



BRANCH LINE

NMRA'S FIRST REGION

USPS 870-060

ISSN 07449771

Volume 71 Number 4

October-December 2014



Contents

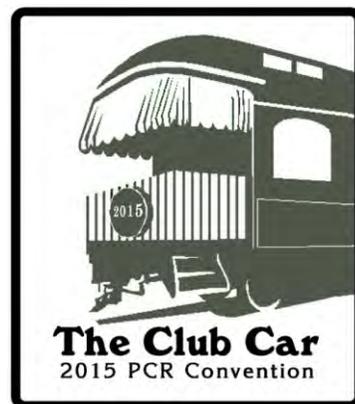
Club Car 2015	1
Call Board (PCR BOD)	2
President's Message	2
Statement of Publication	3
Call Board (Depts.)	4
V.P.'s Message	4
Call Board (Divisions)	6
Achievement	7
Carstens Publications	8
Richard Hendrickson	9
Calendar	10
Contest Report	12
Answers Are Out There	13
BL Deadlines	15
SIG Report	15
Web Announcement	16
Welcome New Members	16
Looking Back	17
Membership Gauge	18
PSR 2014	18
Member Tracker	19
JAM Breakfast	20
Hosting Op Sessions	20
Tales of SCN	23
Railfair	25
In Memoriam	25
NMRA InfoNet for Jun/Aug	26
Coast Report	30
Daylight Report	32
Sierra Report	33
RED Report	34
PCR 2015 Registration	36
NMRA Renewal form	37
Club Info	38

Climb aboard The Club Car!

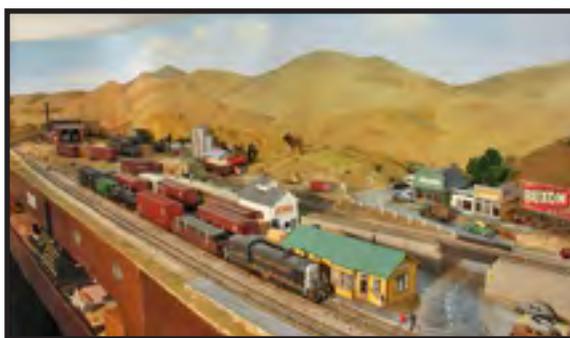
by Jack Burgess, MMR, 2015 Convention Publicity Chairman

Planning for the 2015 PCR Convention in Newark on May 13-17, 2015 at the Newark-Fremont Double Tree by Hilton is moving quickly.

The list of layout tours which will be available is steadily growing and includes a number of layouts which have not been open for tours during previous conventions in the Bay Area. One of those layouts is Tony Thompson's Santa Rosalia Branch of the Southern Pacific RR. The HO scale layout is T-shaped with maximum dimensions 14 x 14 feet. It models the Southern Pacific in 1953 in the form of a mythical branch off California's Coast Line near Santa Maria. Most of the scenery is complete. There is a mainline interchange, but local switching predominates with an NCE DCC system. Tony has a blog about his modeling and interest in operations at <http://modelingthesp.blogspot.com/>.



The clinics program will focus on new innovations and techniques as well as oral history clinics which capture the actual railroad experiences of our members. An example of the latter will be a clinic by Tommy Johnson on Direct Traffic Control (DTC). DTC has dispatchers giving authority to occupy blocks through direct radio communication with the train engineer. An example of new innovations and techniques will be a clinic presented by



An overview of the layout town of Shumala, junction of the mythical Santa Rosalia Branch with the SP Coast Line. An Alco RSD-5, power for the Guadalupe Local, is switching in front of the depot.

Photo by Tony Thompson

Chuck Catania and Seth Neumann on cpNode which is entitled "Model Railroad Control using Arduino and C/MRI". The term "cpNode" refers to Control Point Node and Arduino is an electronics board which uses simple, open-source software to connect interactive hardware. Bill Schaumburg will hopefully be here talking about hard rock salt mining in western New York state while Mark Gurries will

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Club Car 2015 (Cont.)

be sharing more information on DCC issues. Dave Connery will talk about the Sierra Railway, both yesterday and today as well as modeling ideas. He will present another clinic on scratchbuilding prototype structures. If you are interested in presenting a clinic for the Convention, the PCR 2015 web site has a clinic sign up form to complete and return.

Online registration is available right now! Log onto the Convention website

at www.pcrnmra.org/conv2015/ to register or get more information.



