National Convention in Sacramento had just as a good time as I had! Way too much stuff to do and not enough time to do it all in a week! Anyway, welcome to this issue of the PCR Membership Report.

The good news is that we have 271 new members since the 2nd quarter issue of the *Branch Line*. Granted, most of them probably joined to attend the X2011 Convention, but heh, that's better than a poke in the eye with a sharp stick! All you Division Membership Managers be sure to contact every new member in your Division, and welcome them on board and invite them to attend any functions that your Division may be having, because that's strike while the iron is still hot! Another bit of good news is that we have a net gain of 256 new members since March 1, 2011, and the number of PCR members has steadily gone up each month since March 1st. So, let's keep up



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Oct-Dec 2011

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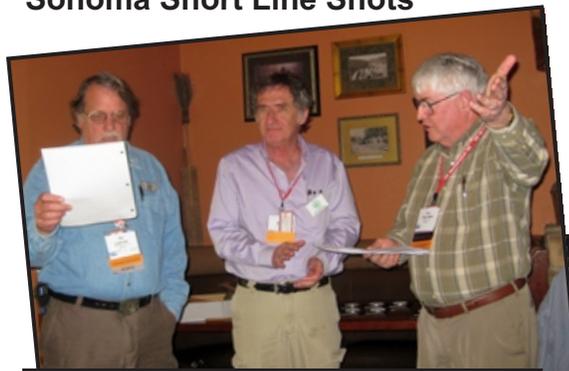
the good work of getting new members!

In my report for this issue of the *Branch Line*, I have included a PCR Membership Gauge, so that you can see the total PCR membership figures, for each month, starting in March, 2011. I took this idea from the NMRA, which published NMRA membership amounts in each monthly magazine. I am also including the names of those members we have lost this year. Please take time to remember these fallen members who added so much to our organization.

And now for a word from our sponsors. If you have any changes in your membership to report, i.e., name, address, email, phone, etc. etc. please let the NMRA know by contacting them at NMRA Headquarters. You can do this in a couple of ways. You can email NMRA HQ at nmrahq@aol.com, or by phone at (423) 892-2846, between the hours of 6:00 AM – 1:30 PM, Pacific Time. Or you can send the change information via the U.S. Postal Service to the following: Administration Department Manager, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Or, if you don't want to contact them with any changes, you can send any changes to me by email at carldw@aol.com, or call me at (661) 589-0391. Either way, we do like to keep your information updated. Also, a very important way for us to communicate with our members is via email. I know, I know, not all of us have email addresses, but the electronic age is upon us, and we can get the information to you faster by email. So, please, if you have an email address, or an email address change, please notify either the NMRA or me, so that we can keep you posted on PCR stuff in a timely manner.

Well, that's it for this issue of the *Branch Line*. If anyone has any questions concerning their membership, you know how to reach me! Until next time, "May All Your Signals Be Green!"

Sonoma Short Line Shots



Uh, Ron, are you sure the new President has to do all this stuff?



PCR Members Enjoy Visiting at Angus McDonald's Layout



Verne Alexander opened his layout for Sonoma Short Line

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Branch Line

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ACHIEVEMENT PROGRAM

Jack Burgess, MMR
October-December 2011

In the last issue of the *Branch Line*, we began a discussion of the requirements for Model Railroad Engineer - Electrical. Like other certificates, the full requirements for this category are available online at the NMRA website.



The essence of this AP certificate is to demonstrate a knowledge of wiring a model railroad. The required work can be done on your own layout, a club layout, or even on a friend's layout. As indicated in the last issue, the first two requirements for this AP certificate concern 1) constructing and demonstrating the basic wiring of a layout; and 2) wiring and demonstrating the electrical operation of three items such as turnout controls, slip switches, crossing, etc.

The third requirement may seem more challenging but has a number of options. Basically, you need to wire and demonstrate the electrical operation of at least three items from a list of 23 possible choices, most of which can be satisfied with the installation of commercial units. These items include:

- Electrical turnout position indications on a control panel or fascia for a minimum of four turnouts; or
- Track occupancy indications on a control panel or fascia for a minimum of five blocks; or
- Cab control with a minimum of two cabs and five blocks; or
- An engine terminal with a turntable or transfer table with a minimum of three tracks in a roundhouse and two tracks outside the roundhouse blocked so that you can cut power independently to them and store engines on them; or
- An electronic throttle with inertia and braking; or
- A grade crossing with an electrically-operated warning indication (you can use a commercial unit to satisfy this requirement); or
- An animated mechanical or electrical display (such as chase lights, a carousel, etc. and again, you can use commercial units to satisfy this requirement); or
- Installation of a DCC command control receiver in a locomotive; or
- Installation of a DCC command control bus line around the layout capable of handling at least two throttles at three or more locations; or
- Construction of a sound system (a commercial, assembled unit can not be used to satisfy this requirement but an under-the-layout system using tape decks or digital units would satisfy it); or
- Installation of flashing locomotive lights or an end-of-train device (a commercial, assembled unit can not be used to satisfy this particular requirement).

These are just some of the more common electrical projects which are typical on many layouts. It is therefore easy to see that many layouts already satisfy this particular requirement. For example, most of the layouts with DCC would automatically satisfy two of the requirements in this category.

The last two categories basically involve documentation proving that

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PCR Membership Gauge

March 1, 2011—1,116
April 1, 2011—1,127
May 1, 2011—1,147
June 1, 2011—1,152
July 1, 2011—1,173
August 1, 2011—1,369
September 1, 2011—1,372

In Memoriam – 2011

Malcolm Gaddis,
Lifetime Member,
Los Gatos, CA.
Joined 1/1/1947

Harry Cummings,
Lifetime Member,
San Jose, CA
Joined 1/1/1973

Ivan Jump,
Santa Rosa, CA
Joined 5/19/1986

Robert Booth,
Oakland, CA
Joined 12/7/1998

Dale Chitwood,
Pine Mountain Club, CA
Joined 12/9/2005

Bennett Woll,
San Francisco, CA
Joined 1/18/2002

Glenn Jamieson
Lifetime Member,
San Rafael, CA
Joined 1/1/1972

Joe Paff
Madera, CA
Rejoined 9/20/2005

Neville Long,
Lifetime Member,
Piedmont, CA
Joined 1/1/1971

David Gumz,
Pacific Grove, CA
Joined 1/1/1964

Phyllis Peck,
San Leandro, CA
Joined 1/24/2006



you understand what you have done to satisfy the other requirements. First, you must prepare a schematic drawing of the propulsion circuitry for the layout showing the gaps, blocks, feeders, etc. This drawing does not need to show turnout control wiring, building lights, etc. It is therefore much like the drawings included in *Model Railroader* magazine layout project articles which illustrate for the new modeler where to have gaps, where to connect the track power, etc. Finally, you need to also prepare a schematic drawing identifying the wiring and components used to complete the category on wiring a turnout, crossing, etc. mentioned in the last issue and the three items selected from the above bullets.

Once you have satisfied all of the requirements, submit a Statement of Qualifications (SOQ) which includes the required schematic drawings and describes the features that you used to satisfy the requirements. You are not judged for a Merit Award for this certificate. However, the operation of the various features must be witnessed by the AP Chairman or his/her designee. The witnesses must sign the SOQ. Send the completed SOQ to your Divisional AP representative, **along with a photocopy of your NMRA membership card** and you are on your way toward another certificate!

AWARDS

This month we congratulate a number of modelers including those who have attained recognition through the AP program and others as a result of the X2011 Convention in Sacramento.

First, the AP awards which include Chuck Harmon who received an AP Certificate for Author and John Houlihan and Rod Smith who each received AP Certificates for Association Official. Congratulations to all three of you!

There were also two Golden Spike Awardees... Terry Taylor and John Drazin. Congratulations!

There were a number of Golden Spike Awards granted to PCR members during the X2011 West Convention for modules or layouts. They included Stretch Andersen, Tom Campbell, Russell Clark, David Gill, Phillip Gully, Zonker Harris, Joseph Hendricksen, Richard Kreutler, John McKenzie, Mike McKenzie, Tom Melka, Jeff Merrill, Matthew Petach, Robert Pethoud, Marc Pry, Ed Pultz, Scott Robertson, John Roth, Reuben Smith, Bob Warner, and Dick Witzens. Good job guys!

There were also 23 Merit Awards achieved by PCR modelers in the NMRA Model contests. They include Joseph Aymar (5 Merit Awards), Brice Benson, Bruce Feld, Earl Girbovan, Joseph Hendrickson, Peter Hess, Alvin Ho, Thomas Knapp (2 Merit Awards), Pat LaTorres, Frank Markovich, Andrew Merriam (2 Merit Awards), Doug Nelson, Mark Schutzer (3 Merit Awards), Tom Vanden Bosch, and Bob Wirthlin. Congratulations to you all!

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 5.

Sonoma Short Line attendees got a preview of Giuseppe Aymar's Bakersfield Fox Theater that won first place in structure and the NMRA Magazine award at X2011.

[Click to go to Page 1](#)

Calendar

October 6 - 10, 2011 - 3rd Annual **Central Coast Railroad Festival**. "ALL ABOARD!" for a variety of FREE events and activities held at numerous railroad, historical and educational locations throughout San Luis Obispo and northern Santa Barbara Counties, organized and presented by numerous area historical and community organizations. Festival office: (805) 773-4173.

October 8, 2011 - 9:30 am to 6:00 pm, **Daylight Division Meet**, at Central Coast Railroad Festival, San Luis Obispo, CA

October 8, 2011 - **Sierra Division Meet**. Location: Check their website.

October 14 - 16, 2011 - 3rd Annual Redwood Empire Train Show, Sonoma County Fairgrounds (Hall of Flowers Bldg), Santa Rosa, CA.

October 22, 2011 - 7:00 am to 4:00 pm, **Swap Meet and Open House**, Santa Susana RR Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA Admission \$2.00 for adults. Vendor table info, contact David Putnam, (661) 753-6006.

November 5 & 6, 2011 - 10:00 am to 5:00 pm, **Fall Train Show and Open House**, South Bay Historical Railroad Society, Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969.

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MEMBER AID

What Does It Mean For Me?

By Rod Smith – PCR Member Aid Chair



Hi There – I'd like to introduce you to the Member Aid function within the Pacific Coast Region. First though, I should introduce myself. My name is Rod Smith, and I am a member of the Coast Division. I joined NMRA and PCR in 1956, so I guess I am a dinosaur, but my long membership has allowed me to meet an awful lot of fine modelers, and I can't think of anything I've done in model railroading which has given me more pleasure. Most of my close friends are people I've met through this hobby, and I treasure their tolerance of me.

Now, about the Member Aid program. It is a program benefit to which each member is entitled. You can seek answers to your questions about this great hobby. You can also volunteer, and become a resource to others. Bob Pethoud has long been the Daylight Division member aid chair. If you are uncertain who you should contact, give me a buzz, or contact the Superintendent of your Division. Many years ago, a legend in the PCR headed up this committee. He was Paul Shimada, and he held many offices in the PCR as well as the NMRA National. He tirelessly promoted the hobby of model railroading, and especially encouraged modelers to become active in the organization. After he passed away, it seems the Member Aid committee faded in organization, but the interest of members in helping others continues to this day. That's what Member Aid is all about – helping others. You can avail yourself of the services of this committee by e-mail or snail mail. If you use snail mail, a self addresses stamped envelope is appreciated, since there is no budget for incidentals. My contact information is at the end of this article.

Member Aid is made available to you through the efforts of volunteers. It may take a while to answer your questions. We may have to do some research, or locate an appropriate volunteer to handle it. Volunteers also have jobs and responsibilities beyond this hobby, but don't despair; we will get to you with an answer. I am fortunate in having many knowledgeable friends who have volunteered to help with this committee, and I may refer your questions to some of them where I know they have expertise in the area you asked about.

My first bit of Member Aid to you is about how to get the most out of your membership in the Pacific Coast Region. Get involved with your Division! Attend its meetings and activities. Go to the clinics which are held, even though you may think the subject matter is not your current interest. But, and it's a big but, don't just attend and take a seat in the back, listen, and go home. You have to get involved and meet the folks. Now, I know it is the organization's responsibility to make you feel welcome and draw you into the group. But, have you ever attended a new church, or gone to a service organization lunch meeting? Remember how the folks there gathered in their groups of folks they knew, and didn't seem to recognize the new guy? Well, model railroading can be similar to those groups. Most of us are somewhat shy, and we aren't the best ambassadors for the hobby. It's not that we want to exclude you. We'd always be happy to make a new friend who shares our

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Continued on Page 11

Calendar (Cont.)

November 11 - 14, 2011 - Trains 2011 - A Model Railway Exhibition, British Columbia's premier model railroading exhibition, Cameron Centre, 9523 Cameron St, Barnaby, BC. Meet activities include clinics, layout tours, op sessions, prototype tour, banquet, contests, RPM meet, 2-day train show, and more! Open to all! Sponsored by 7th Division, Pacific Northwest Region NMRA (Canada).

November 12 - 13, 2011 - Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, **35th Annual International Railfair**, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA. Co-sponsored by PCRSierra Division.

November 18 - 20, 2011 - 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 25 - 27, 2011 - Friday: 2:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, **Holiday Train Show**, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

December 3, 2011 - 9:00 am to 6:00 pm, 4th Annual **Open House and Layout Tours**, presented by Daylight Division, in the Fresno and Clovis area. FREE and OPEN
Continued on Page 12
Oct-Dec 2011

Member Aid (Cont.)

hobby. Perhaps we don't recognize you as new. Most Divisions don't make first timers wear a special badge or some such other way of conveying that status. Remember, we are all seeing folks we only see at the meetings, and those meetings are all too short to get up to date on each other's activities since we last met. But, if we don't invite you into our conversations, it's not because we want to exclude you. Join right in. Tell us your name, and what your interests are. No doubt someone at the meeting shares your interest, and we can introduce you. The Coast Division, for instance, has a modeler's roundtable at each meet where anyone can bring up a topic for discussion. Why not ask "I'm new here, and does anyone know where I can learn about the (insert a subject)? I think you'll find model railroaders are the friendliest and most helpful people there are. Give it a try, you'll like it.

Now, if you have a question and I can be of service, please contact me at:

Rod Smith
40330 Monte Ct.
Fremont, CA 94538-2832
Or, Railgeezzer@aol.com

Extra 2011: My View (Cont.)

eagerly to casting some new projects when I have time, even some with inclusions, now that I know how. Joel's body of work creating realistic scenery to me always epitomizes the finest artificial reality since John Allen began showing us how it could be done.

While thoroughly enjoying John and Katie Olson's often biographical and frequently anecdotal clinic about Disney Railroading, Katie's observations as Disney's color expert totally changed my entire concept of how I will paint locomotives. How wonderful!

Yet another personal high during Extra 2011 West was I finally met Wayne Wesolowski in person, whom I'd only met on line and via his books and articles. We only squeezed in about 20 minutes together this visit, but that was long enough. I now have a real voice and person to recall when we "meet" online.

While I could go on describing so many fine models and photos I was fortunate enough to see and enjoy, and other fine modelers and photographers I met, how much fun July 4th Fireworks with the Sacramento Valley Live Steamers were, our wonderful Sacramento Light Rail Shop Tour, the Non-Quet Banquet, parts of several days of Silent Auction fun, these were only a few fun moments during my exhausting week of train fun in Sacramento! By evening Layout Touring time I kept finding I was either so exhausted from so much train fun all day long I tended to fall asleep, and when I awoke minutes/hours later I either found no more layouts were open, or there was no one left to get a ride with!

Again, Big Thanks to the many, many volunteers who helped make Extra 2011 West real Rail Fun for every one of us fortunate enough to attend!

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Calendar (Cont.)

TO THE PUBLIC. Families are welcome at all layouts.

December 3 & 4, 2011 - 10:00 am to 4:00 pm, **The Great Train Expo**, Del Mar Fairgrounds, Del Mar, CA. Adults: \$7.00, Kids under 12: Free!

December 10 & 11, 2011 - 10:00 am to 4:00 pm, **The Great Train Expo**, Fairplex, Pomona, CA. Adults: \$7.00, Kids under 12: Free!

December 25, 2011 - **December 30, 2011** - 8:00 to 10:00 pm, **Model Train Show**, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

March 10 & 11, 2012 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, **Golden Empire Historical & Modeling Society's Annual Model Train Show**, Horace Massey Building, Kern County Fairgrounds, 1142 S. P Street, Bakersfield, CA. Admission is \$7.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days. Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Train rides for railfans of all ages (\$2.00 additional charge) Contact info: (661) 331-6695; email: carldw@aol.com

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Take-aways from X2011

By Bob Pethoud, Daylight Division Member Aid (Key Contact)

I presume that our state's capital has pretty much returned to normal after its early July infestation with hundreds of railroad hobbyists from all over the world. Speaking as one of the infesting organisms, I can tell you that it will be quite some time before I am back to my normal pre-convention state; the inspiration from X2011 should last for months, with some ramifications permanently in evidence on improved models yet to be built. I know I'm not alone: our editor is revising his railroad's operating scheme based on ideas he picked up at the convention. I offer kudos and heartfelt thanks to all those who worked to plan and bring off this memorable event.

The photo accompanying this article is of the McKenzie brothers' narrow gauge railroad, which was displayed at the Sacramento convention's National Train Show. Basically, it is the "after" photo of what I hope my model work will look like someday. The full schedule of clinics at the convention offered a smorgasbord of techniques which should help me reach that goal. What follow are a few of the ideas which I gleaned from those clinics.



McKenzie Brothers' Narrow Gauge Railroad provided inspiration for finishing scenery.

Photo by Bob Pethoud

Charlie Comstock suggested adding gentle undulations to the flat areas of our layouts with 1/16-inch pink foam or spackle applied to the plywood subroadbed before painting and texturing. He also mentioned Home Depot's paver sand as a convenient and inexpensive source of decomposed granite, which makes great dirt for your terrain. The sand is simply sifted and affixed with diluted white glue to already painted hardshell.

Joe Fugate cleans his track with mineral spirits (paint thinner) applied with a rag. This works better than alcohol or an abrasive cleaner which scratches the rail and thereby increases the surface area, allowing it to oxidize faster and collect more dirt. Joe also demonstrated the value of Decoder Pro, software for programming DCC decoders, which can be downloaded free from <http://jmri.org>.

Roger Nulton explained how to use oil paint washes to weather freight cars. Oil paints dry slowly, so you can fix mistakes by wiping them off, and they do not attack plastic, paint, or decals. A half dozen colors are all you need to get started: raw and burnt sienna, raw and burnt umber, mars black, and white. Don't forget the mineral spirits paint thinner. Roger noted that odorless thinner is OK, but you should avoid the milky white "green" versions. Simply dip the brush in the thinner, touch it to the color of paint you

Continued on Page 13

Calendar (Cont.)

April 9 & 10, 2012 - 10:00 am to 5:00 pm (Sun. to 4:00 pm) - **Spring Model Train Show**, West Park, 491 West "D" Street, Tehachapi, CA. Come see operating train layouts in large scale, Lionel O gauge, N and HO modules. FREE! Raffle tickets will be sold for 5'x10' HO layout complete with track, train, power pack and scenery.

May 2 - 5, 2012 - **Siskiyou Summit**, Joint PNR / PCR Convention, Red Lion Medford, Medford, OR

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

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

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

July 14 - 20, 2013 - NMRA **2013 National Convention and National Train Show**, Atlanta, GA

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

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

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Oct-Dec 2011

Take-Aways (Cont.)

want, and apply it to the car with downward vertical strokes.

Richard Hendrickson (always inspirational) recommended light gray Prismacolor colored pencils to add switchmen's chalk marks to freight car sides, and this and other colors to weather individual boards on double-sheathed and composite cars. He also pointed out that while stock car sides would be faded and weathered after years of use, they should not be dirty, because the cars were washed after each use. Further, simple amorphous blobs of Styrofoam can quickly, cheaply, and yet realistically represent the bovine occupants of the cars.

Jim Sacco educated us on the use of Sintra, a PVC plastic material, for making city streets and other models. The material is softer than polystyrene plastic and is used extensively by commercial sign makers. When I got home after the convention, I visited a couple of sign shops and asked about the stuff, receiving—gratis—a supply of their scraps which should last me for years.

These few ideas barely scratch the surface of what I took away from X2011. I hope you have a similar cache of treasures from July's little get-together. Until next time, you can reach me at pethoud@comcast.net.

More Sonoma Short Line Layout tour pix

Attendees were welcomed to the HO Scale Western Pacific layout by Ron and Pam Kaiser.



Tom Swearington answers Steve Wesoloski's questions about his HO layout.

Dave Sheber opened his HOn3 King Delta and Valley Junction for the layout tour.



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Calendar (Cont.)

September 3 -6, 2014 - 34th
National Narrow Gauge
Convention, Kansas City,
MO2015

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

PCR Members With 50-59 Years Of Membership

1952

Dwight Johns, Jr.
Castro Valley, CA

1953

Russell Clover,
Sebastopol, CA

1954

Leroy Bertsch,
Palo Alto, CA
Donald Grant,
Daly City, CA

1955

Central Valley Model Works,
Oceano, CA
Roy Anderson, Jr.
Union City, CA

Philip Marriner,
Roseville, CA

1956

Kenneth Pierskalla,
Santa Barbara, CA
Rodney Smith,
Fremont, CA

1957

Walnut Creek Model RR Soc.,
Walnut Creek, CA
Robert Breeden,
Weaverville, CA
William Wells,
Santa Rosa, CA
Dr Arnold Siemsen,
Kaneohe, HI

1958

Albert Mcfarlane,
Pinole, CA
Anthony Sapienza,
Union City, CA
James Gillmore,
Concord, CA

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Pacific Coast Region SIG Report for Third Quarter 2011

By Seth Neumann

The Big news this quarter was X2011 West, both the Advance Section July 1-3 and the Main Convention in Sacramento, July 3 – 9. There were about 30 layouts and 350 operating slots available and visitors from as far as Australia and Europe participated enthusiastically. OPSIG Local Coordinator Jim Providenza did a super job of accommodating all comers with assistance from Bob Jacobsen's new scheduling tool. The OPSIG NMRA operating program has become the largest open Ops event of the calendar and was open to all this year. LDSIG once again presented its full program including the LDSIG Layout tour on Wednesday, attended by 115, and the SIG Banquet on Friday evening at the CSRM Roundhouse. Don Mitchell was the featured speaker and Bruce Chubb gave a presentation on activities at next year's convention in Grand Rapids.

LDSIG also presented several clinic tracks: On Monday, Layout Design Journal Editor Byron Henderson led a layout Design Boot Camp, and 100 people participated. Tuesday was "So you want to be a dispatcher" with former SP/UP Dispatcher Steve "Breezy" Gust, former LDJ Editor Dave Clemens, and other present and former Train Dispatchers and Signal Maintainers. Thursday and Friday focused on Signaling starting with a visit to the CSRM and Niles Canyon Railway Signal docents on "Grade Crossing Signals" and included a short ride on the Sacramento Southern demonstrating grade crossing protection of several eras. The clinics covered an introduction to Prototype Signaling by your author followed by experts including Bruce Chubb, Dick Bronson, David Metal, Rodney Black, Joe Melhorn and Dave Megeath covering many approaches to modeling signals and signal systems.

In spite of what you'd have expected to be total burnout, the Sacramento Valley operating owners are all back on track and running as often as they can. Many opportunities to run on "new" layouts! Where there were 3 or 4 operating layouts a year ago, there is now an active community of a dozen layouts. These owners went all out to prepare and it really paid off. Thanks to all of the owners who participated in X2011 West!

The short-but-excellent PCR "Sonoma Short Line" was hosted by RED on May 14 and we held the traditional SIG roundtables.

Looking ahead:

24 Hours Tehachapi Timetable and Train Order meet at the San Diego Model RR Museum, November 12-13

Annual Bay Area PCR/LD/OP SIG meet January 27-29, 2012. Saturday Clinics, Saturday Evening Layout Tours, Sunday Op Sessions (open to all – get your feet wet!). Southbay location TBD.

Joint PNR/PCR Convention "Siskiyou Summit", Medford OR, May 2-5, 2012

NMRA National Convention "Grand Rails, 2012", Grand Rapids, MI July 29 – August 4, 2012

I hope to see you operating this fall, that's it for now!

sneumann@pacbell.net

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**PCR Members
With 50-59 Years
Of Membership (Cont.)**

Glenn Joesten,
Yreka, CA
Gregory Austin,
Elk Grove, CA
Patrick Allen,
Honolulu, HI
1959
Richard Hopper,
Foster City, CA
Wayne Johnson,
Palo Alto, CA
Robert Dupont,
San Mateo, CA
John Boyd,
Martinez, CA
Frank Jur,
Mountain View, CA
Robert Dufresne,
San Francisco, CA
Robert Ferguson,
Martinez, CA
Robert Foley,
Napa, CA
1960
William Louie,
Fremont, CA
Eric Bracher, MMR,
Santa Clara, CA
Dr C Duncan,
Palo Alto, CA
Joseph Narcisso,
San Mateo, CA
Robert Clark,
Sacramento, CA
Luther Good,
Elk Grove, CA
Jess Adams,
Turlock, CA
David Armstrong,
Turlock, CA
Brice Benson,
Rohnert Park, CA
1961
Henry Haught,
Bakersfield, CA
Robert Semichy,
Monte Sereno, CA
Tom Towner,
Fair Oaks, CA
Craig Robinson,
West Point, CA

NMRA Infonet News

By Gerry Leone, MMR
NMRA Communications Director

[*Editor's note: Gerry submitted reports for July and August. The following is the July report.*]

In this edition, we have some news from the Sacramento convention.