Consolidation 2829 is picking up a loaded wine tank car at the Zaca Mesa winery at Ballard on Tony Thompson's Santa Rosalia Branch of the Southern Pacific RR. In the background, a meat reefer is being unloaded at Peerless Foods, a wholesale grocer.
Photo by Tony Thompson

President's Message

by Pat LaTorres, President, PCR/NMRA

I'm back for another issue of the Branch Line. I'm looking at heading into my last nine months as President of the PCR and I am starting to feel a little bit of Short Timer's Disease, but I'm still enjoying looking forward rather than backwards. It's actually been a rather quiet summer, since I've been taking some decompression time after the convention in April. That being said, it hasn't been totally dormant. I've had some opportunities to run trains, both electric and live steam. I got to travel up to the spring Sierra Division meet, where we had a great time. Again, I cannot stress how much there is to gain by traveling outside your home division for meets now and then.



On the less positive side of things, I regret having to pass on word of the passing of Richard Hendrickson. Richard was one of the foremost prototype modeling experts, especially covering the Santa Fe and freight car modeling. He suffered a fall near the end of June and that is most of what I have. We have included a short item in this Branch Line, written by Tony Thompson, one of Richard's long time friends. I am one of those that consider myself blessed to have known and learned from Richard and I know that I will feel the loss. He also was the recipient of the John Allen Award at the 2013 PCR convention, and I am really glad that we had that opportunity to pay him back in some small way for all that he has given us.

On a less serious note, but still one that raises concern, I must also note the passing of another long term companion through my years of

Continued on Page 3

The Branch Line
The Official Publication of
the Pacific Coast Region/
National Model Railroad
Association

Vol. 71, No.4

4th Qtr, 2014

The Branch Line is published quarterly to inform members of Region activities and to provide educational articles for the advancement of railroad history and the art and science of model railroading. It is distributed to members of the Pacific Coast Region. Electronic versions are posted on the PCR website, www.pcrnmra.org.

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The Branch Line (USPS 870060, ISSN 07449771), is issued four times a year in the months of January, April, July and October. Deadline for all materials is the first of the month preceding publication. No material will be returned unless requested and sufficient postage is provided. Membership in the PCR is included in NMRA dues. A subscription to the BRANCH LINE is \$8.00.

The BRANCH LINE is published by the Pacific Coast Region, 530 Fig Tree Lane, Martinez, CA 94553.

Periodical Postage paid at Martinez, CA and additional mailing offices.

POSTMASTER: Send address changes to - BRANCH LINE, 1915 William Drive, Penngrove, CA 94951.

All comments about materials contained in the BRANCH LINE should be mailed directly to the PCR Publications Manager, 1915 William Drive, Penngrove, CA 94951.

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President (Cont.)

growing in the hobby – this past August 22nd Carstens Publishing closed their doors. Most of us knew of Carstens through Railroad Model Craftsman magazine and, of course its former Editor, Bill Schaumburg. Carstens was one of the publishers that was just always there. On the plus side, it looks like RMC and Railroad & Railfan magazines will still be with us, now being published by White River Productions, the folks that bring us the NMRA Magazine. That it will be a different magazine probably goes without question, but we will have to wait and see what changes come with the new publisher.

On other, much more positive matters, we just concluded our first attempt at an A.P. promotional clinic in the Coast Division. While I volunteered to act as the standard bearer and general lightning rod for this first event, I had a LOT of help from folks like Frank Markovich, MMR, Jack Burgess, MMR, Howard McKinney, Seth Neumann and a number of others to help spread the load. Our goal was not so much to get people to enter models in the A.P. – though we did touch on this – , as to help folks get into the process of just putting things together. While I always hear the excuse, “There’s just too much paperwork,” the paperwork is nowhere as difficult as some want to make it. While I spent one clinic session covering the basics involved, with an emphasis on the administrative certificates – Volunteer, Author and Official – we also spent time covering the basics of the modeling certificates and the associated paperwork for these certificates. After my clinic session, Howard and the others spent time during the Modeler’s Roundtable session helping folks actually get some paperwork filled in. Our goal is to try and do this again, perhaps twice a year and maybe work with folks on actually getting some models through the process. I hope we can get things together enough to fit it into the clinic schedule for next year’s PCR convention, in Newark. There will be more on this as we go forward.