This year's Sacramento convention attendance topped the 2,000 mark -- the continuation of an upward attendance trend.

The folks at the NMRA Membership Booth at the National Train Show signed up 243 new members in three days!

Many of the clinicians at the Sacramento convention have uploaded their handouts or full presentations as PDF files to the x2011 website at www.x2011west.org. Anyone can download them. Just look for the Clinics tab, then Clinic Handouts.

Based on two big proposals for the 2015 National NMRA Convention, the Board of Directors selected Portland, Ore. as the winner. Details and exact timing of the convention will be announced in the coming months.

The "Carpet Cutting" at the California State Railroad Museum in Sacramento marked the official start of fundraising for a scale model railroading exhibit in the museum's Gallery area. No NMRA dues or regular revenue streams will be used to fund this project, so its construction will rely entirely on donations. For more details about the Gallery Exhibit, see the article in the May 2011 issue of NMRA Magazine.

The Board continues to review the timing of all future conventions. While a mid-summer date has been traditional because of lower hotel and convention center rates over the July 4 weekend, many NMRA members have voiced the concern that it conflicts with family functions. Constructive suggestions may be directed to the Convention Committee, headed by Pacific Director Peter Jensen.

For a complete summary of the Board of Directors meeting, visit the homepage of our website at www.nmra.org in the next few weeks. The report will also be published in *NMRA Magazine* in the near future.

[*The following is from Gerry's August report. Ed.*]

It's August, and this is the NMRA InfoNet News:

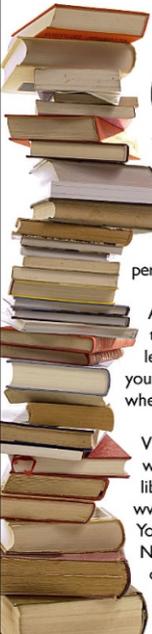
Jim Zinser, MMR, and Fred Bock, MMR, have asked me to run this item again: If your Region or Division gives adult or family classes on model railroading, Fred Bock, the NMRA's Education Department Assistant Manager, is looking for ideas. Whether your program runs as a one-day seminar or multi-week course, Fred would like to know what your program is about and is looking for lesson plans or other course material. Please email Fred at fbockLSRDiv6@aol.com. Use "Adult Education" as the subject of the email.

The dust has barely settled from the Sacramento convention, when the folks in Grand Rapids are revving up for next year's get-together. In fact, registration for Grand Rails 2012 is well underway. Members can visit the website at www.gr2012.org and either register online or download a mail-in form. Non-members can also sign up at that time. Note that currently registration only covers the costs of attending the convention. Furniture City Flyers Club members will receive the complete list of tours, activities, and

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Continued on Page 16

Infonet (Cont.)



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

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

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

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



We make it even more fun.
www.nmra.org
4 2 3 - 8 9 2 - 2 8 4 6

Check it all out!

merchandise in December, followed by advance registrants, then all other members.

The Howell Day Museum is planning a new release of its extremely popular Commemorative Car #3 -- the Gorre and Daphetid bobber cabooses -- except this run will feature two new road numbers, #3 and #5. As you may know, John Allen was very fond of these cabooses and ran a fleet of them on his G&D railroad. Pricing will be \$19.95 for one car, or \$34.95 for the set of two. Watch for the announcement of their availability at www.nmra.org, or keep your eyes open for the ad which will appear in *NMRA Magazine*.

Again, many of the clinicians at the Sacramento convention have uploaded their handouts or full presentations as PDF files to the x2011 website at www.x2011west.org. Anyone can download them. Just look for the Clinics tab, then Clinic Handouts.

In case you missed it last month, the Board of Directors selected Portland, Ore. as the site of the 2015 National Convention. Details and exact timing of the convention will be announced in the coming months. For a complete summary of the Board of Directors meeting, visit the homepage of our website at www.nmra.org in the next few weeks. The report will also be published in *NMRA Magazine* in the near future.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in *NMRA Magazine*.

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net.

Welcome New Members of PCR

Dale Smith, Oakley, CA
Nikolai Colton, San Jose, CA
Charles Lopez, Sr, Alameda, CA
Matthew Petach, San Jose, CA
Jack McCandless, Walnut Creek, CA
Daniel Banta, Berkeley, CA
Dennis Geary, Gold River, CA
Dustin Shoup, Hayward, CA
John Mulhern, San Jose, CA
William Ramoth, Millbrae, CA
Michael Coen, Piedmont, CA
Marco Marquez, Sunnyvale, CA
Ivan Gallo, Menlo Park, CA
Richard Heisler, Stockton, CA
Sharon Stafford, Fallon, NV
John Stafford, Fallon, NV
Mark Markham, Pioneer, CA
Douglas Proctor, Fair Oaks, CA
Bill Evans, Sacramento, CA
Roy Anderson, Santa Rosa, CA
Curtis Reinhardt, Pismo Beach, CA
Student Klein, Los Altos Hills, CA
David Tateosian, Martinez, CA
Harrison Tateosian, Martinez, CA
George Booth, San Jose, CA
Joe Hendrickson, Morgan Hill, CA
Wayne Ferguson, Sacramento, CA
Michael Pargament, Lincoln, CA
George Evans, Grass Valley, CA
Gary Smith, Sacramento, CA
James Reiswig, Modesto, CA

Continued on Page 17

Photos of X2011 Advance Section Layout Tours (By John Sing)

**Chuck Catania also
opened his layout.**



**Above: Guy Cantwell says
thanks for letting folks visit
his layout.**

**Right: Several
conventioners gathered at
Ed Loizeaux's S Scale layout.**

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[Editor's Note:

For this issue we are fortunate to have reviews of books authored in the PCR. The first was submitted by Pat LaTorres and starts on this page. The second comes from Dave Connery and starts on page 19. Enjoy!]



New Members (Cont.)

Marla Reiswig, Modesto, CA
Scott Robertson, Rocklin, CA
Hans Olzem, Dayton, NV
Al Merkrebs, Santa Rosa, CA
Douglas Rees, Crescent City, CA
Tom Melka, Corte Madera, CA
Zack Trone, Bakersfield, CA
Paul Claffey, Mariposa, CA
David Melton, Dinuba, CA
Kaysea Ray, San Francisco, CA
M Fujiwara, Walnut Creek, CA
Robert Jordheim, Brentwood, CA
Rick Wiemholt, Los Gatos, CA
James Bryant, Sacramento, CA
William Gilbert, Granite Bay, CA
Dave Sheber, Windsor, CA
Peter Hess, Corte Madera, CA
Paul Odenkirchen, Santa Rosa, CA
Robert Steele, Larkspur, CA
Howe Mark, Santa Rosa, CA
Family Howe, Santa Rosa, CA
Deborah Waller, Guerneville, CA
Blain Hendrix, Santa Rosa, CA
Scott Hampton, Visalia, CA
Sudhir Cheruathur, San Jose, CA
Steven Tom, Fremont, CA
Douglas McKee, Carmel, CA
Charles Morones, Concord, CA

Continued on Page 18

WRITTEN IN THE PCR

By Pat LaTorres

Southern Pacific Depots in California, Vol. 1

Authored by Stephen M. Hayes

This is the third railroad book authored by Steve Hayes and wanders away from his normal focus on the Western Pacific Railroad. Many of us in the PCR know Steve Hayes as a WP modeler, with a rather large operationally focused model of the WP railroad, from Oakland to Salt Lake City – and a generally nice guy. He has also become a competent author, with a gift for finding subjects which are of interest to model railroaders and railfans alike. This project is a hardcover book with 260 pages, and 625 photographs of Southern Pacific depots and facilities on the Coast and Western Divisions of the SP. Many of the photos have not been published before. As with his previous books, the photos are all in black and white, and with this book there are color maps of the two divisions on the inside covers and end-sheets – Coast Division at the front of the book and Western Division at the rear.

For anyone that has seen Steve's book on Western Pacific depots, the format will be immediately familiar. In this case, the first chapter has a brief, but fairly comprehensive overview of Southern Pacific depot design, touching on those depots that were actually designed by the SP and then covering the depots that the railroad acquired as it absorbed other railroads in its growth. Steve does not go as deeply into the architectural design of the buildings as he did in his Western Pacific depot book, but he notes that since this area is already being covered in a book being put together by depot expert Henry Bender (which he has been working on for several years), he chose not to duplicate work which Henry has already done. He also references a series of articles that Henry wrote for the Southern Pacific Historical & Technical Society and published in their quarterly *Trainline*, for those that would like to do deeper research on the subject. The subject has also been covered in a multi volume set of soft cover books put out by the SPH&TS, but again, I feel that the coverage here is more comprehensive and the photo reproduction might be just a bit better.

The second chapter of the book addresses the SP Coast Division, beginning with San Francisco and working its way south toward Santa Barbara, at the southern (railroad east) end of the division. The first few pages of each chapter has text addressing the portion of the railroad being covered, but he then lets the photographs pretty much speak for themselves. He only adds short notes of clarification when they are warranted. In both this chapter and the chapter covering the Western Division, he stays on the main line (or lines, in the Western Division) from end to end. After covering the Coast Division, the third chapter addresses the branch lines off of the Coast Division, starting at the north (railroad west) end and working south (or east) towards Santa Barbara.

The section on the Western Division starts at the western end of the actual S.P. trackage, at the Oakland Pier and by route out from Oakland across the division. Unlike the section on the Coast Division, which worked in a fairly linear manner as did the railroad, this section at times seems a bit

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Continued on Page 18

New Members (Cont.)

John Gillen, Union City, CA
Robert Laux, Rocklin, CA
Frederick Biergiel, Rocklin, CA
Dave Hilmes, Carmichael, CA
Rodney Kregear, Fair Oaks, CA
Edward Keenan, Rocklin, CA
Steven Eckart, Chico, CA
Rod Souza, Placerville, CA
Jim Baier, Rohnert Park, CA
David Ellam, Guerneville, CA
Loretta Ellam, Guerneville, CA
L David Taylor, Kahului, HI
Al Sikes, Bakersfield, CA
Jack Neville, Nipomo, CA
Mike Delbar, Paso Robles, CA
Elio Cardoso, Hilmar, CA
Ross Johnson, Winton, CA
Stephen Lowe, Fresno, CA
Henry Bordeaux, San Luis Obispo, CA
Ken Petersen, Visalia, CA
Marty Pipks, Coarsegold, CA
Mark Hornbeck, Santa Margarita, CA
Kendall Collins, Ponterville, CA
Danyel Sulenski, Bakersfield, CA
Martin Winter, Clovis, CA
Bob Jones, Atwater, CA
Edward Tom, Fremont, CA
Julie Jackson, San Mateo, CA
Steven Lane, Clayton, CA
Ian Lorentzen, Fremont, CA
Gary Spencer, Castro Valley, CA
Stephen Imialek, Brentwood, CA

Continued on Page 19

Written in PCR (Cont.)

disjointed, but that is only because the railroad was as well. There were multiple main lines, working both compass east through Niles Canyon, as well as south toward San Jose and north eastward through Martinez and across the flats and marsh land towards Davis, where he ends his coverage of the old California Pacific (Cal-P) route, and south eastward again through Tracy and out into the San Joaquin Valley. As one familiar with the railroad, it is interesting to see the pattern in his coverage and it will be a learning experience on how this railroad was assembled for those that are new to the SP.

Chapter five addresses the Western Division branches in much the same way as the Coast Division was handled. He starts at Oakland and then works the branches off each mainline, in the same order that he covered these lines. This is where one has to go slow, as the SP had a number of branches that often seemed to have little rhyme or reason to how they were laid out. But again, Steve does a good job of keeping us focused on where he is going.

Finally, he wraps up the book with four tables, listing in order, surviving Coast Division depots, surviving Western Division depots, a list of stations and agencies on the Coast Division and a list of stations and agencies on the Western Division. Both of these last two lists are taken from a Southern Pacific *Circular 4- List of Stations and Agencies*, which covers each division on the railroad in order, by subdivision and branches.

The book is presented as a photographic essay on the depots station buildings and other structures used by the S.P. on these two divisions and as such, works quite well. With well over 600 photographs, there is a lot of information provided. The photographs are well reproduced and in many cases show multiple views of depots over their time in use and views of multiple depots that were in service over time at various stations along the routes.

A brief digression here for those not familiar with railroad terminology, quoting from the Southern Pacific *Book of Rules for the Operating Department* (though this same rule appears in most other railroad's rule books as well): "A station is a place or location designated by name in the timetable." What this tells us is that the "Station" is actually the location along the railroad, while the "Depot" is the building in place at the station site. So when talking about the building, one is speaking of the depot, not the station. Steve stays true to this, by showing other buildings, such as interlocking towers, round houses, sand houses and many smaller structures used by the SP at the various stations covered. For the modeler, these background buildings are what complete a scene on the model railroad. That Steve has included these structures, as well as the primary depot buildings makes this book invaluable to the model railroader that is modeling a specific location along the Southern Pacific.

This book is an obvious must have for the serious Southern Pacific modeler, but I would highly recommend it for the person with any passing interest in the SP I would even say that it would be of use to any model railroader, just for the amount of information hiding in the background of the many photographs. There are far too many details

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Stretch Andersen, Danville, CA
Michael Marriner, Oakland, CA
Matt Lewis, Piedmont, CA
Dominic Fawver, San Leandro, CA
George Whitney, San Francisco, CA
Bruce Chamberlain, San Jose, CA
Lawrence Crowl, Mountain View, CA
Willy Han, Fremont, CA
Tom Refy, San Jose, CA
Phillip Shendon, Novato, CA
Fred Real, Fremont, CA
Keith Waddell, San Jose, CA
Chris Abend, Union City, CA
Tom Gunter, Pacific Grove, CA
Russ Lowe, San Francisco, CA
Yves Eteve, Livermore, CA
Milton O'Neill, El Sobrante, CA
James Hansen, Fremont, CA
George Janske, Oakland, CA
Tiffany Kircher, San Jose, CA
Barbara Mazetis, Newark, CA
Rolf Krumbiegel, Walnut Creek, CA
Mark Johnson, Haywood, CA
Aaron Ludtke, San Jose, CA
Glenn Griffin, San Jose, CA
Jim Hague, San Leandro, CA
Steven Accatino, Concord, CA
Kenneth Weinberg, Los Altos, CA

Continued on Page 20

Written in PCR (Cont.)

waiting to be found, once you get past the primary subject of the photos, that would add interest to any station or local yard scene.

This book, as are Steve's two previous books, is self published and it is available on line at: www.WesternPacificDepotsAndStations.com

All of Steve's books are published by:

Hayes Publishing

PO Box 1083

Soulsbyville, CA 95372

His two previous books, which are also well done are *Western Pacific Depots and Stations*; and *Western Pacific Steam Locomotives*. According to the website, any books purchased from the website will be numbered and autographed by the author.

SOUTHERN PACIFIC'S SACRAMENTO SHOPS

... Incubator of Innovation

written by Robert A. Pecotich

Review by Dave Connery

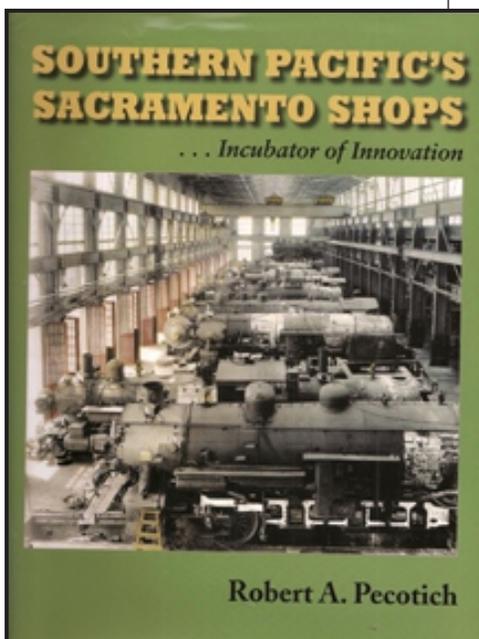
One Saturday afternoon I was in the Train Shop in Santa Clara to get some detail parts and sitting at a table across from the counter was a gentleman signing books. It turned out this was Robert Pecotich and I had seen an ad for the upcoming book so I decided to pick up a copy for my library. I'm very glad I did. I was somewhat surprised at the size of the book but a quick glance through it as I waited to check out indicated it was indeed a very large book about the SP's shops in Sacramento. I have visited these shops on four separate occasions – the first time being during the 1981 PCR Convention, so I had a natural interest in the shop history.

As indicated in the title, there are two themes running through this book. First there is the history of the Sacramento Shops themselves, starting with the predecessor facilities of the Sacramento Valley Railroad and continuing until the shops slow demise and end with the acquisition of the SP by the Union Pacific nearly 125 years later. The history is interesting and in considerable detail, aided by a great many maps of the shops area showing the continuous growth over the first 80 years and then the slow decline. The author's research was obviously aided by work done as a part of the Historic American Engineering Record (HAER) but it is clear the author has developed an absolute gold mine of information about the shops from its inception until today. I found it fascinating to watch the development of the facilities to deal with both the growth in the volume of work to be done and also the transformation over time as the nature of the work changed.

The changes involved in this long and continuous role in SP's history is amplified by the author's weaving the information about the many innovations that came out of the fertile minds of the Sacramento Shops workers, and especially key managers. One has to assume that many of the developments credited to the shops would have to have been thought up by

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Continued on Page 20



New Members (Cont.)

Michael Musumeci, San Jose, CA
Ethan Chang, Concord, CA
Robert Armstrong, Martinez, CA
Peter Schlichting, Alameda, CA
Kent Bunn, Oakland, CA
Lori Crider, Fair Oaks, CA
Justin Robertshan, Carson City, NV
Gary Norton, So. Lake Tahoe, CA
Jerry Gerhardt, Sacramento, CA
Myron Tait, Gridley, CA
F Cardoza, Stockton, CA
Arlene Sanchez, Roseville, CA
Andrew King, Orland, CA
Harlan Schoff, Citrus Hts, CA
Angelo Gonzalez, Lone, CA
Gael Troughton, Lodi, CA
Tom Schroeder, Sacramento, CA
J Womble, Stockton, CA
David Wilson, Stockton, CA
Stephen Baker, Alturas, CA
David Black, Citrus Hts, CA
Dana Menders, Sacramento, CA
Douglas Hunt, Stockton, CA
John Schaffhausen, Galt, CA
Larry Lee, Carmichael, CA
Tom Oneill, Tahoe City, CA
Jim Brown, Gridley, CA
Robert Johnson, Paradise, CA
Doug Tonka, Sacramento, CA
John Krahn, Cameron Park, CA
Bob Jeffries, Lodi, CA
Ted Pecci, Cameron Park, CA
Loretta Firestone, Davis, CA
Augustus Heidecker, Sacramento, CA
Larry Yescas, Stockton, CA
Murphy Young, Williams, CA
Adam Panabaker, Redding, CA
Wayne Roberts, Elk Grove, CA
Mark Sade, Citrus Heights, CA
Bruce Runner, Roseville, CA
Carol Knierim, Garden Valley, CA
Brent Gomez, Elk Grove, CA
Tom Van Baren, Sacramento, CA
Shannon Davis, Sacramento, CA
John Anthony, Thornton, CA
David Kindelt, Woodland, CA
Alan Kuper, Sacramento, CA
Chris Coggins, Granite Bay, CA
Dustin Lopez, Elverta, CA
Kowana Luci, Lodi, CA
John Eilers, Roseville, CA
Anthony Bevis, Marysville, CA
Erskine Widemon, Elk Grove, CA
Roy Lopez, Quiney, CA
Terry Knight, Carson City, NV
Sean Jilhols, Sacramento, CA
Eric Jackson, Sacramento, CA

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Sacramento Shops (Cont.)

someone, but the breadth and magnitude of these Sacramento Shop developments gave me a whole new appreciation for the company and the Sacramento facility. These innovations ranged from steam boiler design, piston manufacture, valve gear engineering, ash pan design, oil burners, feedwater systems, basic foundry improvements, specific equipment for creating needed parts, brake system improvements, tender design, snow plows, hoisting cranes and basic part making improvements. Not only did the shops provide innovative steam locomotive repair and construction improvements but they also produced a wide range of other items, including many of the especially critical and large parts for SP's fleet of San Francisco Bay and Sacramento River ferries.

But wait, there's more! I was surprised to find spread throughout the history the complete story of SP's Official Cars. The data is in enough detail that you can trace each of the cars throughout its life in official service, including the many number and name changes, feature upgrades and who they were assigned to. This is an amazing collection, as these assignments changed almost every time a top-manager or division superintendent was moved and naturally most of the top brass wanted to have "their" car outfitted with all the latest buzzers and bells. This subject could easily have been a book by itself and perhaps was planned to be at one time.

And if you call in the next ten minutes you'll also receive. . . I had always thought of the Sacramento shops as primarily a steam locomotive repair facility. As it turns out the shops also built about 200 new steam locomotives in addition to all their repair work and these locomotives are all fully covered in both the text and in detailed charts in the appendix. The shops were also a primary location for the repair, rebuilding and often times repurposing of passenger cars. Not only were all phases of passenger car work done at the shops but to my surprise thousands of freight cars were originally built in the shops. Finally, as the SP's initial diesel fleet began to wear out and exceed their economic lives the shops became a center for major diesel rebuild programs, impressing the original builders and providing the company with much needed cost savings. It should be obvious that I am impressed with all that the SP's Sacramento Shops did over the life of the facility and am especially impressed with the fantastic documentation provided by author Pecotich. The book is well written and is jam packed full of wonderful photos (over 600), maps and tables.

The book was published in late 2010 by Signature Press and retails for \$85.00. It is a massive 496 pages and includes an index, useful appendices, a complete bibliography and more information about the company and the shops than you ever thought possible. As a side note – reading the book was a wonderful review of the history of railroading in the western USA, it seems the shops somehow touched every significant historic railroad event.

Mike Laine's layout was open for the X2011 Advance Section

Photo by John Sing



Branch Line

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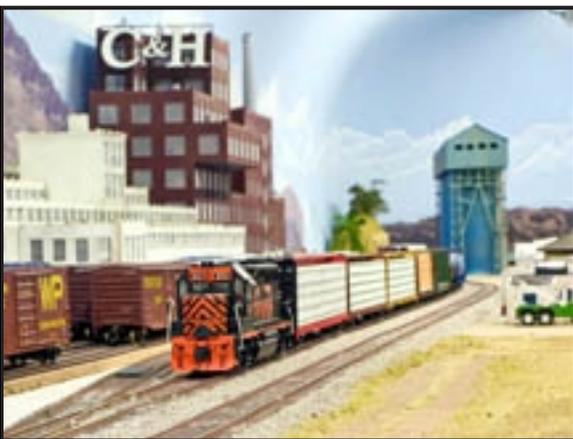
CARQUINEZ MODEL RAILROAD SOCIETY BUYS BUILDING

By Rich Sauve

CMRS Photos by Rich Sauve



Along the Bay on the Crockett Central.



C&H Sugar Plant on the CMRS layout.



This is the CMRS layout building in Crockett.

The Carquinez Model Railroad Society (CMRS) purchased the entire building that currently houses its Society at the end of August 2011. The building is at 641/645 Loring Avenue in Crockett.

The Society for the last 5 years had leased space on the second floor of the building and the CMRS will continue to utilize the entire second floor of the building, which includes a large kitchen/meeting room as well as a large layout room. The CMRS will lease out space on the first and third floors to help defray mortgage and operating costs. Owning the building will give the CMRS the ability to complete our layout with the confidence that we will have a secure location to continue all Society activities for a very long time. We

will not be subject to outside events. The CMRS purchased this historic building from the International Order of Odd Fellows a fraternal organization that is worldwide. They build the original structure in the 1890's and then added onto it in the 1930's.

The Society calls its layout the Crockett

Central Railroad. It is set in the geography of northern California and Nevada. It is a compressed representation of the former Southern Pacific Railroad double track mainline running from Oakland, California to Sparks, Nevada, with extensions to Stockton and Tracy. The time period for the trains, structures and track is 1950-present. This long time span allows the freedom to operate locomotives and cars that appeal to club members and to build signature structures along the right-of-way.

The Crockett Central Railroad has four levels operated from two floors connected by a short staircase. The main train room has 2,160 square feet and a high ceiling. There is 3,000 feet of installed track on 4 separate levels with 350 turnouts. The layout allows for spectacular train operation with large yards, and storage for 1,500 cars and plans for 110 industries.

We have 55 members but are always looking for interested new modelers who want to build and operate our railroad in a realistic and fun way.

Website: <http://www.cmrstrainclub.org>



Here is a view of the aisle on the Crockett Central.