A nice thing happened at the Fall Coast Division meet, we had a number of new PCR members join the fold. Some were through the RailPass program, which means that we now need to step up and do the follow-up work to convince them that worth associating with and that it will be worth their while to upgrade to full membership when their six month trial period expires. Along with these new members, I also had the pleasure of meeting a transplant to the PCR from Lexington, Kentucky, now living in Danville. Pete Birdsong, MMR joined us for his first Coast Division meet. He is an On30 modeler, and he brought several REALLY nice models for the popular vote contest – and took home a couple of first place awards. Division Superintendent Frank Markovich, Division Contest Chair Jim Eckman, and I were all especially glad to see him show up, what with all three of us working in the same scale. I hope that we will be seeing some more of his work in the contest room at next year’s convention, as well as next summer up in Portland.

Finally, as we move into the fall and winter, please keep in mind that November is National Model Railroad Month, so get out there and spread the word about model trains and the real ones as well. This is a time of year when we have the opportunity to see lots of model railroading as the various clubs and organizations across the PCR present their Christmas open house shows. Looking a bit farther out, I hope that all of you have taken the time to send in

Continued on Page 4

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President (Cont.)

your registrations for the 2015 PCR convention and the 2015 NMRA national convention. Having the NMRA national just up the road in Oregon is a special treat, since it will give folks a chance to do some railfanning on the way up, there will be LOTS of railroad operations opportunities for those so inclined and there will be an opportunity to renew friendships with fellow modelers from all around the world. Oh yes, there will be a LOT of clinics and workshops to attend, a chance to see (and display) many fine models in the contest room and an opportunity to see several really nice model railroads around the Portland area. Also, this convention being outside of the PCR, those that are attending a national away from the PCR for the first time will also be joining that order of Hobos – a fine group of PCR members that have traveled away from home for a national convention. An easy way to cut down on the expense of traveling north is to get together with other PCR members and share a room (or a suite), perhaps even get together a car pool, or a caravan of cars for the trip up. The main point is, don't miss this opportunity, since it will be a few years before we see another national out here on the left coast. 🚂

From the Fireman's Seat

by Ed Merrin, Vice-President, PCR/NMRA

There is a song (details available on request) with a line that I like:

“Some people say I'm talkin' out of my head”



That might be the theme of what I'm writing today in that I will be making a lot of statements for which there is minimal or no actual established facts to support. So if you see anything that is outright ridiculous, offensive, or downright mistaken, please feel free to give it to me. I don't have thin skin about this at all.

And as usual, the topic is the aging of the NMRA. I know you might be getting tired of hearing about this, but there are some actual things going on to add to the discussion.

When I first starting running off about this I encountered some resistance to accepting the fact that the NMRA was an aging organization without enough “backfill” of newly entered younger members to keep it going indefinitely. I use the term “younger” rather loosely here, by the way. One argument I heard or read frequently is that of course younger people don't join, that you had to wait for the kids to grow up and the work career to wind down. Although there might be some truth to that, I found it interesting that some of the people making that case had themselves joined at an early age.

Anyway, some time back I published in these very pages an analysis (with pictures!), showing that our average age of PCR members was increasing over time and that our members had in fact joined at an age that was quite younger than retirement time. If you want to refresh your memory, check out the January-March 2012 and July-September 2013. Briefly, in the first instance members had joined at an average age of 44 and were now 62

Continued on Page 5

Continued on Page 5

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years old on average. Less than two years later the average age had increased to 67, but the age of joining was still about the same. Meanwhile on-line discussions have cited other sources, perhaps more rigorous than me, showing the same basic trend nation wide, as well as a decrease in total membership.

Given that we are an aging organization the only questions remaining are whether it matters to us or not and if it does what to do about it.

Both of these questions have been churning around for sometime on the Yahoo forums, with endless go-arounds on possible strategies for attracting and keeping younger members (sometimes defined as people under sixty!) without disenfranchising our current members. I usually refrain from adding comments myself because I find it difficult to come up with something that hasn't already been said. Much of the time PCR luminary Bill Kaufman says most of what I would, but in a more informed manner, with facts at his fingertips. Some of the ideas bouncing around are quite good. At least people are trying, which is good.

Handwriting on the wall comes in a variety of forms. In my opinion, the recent fall of Railroad Model Craftsman is one of them. This was a hard hit to take. For myself, I recall pages from RMC from my preteen youth that inspired me, long before I joined the NMRA in my late forties. But despite the high regard in which we older modelers hold that venerable publication, it just wasn't making enough money to cover costs. Hopefully the new publisher will engineer a rebirth, but only time will tell.