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LED Layout Lighting

by George Gibson



All the components parts are shown, the 12 vdc power supply, the dimmer control box, the dimmer remote, and the 5 meter reel of LED ribbon lights.



This shows the product tag for the particular ribbon light I prefer.

PCR Mid-Year Board Meeting
October 29, 2011
1:00 PM
Tom Crawford's home
4337 LaCosa Ave.
Fremont, CA 94563

The best comment I've heard on my new layout under shelf lighting has been, "I think that's better than sliced bread." And you know what, I think I agree with that statement. But that's getting ahead of the story.

So here we are, like most layout building challenges, I was confronted with a typical and not so unusual problem (under shelf lighting) with numerous answers and advice from various modeling sources (incandescent, fluorescent, rope lights, Christmas lights, etc.). Originally, on older parts of the layout, I constructed my own answer in meeting my need for both financial economy and the desired modeling effect. But in this particular location, the layout's expansion brought forth new issues and tougher problems. And to be totally honest, I was stumped. Tried and true methods simply would not work. I actually considered the problem as un-solvable and left it that way, in the dark.

But for this one, luck was in my favor and I found the answer in the strangest of places. Dragged there by my wife, it was a local 'Home Show' with a variety of local contractors and vendors that provided some possible answers. One especially caught my eye, a commercial lighting specialist who used LED ribbon lights for creating all sorts of interior and exterior lighting effects. I was sold on the idea these ribbons of hundreds of SMD LEDs could solve my un-solvable problem until the guy told me the price. I was shocked and knew my modeling budget couldn't come close to satisfying my need to have these lights.

Thank heavens for the Internet and Google. I did multiple searches, contacted several lighting wholesalers, and scratched along looking for something that, at the time, really didn't even have a widely circulated technical name. LED lighting was just breaking into the retail market; it was just too new. But patience and persistence found me a supplier, and more importantly, a supplier with variety, inventory and information beyond my expectations. A few weeks later, my under shelf lighting problem was history and the results were, "Better than sliced bread."



This is a close-up of the dimmer remote and a section of ribbon.

So what did I find? I found a light source that is color correct for daylight, gives off virtually no heat, is dimmable, flexible, extremely thin and has no "real" depth. These ribbons can be cut into various lengths and come with a 3M adhesive backing. They come in a variety of

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Continued on Page 23

Oct-Dec 2011

LED Lighting (Cont.)

colors and light temperatures. There are no layout shadows to deal with. They are powered by 12 VDC, a power source any model railroader can get their hands on. And, if you can solder a wire to a track rail, you can solder leads to these ribbon lights.

I just ordered another reel for another project and found the product continues to evolve. My last dimmer had to be hard wired to the ribbon; my newest dimmer is wireless and programmable. Additional varieties of colors and color combinations are available, some with the capability to produce an infinite variety of color. They are easily programmable.

If the use of these LED ribbon lights is something you might be interested in, I have a few suggestions based on my experience:

- Find a supplier that sells “sample” lengths of ribbon (12” - 18”). Because, warm white to you might not be the same as warm white to me, and the same exists between different ribbon manufacturers. By getting a sample, you won’t be “surprised” and you won’t be disappointed in your order.
- Know the difference between interior and exterior ribbons. If your layout is in-doors, you don’t need to spend the extra on “waterproof” ribbons.
- Be sure your order comes with the adhesive 3M backing. It is simply the easiest and best way to mount these ribbons.
- Be sure to understand the SMD LED ribbon count. Buy the highest count you can afford.
- Always order a dimmer. The ribbons are just too bright without one. And the dimmer adds additional variety to the scene by varying the intensity.

If there are questions, please contact me at hohon3@hotmail.com.



This photo shows the new fiddle yard under the installed ribbon lights.



Shows the ribbon lights installed under the shelf above.

More Photos of X2011 Advance Section Layout Tours (Photos by John Sing)



Above: Rick Spanos gets ready to take some photos at Steve VanMeter’s layout.

Right: The Sacramento Model Railroad Historical Society’s multi-deck layout features HO standard gauge and one of the largest Hon3 layouts in California.



Left: Mitch Valder’s N-Scale NWP layout set in 1959 featured some outstanding scenery.



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Modeling the Santa Fe's Valley Division East Side Branches

By Doug Wagner

OK, now that all of you know that I am FINALLY constructing a layout, I guess I better go into a little detail on what I am modeling.

After a great deal of soul-searching, I decided to do my layout based on the Santa Fe's Valley Division East Side Branches. As I've gotten older, my interest has begun to lean toward a slow-paced branch line type layout rather than a main line layout. I got my inspiration for the layout from an article in the magazine of the Santa Fe Railway Historical & Modeling Society's magazine, the *Warbonnet*, 2nd Quarter 2009 issue. This would allow me to enjoy watching slow moving locals navigating through orchards and vineyards, and switching out cars at quaint, little towns, with a main street and a Frosty Freeze Drive-In or A&W Root Beer Drive-In, located next to the tracks.

The Santa Fe Valley Division East Side Branches are composed of the Porterville-Orosi District, which runs from Minkler to Ducor, the Visalia District, which runs from Calwa to Corcoran via Visalia, and the Wahtoke District, which runs from Reedley to Piedra. Most of the emphasis of my layout is based on the Porterville-Orosi District and the Visalia Districts. Of course, I did what every other model railroader has done – took a few liberties with geography, so that I could include areas I wanted to include on the layout.

The layout room is 10-feet by 20-feet in size. The layout is a 2-foot deep shelf layout and goes around the entire room, with a lift gate at the entry door, which allows for continuous operation. The plan is to operate trains to

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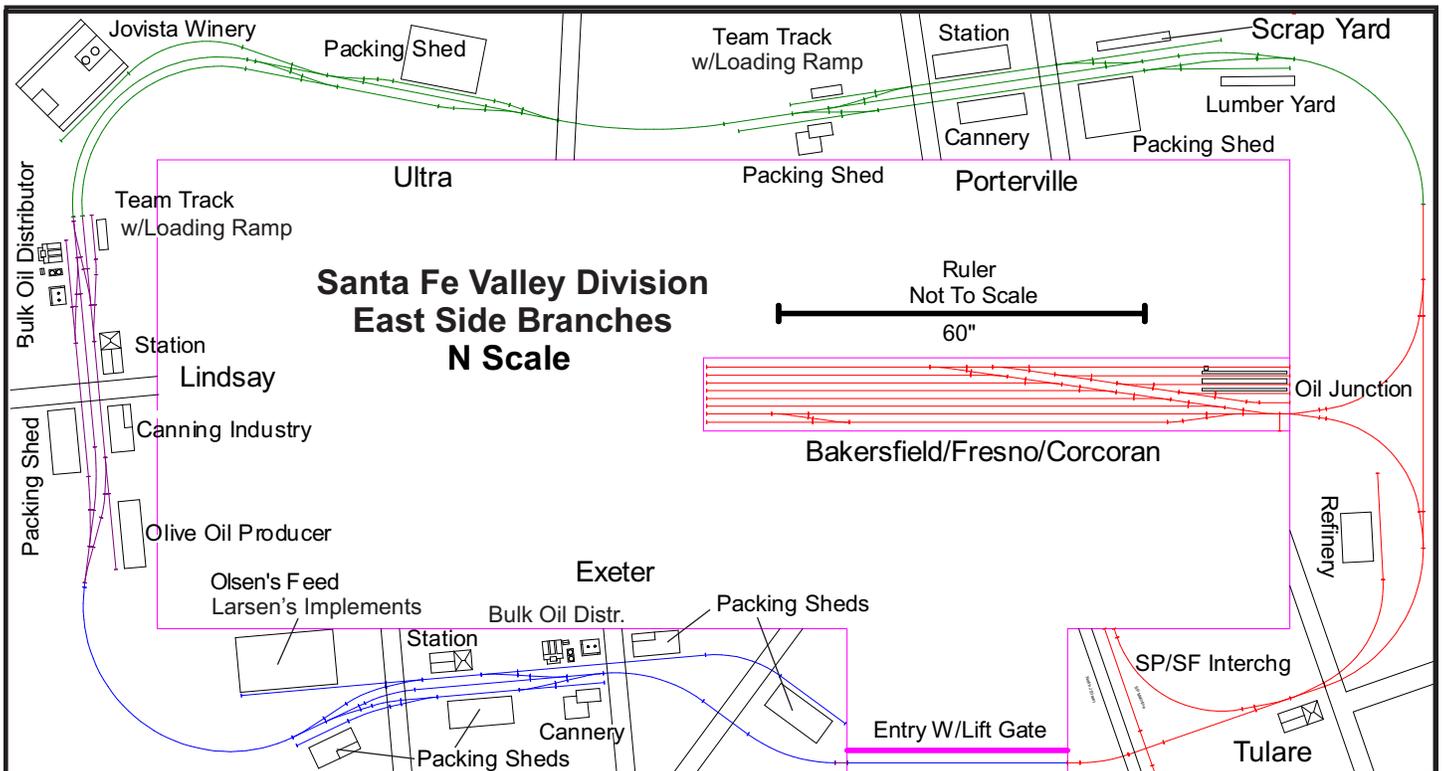
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Continued on Page 25

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Don Soward, Citrus Heights, CA
Mark Roberts, Sacramento, CA
J Hunter, Rancho Cordova, CA
Don Corson, Rancho Cordova, CA
Harold Yeley, Ceres, CA
Leron Lee, Granite Bay, CA
Ken Chittendon, Sacramento, CA
Stuart Harvey, Orangevale, CA
Tameka Burton, Elk Grove, CA
James Chew, Sacramento, CA
Sheron Hack, Sacramento, CA
Thomas Clanin, Yreka, CA
Basilio Galcardo, Sacramento, CA
David Andreotti, Yuba City, CA
Eulalio Moncada, Rocklin, CA
Mark Savage, Reno, NV
Lloyd Irwin, Gridley, CA
Frank Perkins, Brown Valley, CA
David Desmangles, Sacramento, CA
Robert Flaharty, Sacramento, CA
Tommy Riggan, Sacramento, CA
Matt Perdue, Sacramento, CA
Jack Peyton, Sacramento, CA
Jerry Cardoza, Stockton, CA
Kris Shade, Elk Grove, CA
Mike Solt, Sacramento, CA
David Lambertson, Orangevale, CA
Chris Kolbeck, Modesto, CA
David Gorton, Rio Linda, CA
Frank Lisbon, Rancho Cordova, CA
Carl Francis, Citrus Heights, CA
Scott Leone, Yuba City, CA
Ray Khalial, Sr, Carmichael, CA
Ronald Bryant, Sacramento, CA
Jim Benton, Citrus Heights, CA
John Woodward, Elk Grove, CA
James Fassinger, Rancho Cordova, CA
William Griffin, MD, Angels Camp, CA
Joseph Lopez, Sacto, CA
Mike Hagen, Lodi, CA
Jason Davis, Redding, CA
Gary Wendel, Reno, NV
Michael Applegate, Rancho Cordova, CA
Edward Pressey, Roseville, CA
Michael Colegrove, N Highlands, CA
Mark Robinson, Sacramento, CA
Andrew Banta, Orangevale, CA
Mike Collins, Turlock, CA
Michael Ulch, Loomis, CA
Tilden Brooks, Jr., Rosevale, CA
Ralph Elligott, Miden, NV

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Oct-Dec 2011

Wagner (Cont.)

go out, switch cars at a destination, and return. But, if I just want to see trains run for a while, I can. The benchwork is constructed of shelving brackets. This allowed me to install shelving, underneath the layout, for storage purposes. Besides, I sure didn't feel like becoming a carpenter!

The era I'm modeling is the late 1940's to mid-1950's. Why? I already have all the equipment – from 4-6-2 Pacifics to ATSF map reefers. I can run Doodlebugs for passenger service or a string of map reefers, being led by a couple of zebra-striped GP-7's. I had to have a staging yard, but, as you saw in the last article, I converted the staging yard to a functioning yard, as another one of my things I like to do is kick cars around a classification yard. The yard serves as 3 locations – one of those liberties I took! It serves as Bakersfield, Calwa or Corcoran. This gives me a lot of flexibility in operating my trains, as trains for the East Valley Branch Lines ran either out of Bakersfield or Fresno, with some of them turning at Corcoran. Besides, I always have liked Corcoran.

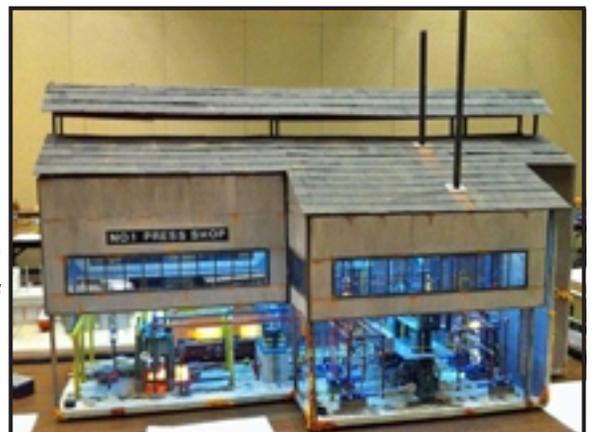
The 3 towns represented on the layout are Porterville, Lindsay, and Exeter, with a little cheating for the Jovista Spur, just out of Richgrove. There is a winery located at the end of the 2-mile spur. I like quaint little towns, and especially rural towns that have an older Main Street, and the towns are surrounded by agriculture. These towns will finally give me the opportunity to do what I like best – putting structure kits together. Another one of the liberties I took was to add industries to the towns that actually did not exist. Most of the traffic for the East Valley Branch Lines was produce traffic, which means a lot of refrigerator cars. So, to add a little variety to the layout, I'm putting in industries that did not exist. But it does add for some neat-looking local freights, with a lot of mixed rolling stock – from reefers to tank cars. The longest freight that my layout will be able to handle is approximately 18 cars, not including the cabooses (yes, I'll be running with cabooses) and a couple of locomotives.

The layout should accommodate—at the most—four operators: two operating locals running in opposite directions from the classification yard, one switching the yard, and the other running either a Doodlebug or a 4-6-2 Pacific pulling a heavyweight combine and coach for the passengers of the East Valley Branch Lines.

Well, I hope I have given you an adequate introduction to my layout. You can see the drawing of the layout accompanied with this article. The drawing is not to scale. My goal is to have my first operating session on New Year's Eve, December 31st, 2011. My other goal, is to have my layout on the layout tour—for the Daylight Division Meet—scheduled for either Tehachapi or Bakersfield, in August, 2012. Now, get started on your layout!

Peter Hess' #1 Press Shop won Fantasonics' "Most Deserving of Sound" award at X2011.
Photo by John Sing

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Branch Line

25

Awards photos by Tom Crawford



Ray deBlieck presents John Allen Award Plate to Mary Moore-Campagna (the Trophy was not yet finished)



Ray deBlieck presents the John Allen Award to Charlie Getz, while Lisa Gorrell smiles her approval.



Carol Alexander presents RED Member of Year award to Ed Merrin

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Mary Moore-Campagna and Charlie Getz new John Allen Award Winners – Others recognized at PCR Annual Meeting

By Dave Connery

This year two PCR members were presented the prestigious John Allen Award. At the Annual PCR Meeting and Breakfast held in Santa Rosa as a part of the 2011 Convention Mary received her award. During the Non-quet on Saturday evening at the NMRA National Convention in Sacramento Charlie received his award. This is only the fourth time in the 39 year history that two John Allen Awards were made in the same calendar year and this year's selections could not be more deserving. The John Allen Award is made based on a modelers support for the model railroad hobby through personal involvement and willingness to help others in their pursuit of the hobby. This support may include, but is not limited to work in model railroad organizations, leadership of activities for model railroaders, authorship of or in model and prototype railroading publications, presentation of model railroad clinics and classes and sharing of techniques.

The Award is jointly sponsored by the PCR and Coast Division and managed by the PCR Honors Committee. The selection committee consists of all living recipients of the John Allen Award.



Ron Plies presents the President's Award to Steve Skold



George Pisching received Daylight Division Member of Year award



Jim Long accepts Sierra Member of Year award from Mary Moore-Campagna on behalf of Ray Ritch

At the Annual PCR Meeting outgoing President Ron Plies presented the Presidents Award to Steve Skold for his many and long service to PCR, most recently serving as RED Superintendent and PCR Quartermaster. The following Division Member of the Year Awards were presented: Coast – Dave Benjamson & John McCool; Daylight – George Pisching; RED – Ed Merrin; Sierra – Ray Ritch. Congratulations to all these well deserving recipients.

Memories of the Gorre & Daphetid

Running With Cab #2

By Rod Smith

The cab #2 on John Allen's main panel was a motor-generator combination with a large flywheel, and quite a challenge to run trains with.

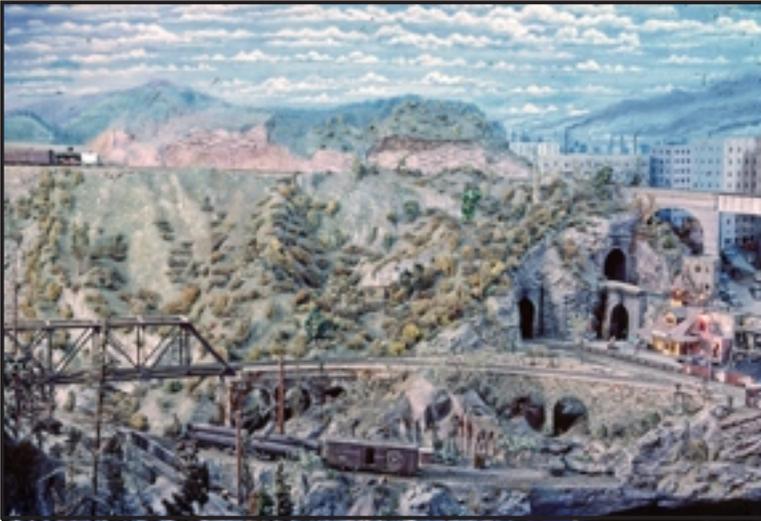
I've seen it, and don't understand how it worked. Basically, the controls on the panel allowed the engineer to control the motor which in turn rotated the generator. The current out of the generator was directed to the track to run the locomotive. Now, the panel controls were similar to those on transistor throttles, but no transistors were used as I recall. There was a lever throttle (Marn-O-Stat), but there was also a rotary switch which acted as the brake handle. It had positions for 'release', 'lap', 'service brake', and 'emergency brake'. I think these were all connected to resistors of varying values. There may have been another position or two; I don't recall after all these years. Of course, there was also a forward/reverse toggle as well as an East/West one. John also had a counter connected to a damaged watt-hour meter which was used to simulate water usage. More on that later.

To start a train with this cab, you had to release the brakes, and then open the throttle. Pretty obvious, isn't it? Well, if the train was a heavy one, it was quite possible to absorb all the wattage the generator was producing without moving the train.

Of course, the more power you applied by widening on the throttle, the more watts ran through that infernal meter and the counter really began to click as the "water" was used in the boiler. If you got the train underway, it was a constant battle to keep it from stopping or running away – which it was fully able to do if the brakes weren't carefully applied on downgrades. The profile of the G&D was almost all either upgrade or downgrade – there was very little level track.

Once moving, the flywheel kept the generator turning, so the throttle could be closed a bit to conserve "steam." If it started to gain too much speed, the brake could be used in 'service', or even 'emergency' if it was really traveling, such as downgrade from Gorre. This was my main nemesis. Just try stopping at Squawbottom with a runaway train! And don't forget the speed limit on Sim's Loop. The brake handle inserted some resistance into the circuit which slowed the motor and took energy away from the flywheel causing the generator to slow down. It took a deft hand to run trains with this cab, and John usually used it with a great deal of skill.

Now, as the watt-hour meter turned, a cam hit a contact which triggered the counter to register the next number. The faster it



Cross Junction station is at the lower left of this picture. The Through Freight passed here on both tracks through the crossing. Leaving Gorre, it also passed the log loading area at the bottom on the track through the girder bridge under the truss bridge.

Photo by John Allen, Keith Trinity collection



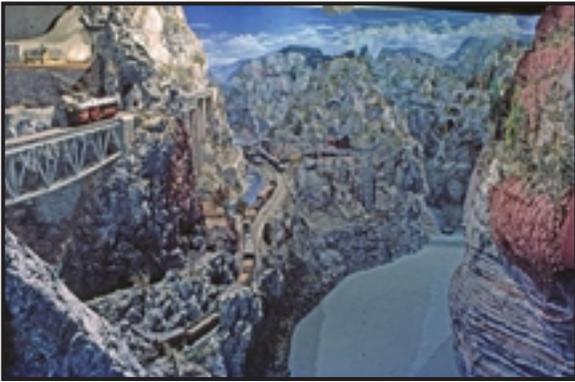
The through freight enters Squawbottom and clears the passenger train at the station. High above, the gas electric car is crossing the high bridge over Squawbottom Creek, and the peddler freight is clearing both trains on the spur to the Cinnabar mine which runs under the steel trestle of Sim's Loop.

Photo by John Allen, Keith Trinity collection.

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Continued on Page 28

G&D (Cont.)



The through freight is approaching Cross Junction on its way to Great Divide. It is crossing above Sowbelly Creek. The roadbed without rails below is for the narrow gauge Devils Gulch and Helengon RR. High on the hill in the left background is the town of Akin. The curved track on the trestle leads to Daphetid. There are surveyors working on the stub of the high bridge under construction over Devil's Gulch. Good eyes might discern G&D #13, Emma, in this scene.

Photo by John Allen,
Keith Trinity collection

turned, the faster those numbers ran up. John had calculated the capacity of his tenders using the counter, so we could assume the tender was full at a water column, and by adding its capacity to the current reading, know when the tender was theoretically empty. Better be at the next water tank before then! I don't recall the counter being resettable to zero – we just added numbers. John was the master at using the least amount of "water" when running a train over the line. A gentle hand on the throttle caused the counter to move slowly, while really pulling the throttle open would get it clicking like a castanet. Deft use of the brake and throttle allowed you to occasionally pass a tank and proceed to the next one without running the tender dry. On the other hand, you could also use most of your water just getting the train moving. Then you might need to uncouple the engine and "run for water." Of course, you then had to come back and collect the cars, still having to reach a tank before running dry again.

John had discovered it was possible to get the watt-hour meter 'stuck' on that contact to the counter. If that happened, you could run for a spell using no water at all! He told us about it, but it wasn't easy to do. Only worked on downhill runs, and usually at pretty slow speeds. With more power being drawn from the generator, the contact let go and water was used again. We sometimes would have contests to see who could run the entire railroad using the least amount of water. I can't recall anyone beating John at that game.

PCR Members win at X2011West.
Photos by Giuseppe Aymar

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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.

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



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Then, get that popcorn ready.

When Giuseppe Aymar finished his Fox Bakersfield Theater model, he took it to Sacramento and won the NMRA Magazine award, as well as 1st Place in Structures.



Tom Vanden Bosch's GM&O Ingalls Diesel took First Place in Diesel and other. His model also was chosen for the KATO USA Diesel award.

Siskiyou Summit 2012

The Joint PNR/PCR Convention!

By Jim Providenza



Go to the convention web site today and register to take advantage of the early bird registration fee of only \$45.00!

<http://www.pcrnmra.org/conv2012/>

Mark your calendars now for May 2 – 5, 2012 and plan to spend those days in Medford, OR at the Medford Red Lion Hotel attending the first Joint Convention between PNR and PCR! This one has all the indications of being a convention to remember. Don't be left out!

The Joint Convention Committee is putting together many activities to keep you busy. The PCR and PNR Boards of Directors will have their respective board and Business meetings on Wednesday and Friday morning. Convention attendees will enjoy an ice cream social gathering planned for Wednesday night. A series of high quality clinics start Wednesday afternoon and run through Saturday afternoon with a special LDSIG/OPSIG clinic track on Thursday. An editor from *Model Railroader* and Bill Schaumburg of *Railroad Model Craftsman* are two of the many clinicians scheduled. There will be two evenings of operation on the Rogue Valley Model Railroad Club. The convention will provide both a contest and separate AP assessment. Saturday morning will offer the Hobo Breakfast. Throughout the period Sidetracks (previously known as Non-Rails) will have their usual bevy of activities to keep everyone busy. We will wrap up with the banquet on Saturday night.

A special event, available on Thursday, will be a day excursion to Train Mountain (www.trainmountain.org), a 2200 acre model railroad with 7.5" gauge track and more than 20 miles of mainline track. During the week, tours of Micro-Trains will be available and possibly a few tours of Campbell Scale Models. On Saturday afternoon attendees will have the run of Medford

Railroad Park (www.soc-nrhs.org/medforkrrpark.htm) which is operated by the Southern Oregon Chapter of the National Railway Historical Society, the Morse Telegraph Club, the Rogue Valley Model Railroad Club, the Southern Oregon Live Steamers and the Southwest Oregon Large Scale Trains group. All the above groups will have personnel on hand to show off their displays and have you take part in some of their activities. In addition to all the rail related activities, there are a number of places in and around Medford to visit, many of historical interest. And Ashland, home of the well known Shakespeare Festival, is just down the road.