In contrast to RMC, the Kalmbach equivalent, Model Railroader, is apparently doing just fine. This sticks in the craw of some of my modeling buddies, who view MR as a glossed up, superficial magazine that caters to beginners and neglects the true craftsman/hobbyist. So how could such a thing happen? Some might say that younger modelers just aren't the same as we were. They just aren't interested in "real" modeling. They want quick fixes, have a short attention span, and just generally are creating a world that is unfamiliar and flawed. They would be happy fiddling with Facebook, Twitter, and Instagram all day, clearly signs of moral decay.

Well, let me put my spin on this. I have subscribed to both of these magazines for years. In recent times MR has bombarded me via electronic media. There are newsletters with embedded videos, links to a website with discussion groups and online sales of special extras, loads of annoying email ads for back issues, special publications, and new books (with are often compilations of old MR articles). At one point there was a rather brash promotion for a video magazine, similar to what the record clubs used to do. You know, send something unsolicited that you can either pay for or go to the trouble of returning. If I Google a model railroad topic, I'm more likely than not to find links to discussion forums on the MR site. And of course, if I browse the magazine racks at my local Safeway or Barnes & Noble I might find MR there. But certainly not RMC.

Model Railroader, as I learned from lurking in the forums, has more Facebook "likes" than the NMRA has on its page. This is a clue that there are plenty of model railroad people out there that are not part of the NMRA

Unless I have been napping too much or suffer from some sort of selective amnesia, I have never seen anything like that coming from Carstens. It's as if you don't know about RMC already it isn't for you. And of

Continued on Page 6

Continued on Page 6

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Continued on Page 7

Vice-President (Continued)

course there are less and less of us that already know about RMC. Which, by the way, is the sort of model railroading snobbishness that could relegate the NMRA to the dustbins of history. The fact that MR reaches out to beginners is part of their success. Did I mention that it includes articles meant for beginners?

Fortunately the NMRA has been working to enter the 21st century. There is a digital newsletter, the website is undergoing dramatic changes for the better, and so on. But whenever changes are made there will always be some that feel left out. One recent Yahoo entry pointed out that a significant proportion of one Midwest division's members live in rural areas with limited email and no high speed Internet service. They would be left out in the cold by many of the options to go digital with newsletters and announcements. Figuring out how to balance the needs and interests of existing members versus potential younger members is no easy feat.

I'd like to wrap up my column by describing a personal encounter with one of these mythical younger modelers. This young man recently graduated from high school and is headed for military service. He has been a train nerd for years and joined the NWP Historical Society at an age when his parents had to transport him to meetings. He quickly dove into historical research and has given impressive slide talks about areas of interest to him. These have largely focused on more recent, e.g., post Southern Pacific, NWP history, where he has made a mark for himself. Most of the older membership of the Historical Society is more interested in older steam and narrow gauge days on the NWP. He and I hooked up because he was interested in seeing my layout before he went off to boot camp.

He arrived on bicycle, carrying a box with several of his own locomotives. These included Athearn "blue box" SD9s, one of them decorated for California Northern. He spent at least two hours running trains, including my double-headed Eureka Southern GP-38s and his own locomotives. During the process he shot photos of the trains with his phone and texted them to his girlfriend, who is apparently planning a Eureka Southern layout herself. He was knowledgeable about DCC and his preferred prototype, including the Gen Set diesel currently running on the NWP. He was also up to speed on various diesels that ran on the NWP tracks in various post steam eras. He never once expressed any interest in steam locomotives, I might add.

Here's the rub. Despite his high level of interest, obsession if you will, he had no interest in joining the NMRA. And yet he is an active member of the Historical Society! He has also been involved with a local modular group based on the NWP. Why not the NMRA? He cited the cost and his limited budget, but that didn't make sense to me. Somehow he managed to obtain and decorate locomotives, even adding decoders. The only answer I can think of is that nothing that goes on in the NMRA, at least in his understanding of it, is attractive enough for him to make a commitment.