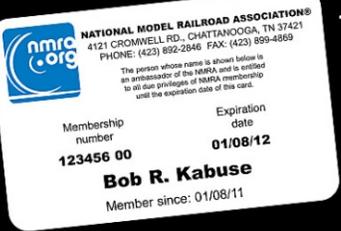
All this is available to you for the low "early bird" registration price of \$45. And, we have a low hotel room rate of \$82 per night double, with add-on days before and after the convention for the same rate.

The convention website is up and running at www.pcrnmra.org/conv2012/ so take a look now and watch for added items as the schedule of events fills up.

We're planning to see you in Medford!

Ed Liesse, PNR Co-Chair, Jim Providenza, PCR Co-Chair

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Tales of the Santa Cruz Northern

It Was Finished - Again

By Jim Providenza



Bill Kaufman working on the new double crossover at Mac St.



Michael Litant and Bill Horstmeyer (with Sawz-all in hand) tackle the demo work for the extended staging track at SP Xing.



Jon Schmidt with the completed cut out switches for staging on the west end of the railroad.



Morgan Trotter and Scott Kew, tore out the old west siding switch at Zayante, and are using some flex track to help determine the layout of the new switch.

As has happened several times in the past, the Santa Cruz Northern was effectively "complete" in time for X2011 West, the NMRA national convention in Sacramento in July. For those keeping track, previous completion dates include February – July 2000 (prior to 21st Century Limited in San Jose), and August 2003. This time the scenery was over 95% finished, including the last of the backdrop along the east end upper level visible staging.

But as has been the case in the past, this happy state of affairs was transitory at best. I had a list... Several projects have been on "The List" for some time. Others were as a result of the op sessions and layout tours before and during the convention.

1- There was that #4 double crossover at the site of the original end of the siding in San Jose. It was a \$4 investment in used goods, and went in as a test to see if such complex trackwork was worthwhile operationally. It was, but the S curves through the crossover were intolerable.

2- There was a handlaid curved switch at the west end of Zayante - troublesome since the day I built it. Wrong place, wrong geometry, points right at the edge of the lift out section for the garage door. Previous minor fixes had not really solved the problem.

3- Recent holiday op sessions, where we run extra passenger trains to the beach at Santa Cruz, lead to the desire for a second daily passenger train, but one interchanged to the SP at SP Xing... the complete back story is another tale. But this meant extending a staging track, adding several switches and a crossing - but only after some on-site design, followed by signal removal and scenery demolition.

4- With all the additional sound decoders now on the SCN I have decided I need kill switches for staging tracks.

So in mid-August I hosted a Thursday night session of the NCNGRR - the Northern California Nameless Group Round Robin. The photos will give some idea of what the mayhem looked like that night!

As I write this, the NCNGRR has been back for a second and now third Thursday, and much has been accomplished. Other members of the group have picked up parts of each project on different work nights. The replacement Walthers #6 double crossover cost twenty times as much as the used #4, but was in place an evening, and operating in two. Final testing (backing a 24 car drag through the diverging sides of the switch at about 30 scale miles an hour) has revealed a couple of minor bits to tune up. Benchwork modifications (wider, smoother, stronger) and roadbed replacement are complete for the relocated west siding switch at Zayante - fascia and tie laying are next. Signal removal at SP Xing is accomplished, the scenery has been cut out to expose the tail of the SP staging tracks, the new roadbed built and track installed. Cut out switches are installed for staging at WP Jct. and a new mini-panel constructed for those at Santa Cruz Staging.

Weeks of work accomplished in three evenings with a lot of friendship thrown in for good measure. Not a bad deal if I do say so!

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New Members (Cont.)

R Burke, Sacramento, CA
James Firehock, Citrus Heights, CA
Paul Carpitcher, Elk Grove, CA
Dmitri Radoycis, Rocklin, CA
Robert Haslett, Jr, Rocklin, CA
Robert Ross, Manteca, CA
Bob Fallon, Lincoln, CA
Lee Barnhart, Placerville, CA
Richard Scammell, Sacramento, CA
J McCrary, Tracy, CA
Curtis Davis, Redding, CA
Kenneth Johnson, Woodland, CA
Joseph Rollins, Rocklin, CA
Bill White, Jr, Lincoln, CA
Scott Anderson, Manteca, CA
Robert Britschgi, Elk Grove, CA
Peter Langdon, Winters, CA
Larry Beardsley, Ione, CA
W Schaefer, Fairfield, CA
Tony Barthel, Nice, CA
Lance Jensen, Vacaville, CA
Al Strohecker, Rohnert Park, CA
Jerry Schoenberg, Dixon, CA
Phil Wenger, Greenbrae, CA
Dotty Ohling, Vallejo, CA
Albert Martin, Cotati, CA
Arthur Gonzaler, Vacaville, CA
Chuck Ciaccio, San Rafael, CA
Chris Hill, Pope Valley, CA
John Lichty, Petaluma, CA
Chris Tatarian, Novato, CA
Gary Boswell, Santa Rosa, CA
Ronald Schock, Vacaville, CA
Tom Graves, Santa Rosa, CA
Bob Scaglione, Willits, CA
Robert Oster, Menlo Park, CA
Mark Fisher, Santa Clara, CA
Anthony Vogt, Galt, CA
Dave Silvermail, Elk Grove, CA
Frank Michael, Stockton, CA
Monroe De Jarnette, Auburn, CA
Brad Aust, Cameron Park, CA
Bill Lawrence, Hayward, CA
Gregory Taylor, Sacramento, CA
Jerold Shelton, Gridley, CA
Ronald Roberts, Shingle Springs, CA
Brian Hicks, Folsom, CA
Erich Alen, Carmichael, CA
Joseph Kirstine, Kekaha, HI

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PCR Well Represented at X2011 Contest

By Giuseppe Aymar, PCR Contest Chairperson

No, there was nothing boring about the “ Model Contest’ at the recently held NMRA Convention in Sacramento. Behind the scenes, machinations of Macchiavellian intrigue were underway to ensure that the total number of entries in Sacramento would top the totals achieved at the Milwaukee (Wisconsin) Convention the previous year, the largest number in recent memory. Even so, we came up short; The “cheeseheads“ won. They had more entries than we, proud PCR, could muster. With tongue in check, I reminded Bob Hamm, my good friend and National Contest Manager, that even though the Cheeseheads in Wisconsin won, cows are much happier in California (as shown in the now famous commercial for California cheese).

So, even though the number of entries was not astronomical, over 330 at last count (we were shooting for 400) of which 106 were in the judged portion of the Contest, we fielded the largest number of judged entries since 1999. Bravo NMRA and bravo PCR for an upsurge in interest in this traditional aspect of Conventions.

The list of names and accomplishments for PCR members follows:

Category- Photography:

Model - b&w print: 2nd place - Stanley Keiser - “Solano Ferry”
3rd place - Steve Wesolowski - “Young Beam Engineer”

Prototype- b&w print: 3rd place- Pat LaTorres - “Classic profile”

Category- People’s choice:

Model print: 1st place - Pat LaTorres- “The Duke at Sundance”

Structures: 1st place - Peter F. Hess - “No. 1 Press Shop”

Photo match: 1st place - Joseph Aymar - “Fox Theater Bakersfield”

3rd place- Joseph Aymar - “Diablo Canyon Bridge”

Category- Judged model contest- Kit class:

steam: 2nd place - Mark Schutzer- SP 2500 C-6 Consolidation

Freight cars: 1st place - Andrew Merriam - Pacific Coast Railway Wood Gondola #1169

Passenger cars: 2nd place - Stewart Benson - SP Bi-Level Coach

Caboose: 3rd place - Stewart Benson - UP CA-6

Structures: 1st place - Joseph Aymar - Bridge at Verdi, NV

Diesel or other: 1st place - Joseph Aymar - UP SD 60

2nd place - Ed Hall - SP SD39

Non-Revenue: 3rd place - Bob Wirthlin - Fairmont tamper

Category - Judged Model Contest- Scratchbuilt:

Steam: 2nd place - Mark Schutzer - SP #2488 P-10 Pacific

3rd place - Mark Schutzer - SP #5007 4-10-2

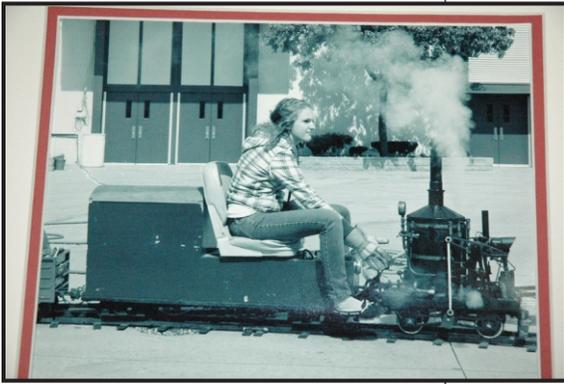
Diesel or other: 1st place - Tom Vanden Bosch - GM&O 1900 Ingalls Diesel

Structures: 1st place - Joseph Aymar - Fox Theater Bakersfield

2nd place - Andrew Merriam - Pacific Coast Railway Bridge

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X2011 Contest (Cont.)



Wayne Wesoloski took 3rd place in the Model - B&W print category at X2011 with "Young Beam Engineer"
Photo by Joseph Aymar



[Editor's note: Daylight Division had two meets since the last Branch Line report, one in Santa Barbara and One in Fresno. The first report is presented here.]



Local Downgrade on Gary Siegal's SP Santa Cruz Division.
Photo by George Pisching

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Special Awards:

Most deserving of sound, by Fanatronic: Peter F. Hess- No.1 Press Shop.

Kato USA Diesel: Tom Vanden Bosch - GM&O 1900.

NMRA Magazine Award: Joseph Aymar - Fox Theater Bakersfield.

Mt. Albert Scale Lumber Co: Andrew Merriam - Pacific Coast Railway Bridge.

Even though it was not part of the Contest, we need to give recognition to the Railroad Prototype Modelers (RPM). Our own Jim Providenza showed beautifully rendered Santa Fe RR-90 & RR-95 refrigerated cars.

As you can tell, PCR did well at the National. It shows there is a vast pool of talent in our organization. Yet these who elected to enter the Contest are only a few of our modelers. I am sure many of you have the ability and skills to be as good as or better than these. Why not take the plunge and start participating in this wonderful and rewarding aspect of our hobby? Enter models, pictures, Railroadiana in the next Contest, bring models to the Show & Tell at Division meets. All of us would enjoy seeing your efforts.

[Editor's note: time and space limited the number of contest winner photos in this issue of the Branch Line. More photos of contest winners and merit awards will be published in the next issue of the Branch Line.]

Surrounded by Fog and Trains

By Bruce Morden

Quite frequently the Daylight Division's members who live in the Central Valley escape the summer heat to visit the Division's cooler coastal zone. This last May was one of those times. The fog swirled through the Eucalyptus and Redwood trees which towered above Gary Siegel's back yard outdoor #1 scale SP Santa Cruz Division layout. The normal soft sounds of the light breeze moving the fog from the nearby Pacific Ocean was interrupted by the sounds of train whistles, steam exhaust, diesel locomotives and the clickety clack of train cars. Members from Fresno, Bakersfield, Atascadero and Lompoc, joined the Santa Barbara folks for donuts, coffee, large scale switching puzzle, visiting the indoor HO L&N Eastern Kentucky Division and catching up with friends in advance of a morning filled with clinics.

Clinics included a hands-on clinic making model Eucalyptus trees, a presentation on railroad control systems and a discussion on railroad electricity. The tree clinic included several different methods which allowed many of the attendees to choose and they attacked the materials, building some beautiful trees in scales from N to O. The control systems included timetable and train order, direct train control, track warrant control, central traffic control and positive train control. Samples of timetables, train orders, track warrants and DTC forms were passed around before the visit to Gary's real Union Switch & Signal CTC board. The electricity clinic included lots of tips learned over the years.

By the time the clinics were over the fog had retreated, it had warmed up, and the pizza arrived. Lunch seemed to melt into more train running on

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Waiting for a clear track on Gary Siegal's SP Santa Cruz Division.

Photo by George Pisching

[Editor's Note: The second Daylight Division meet report is presented here.]



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Daylight Report (Cont)

the outdoor layout. Eventually, we regrouped for the Division meeting. We discussed upcoming meets in Fresno and as a part of the Central Coast Railroad Festival, recognized some special members, took care of regular business and had our traditional white elephant auction. Then we received directions to a few off site layouts including the layout at the local hobby shop and the South Coast Railroad Museum at the old Southern Pacific Depot in Goleta. Nearby the museum, Art Sylvester had his G-gauge La Patera & Pacific open. Art has added a whole new section since the last Santa Barbara meet that includes running across his deck to a twice around loop supported in part by a curved wooden trestle. Bruce Morden also had his HO scale Southern Pacific Santa Barbara Subdivision open for tours. Bruce has added another 24 feet of his "thin wall" construction and a second deck.

The meet was a great way to cool off and at the same time warm up to more of the great hobby of model railroading.

August Daylight Meet

By Dave Grenier, Superintendent

The Daylight Division held its Summer Meet August 20 at the Fig Garden Regional Library in Fresno. Because of a later-than-usual start, the more than 25 attendees had more time to get better acquainted with several new NMRA members and visitors attending their first meet. After a brief welcome, the first clinic "Railroad Photography" was presented by Pat LaTorres, PCR President, followed by a second clinic, "Achievement Program Demystified" by Dave Grenier, Daylight AP Chairman.

During the quarterly business meeting, Chuck Harmon received the AP Model Railroad Author Certificate and John Houlihan received the AP Association Official Certificate. Ron Baker was presented with a Golden Spike Award. Also earning Golden Spike Awards, but not present at the meet, were John Drazin, Bob Pethoud, and Terry Taylor. Congratulations to all!

After the \$25 door prize drawing and raffle of a few items donated by Suzie Paff, we had the White Elephant Auction of plain-wrapped goodies brought in by members. After the last item was auctioned off, we adjourned for a no-host lunch and tours of the layouts of Marlin Costello, Chuck Harmon, and Gary Saxton.

The next Daylight Division meet will be October 8, 2011, starting at 9:00 AM, held in conjunction with the Central Coast Railroad Festival. The San Luis Obispo Model Railroad Association (SLOMRA) will be our hosts for the meet in the restored Southern Pacific Oceano Depot, 1650 Front Street in Oceano, and home of the Oceano Depot Museum. The meet is being held a month earlier than usual to coincide with the Central Coast Railroad Festival.

The Central Coast Railroad Festival is a 5-day affair with events and activities all over the San Luis Obispo County and northern Santa Barbara County area to celebrate the history and future of railroading along California's Central Coast. For more information and a schedule of events, visit the Festival's website, www.ccrf.com

In other Daylight Division news, Steve Biggs was recently appointed Contests Chairman, taking over from Bill Scott, who had held the position for more than 15 years. Thank you, Bill, for your long and faithful service to the Division. Welcome aboard, Steve! Thanks for taking on this vital position.

See you in Oceano in October!



Coast Division Meeting Report

September 11, 2011

By Darrell Dennis, Chief Clerk

Branch Line Deadlines for 2012

JAN-FEB-MAR Issue:
Articles due by
December 10, 2011

APR-MAY-JUN Issue:
Articles due by
March 10, 2012

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

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

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

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The last meet was held on September 11, 2011 at the Janet Pomeroy Center, 207 Skyline Blvd., San Francisco, CA 94132 and was enjoyed by 60 Coast Division members, 6 Redwood Division members, and 2 Sierra Division members, including 8 Guests and/or First Timers (Thanks to Tom's Trains for 6 of those guests, by handing out the meet flyers!) The total was 68.

Clinics included "The Art of the Backdrop," by Dave Biondi, and "Layout Tricks and Solutions," by Jim Betz.

The business meeting portion of the meet was called to order by Mark Schutzer, Coast Division Superintendent, at 12:20.

Announcements and remarks were made by:

Mark Schutzer welcomed and announced the names of the guests and first timers, and thanked Mr. Ed Ness for finding and securing this really nice facility! (The building is really nice! And with the easy access, built in sound system and space, we hope to have it on the schedule at least once a year.)

On a lighter note: Stan Keiser has lost a bag of rubber bands!

We are confirmed for the December 4, 2011 Coast Meet at the Boy Scout headquarters, 1001 Davis Street, San Leandro, CA 94577-1514.

Pat La Torres, PCR President, announced that the next Daylight Division Meet will be October 8, 2011 - 9:00 am to 6:00 pm, will be at the SP Oceano Depot, 1650 Front Street, Oceano, CA, held in conjunction with Central Coast Railroad Festival. (Info on this event is on the PCR web sites calendar.) The Meet will have Clinics, photo and model contests, business meeting, White Elephant Auction, door prizes, and layout tours.

Also, the San Leandro Depot will be open during the Coast December meet! The depot is just down a block from the Scout Headquarters.

Steve Wesolowski reminded members they can get free entry into the Great Train Expo October 01-02, 2011, Marina District of Richmond, CA, at the Craneway Pavilion and November 26-27, 2011, San Jose, CA, at the Santa Clara County Fairgrounds simply by volunteering to sit on the NMRA Information table for a couple of hours and talk to people about the virtues of the NMRA!!

Bob Ferguson announced the winning bidder numbers of the silent auction.

Mark Schutzer noted that Just Trains, Concord, CA, will have their annual Open House on October 2, 2011. Mark noted, at 12:45 pm with no other business or announcements, the Auction would begin in 10 Minutes.

Model Contest Results: The theme was Steam locomotives, Diesel & other locomotives, passenger car. John Sing, Chairperson.

There were no entries in the model contest !!!

The categories for upcoming meets are: December 2011: Favorite Model (Open Category) March 2012; ? June 2012: Structure, Display, Self-propelled cars & traction. September 2012: Steam locomotives, Diesel & other locomotives, passenger car.

Photo Contest: The theme was Locomotives. Keith Wandry, Chairperson

1st place: Tom Vanden-Bosch "Day After Christmas" Buffalo Creek

Continued on Page 35

Coast Report (Cont)

& Gauley

2nd Place: Steve Wesolowski "Doubleheaders" Ardenwood R/E 2011

3rd Place: Pat LaTorres "4449 Daylight in Martinez"

The Photo Contest categories for upcoming meets are: December 2011: Caboose

June 2012: Diesel Locomotives September 2012: Steam Locomotive March 2012; Railroad Structures"

Switching Contest: John Allen Timesaver. Results by Steve Peters

Brakeperson (5 car problem) - 1st Place: John Sing 5:46, 2nd place: Ronnie Le Torries 7:11, 3rd Place: Chris Drone 9:13

Senior Brakeperson (6 car problem) - 1st place: Allan Havens 5:07, 2nd Place: John Sing 8:27, 3rd Place: Ronnie Le Torries 8:40.

Here are the auction results from the Coast Division meet of 9/11/11, John Marshall, Auction Chairman: silent auction 40 lots, live auction 181 lots, total 221 items listed, 40 no bid items.

We would like to thank Tom of Tom's Trains and Dennis of The Train Shop for their donation to our raffle of \$25.00 gifts certificates, each. This, in addition to our usual two \$50.00 certificates from each store, helped us pay for the meet!!! Thanks Guys!!

Our next meet in on December 4, 2011 at Boy Scout headquarters, 1001 Davis Street, San Leandro, CA 94577-1514, as noted above !



Sierra Division Report

By Gary Ray

I'd like to welcome the 117 new members to our division. We hope to see you at our annual picnic which is being held in Grass Valley on October 8. Food is provided by the division. We are looking forward to seeing old friends and getting to know new ones. There will also be a tour of the Nevada County Narrow Gauge Historical Model Railroad and the Nevada County Narrow Gauge Railroad Museum. See the August issue of *The Short Line*. Go to our web site (<http://www.pcrnmra.org/sierra/August-2011-digital.pdf>) for more information on both these museums and the Nevada County Narrow Gauge Railroad.

At our April division meeting, Tom Turner shared over 100 photos of the NCMGRR and some are in the August newsletter.

At our August 13 meet in Carson City attendees were treated to a scenic ride behind ex McCloud River Railroad #18, a 2-8-2 Baldwin built in 1914. Our superintendent, Jim Long, took the photo.

We are looking forward to upcoming events. November 4 thru 6 is the **High Sierra Model Railroad Tour 2011** in Reno. There are at least 11 layouts on tour and one that has not been seen before. Jim Petro organized this event.

On November 12 and 13 the Sierra Division is co-sponsoring the 35th Annual International Railfair in Roseville.

The October issue of our division newsletter *Short Line* had over 30 pages of information on scratch building a flat car.



N-Scale cabin built by Sierra Division's new Contest Chairperson, Karen Keifer

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Sierra Report (Cont)

Members are bringing the fruits of their labor to the February meet. Our division is spread out so if faraway members can't attend they may submit pictures that will be published in the next issue of the division newsletter. We plan on having an informal judging by popular vote. For those interested in getting started in the AP certificate program, this might be just the thing. We especially invite all those new members to participate and share.



Many interesting pieces of Railroadiana are on display at the Nevada County Narrow Gauge Railroad Museum.

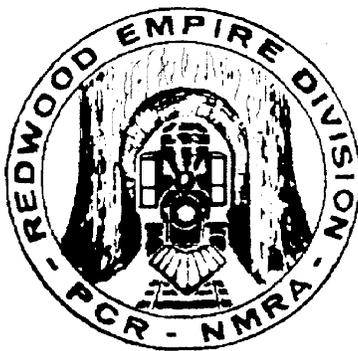
Photo by Jim Long

We are looking forward to more activities and contests because Karen Keifer has stepped forward to be the Contest Chairperson. She joined PCR in 2005 and makes highly detailed N-scale buildings after deciding her 1/12th scale doll houses were taking up too much room.



ex McCloud River Railroad #18

Photo by Jim Long



Redwood Empire Division Celebrates 50 Years

By Dick Foster

A great time was had by all at the May 21st, 50th Birthday for the Redwood Empire Division. Russ Clover, an original member, gave a short presentation on the evolution of RED, and how it has changed over the years. There used to be The Railettes and Pot Luck meals, but times have changed but model railroading is as strong as ever. The first meeting was in November of 1961. My how time flies! Mary, as always, served a fun low calorie lunch with a variety of pizzas, soft drinks and of course a slice of the delicious birthday cake. A lively "Show and Tell" session featured presentations of the return of the Freedom Train, Ed Merrin showing his award-winning photographic skills as well as a tips on backgrounds and painting. In addition, several new and interesting projects were presented. As usual Joe Aymar showed his almost complete Fox Theatre built from scratch, using molds and patterns that Joe developed.

Steve Skold bid a fond farewell after doing a great job as Superintendent, along with Ed Merrin who is moving to PCR Vice-President. Thanks guys for all your hard work!

Our next Summer meeting will be led by our newest officers, Stu Benson, Superintendent and Verne Alexander, Chief Clerk. It will be in Willits on September 10th 12-4 PM at the Roots of Motive Power location.



RED's birthday Celebration was complete with a decorated cake.

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NATIONAL MODEL RAILROAD ASSOCIATION, INC.

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Go to the NMRA website at www.nmra.org and visit the online store for latest merchandise updates

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

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

BAY AREA NTRAK MODEL RAILROAD CLUB

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

BAY AREA Z MODULE COOPERATIVE

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB

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

GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

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

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

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Clubs (Cont.)

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. A separate business meeting handles show planning and club management. The SLOMRA is open to new members who have a love of trains. The general meeting is the third Monday of every month at 7:00pm at the Oceano Depot. For more information visit www.slomra.org or email info@slomra.org or phone Dennis Pearson at (805) 929-3062.

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

Facebook:

<http://www.facebook.com/group.php?gid=163470062239>

SISKIYOU MODEL RAILROAD CLUB,

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

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

(org '73), TSRHS reorganized and incorporated in 1990. Located at the San Joaquin Fairgrounds, Building 1, (corner of Airport and Charter Ways (Hw 4), Stockton), a 2,400 sq. ft. alcove houses a large HO layout depicting the Tidewater Southern, several Valley towns, and museum display cases. We meet 6 - 8:30 PM Thursdays. Contact: Ben Cantu, 209-825-7215 Mail: PO Box 882, Manteca, CA 95336 E-mail: bcantu@SQ50.com

TRI-CITY SOCIETY OF MODEL ENGINEERS

The TCSME is located at 37592 Niles Blvd. Fremont CA 94536 in the Niles Plaza. We are currently building two new layouts. The N Scale layout is in the restored Niles Depot and the HO layout is in the restored Niles Freight Building. Both layouts focus on

Fremont, Newark, Union City and surrounding areas. We are looking for new members interested in building and running on the new layouts. We meet Fridays 7:30-9:30 PM and Sundays 10:00-4:00. Call 510-797-4449 for info. Please visit our web site at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org The club is also open on select week-ends as follows: Winter Holiday Open House on the week-ends before and after Thanksgiving, Nov. 18, 19, 20, 25, 26, 27. 2012 Week-end Schedule: Jan. 14-15, Mar. 17-18, May 19-20, Sep. 15-16, Nov. 16-18, 23-25, 2012.

WEST BAY MODEL RAILROAD ASSOCIATION

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

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