This is a far cry from when the NMRA was the face of model railroading, virtually creating the hobby we know with its implementation of standards and recommended practices. Sounds like we have an image problem to overcome here. This is a challenge, yes, but one that is worthwhile pursuing. 🚂

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Achievement Program

by Jack Burgess, MMR, Manager, PCR Achievement Department



For those who like scratch building or at least modifying craftsman kits, the Master Builder – Cars AP certificate can be an easy-to-achieve requirement. Like the other certificates, the actual requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

The requirements for Master Builder - Cars follows the same general format as for Master Builder - Structures. To qualify for this certificate, you must build eight operable scale models of railroad cars. Operable means that they must be able to roll along

the track and not that parts such as brakes must work. If desired, these eight cars can be of different gauges and/or scales. Four different types of cars, including at least one passenger car, must be represented by these eight cars. Obviously, a flat car and a box car would be considered “different kinds” of cars. A 40’ steel-side box car and a 36’ wood side box car may also be considered different kinds of cars if there is a substantial difference between them such as fish-belly underframe vs. truss rod and AB brakes vs. K brakes. Since a total of eight cars are needed but only four types, you can build a passenger coach, a flat car, a tank car, a reefer, and four identical box cars and still meet this requirement.

Each of these eight cars must be super-detailed with either commercial or scratch built parts. The easiest way to super-detail cars is with separate ladders and grab irons, underbody brake gear, cut levers, air hoses, etc.

In addition to being super-detailed, at least four of the eight models must be scratch-built and you must score at least 87½ points on four of the eight models. This can be accomplished via a PCR or Coast Division model contest or by having the models judged for a Merit Award. While it is easier to score 87½ points on a scratch built model than a kit-bashed model, scratchbuilding isn’t required.

To summarize these qualifications, you need to build eight super-detailed cars representing at least four different types of cars including at least one passenger car. At least four of these cars must be scratch built and you must score at least 87½ points on at least four of the cars.

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

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

- Ray deBlieck - Model Railroad Author
- Dave Connery - Master Builder - Scenery

Continued on Page 8

Continued on Page 8

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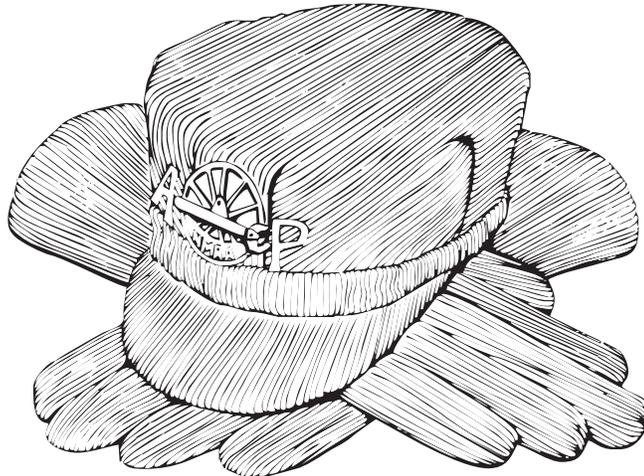
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 - Don Hanley - Model Railroad Author
 - Howard McKinney - Model Railroad Engineer - Electrical
 - Howard McKinney - Model Railroad Engineer - Civil
 - Howard McKinney - Master Builder - Scenery
 - Rodney Smith - Model Railroad Engineer - Electrical
- Congratulations to each of you!

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



Carstens Publications Closes Business

The following press release is from Henry Carstens:

It is with regret that Carstens Publications, Inc. will be closing permanently at close of business on Friday August 22, 2014. Carstens Publications, Inc. has been a leading publisher of leading hobby magazines for over 50 years. Such products could only be produced by a staff of skilled editors who are knowledgeable in the Model railroad, Railfanning and Model Airplane hobbies.

Unfortunately the current economic climate has placed us in this position. Discussion is continuing with several parties who expressed desire to take on the continuance of the magazines.

Continued on Page 9

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Richard Hendrickson
1931 - 2014

In Memorium - Richard Hendrickson

by Tony Thompson

Richard Hendrickson died from a heart attack on June 28. He was 83. He was one of my closest friends, in the hobby or elsewhere, and was so for more than 25 years. His loss is a real blow to me. But I want to collect here some thoughts and memories of him and his contributions.

Many model railroaders came to know Richard because he was unfailingly generous with his time and information, and loved sharing with anyone who was interested. He had an immense amount of information, so this sharing had an impact on many, many modelers. I am just one of them. There's an old saying, "When anyone dies, a library of knowledge dies with them," and of course that applies to Richard; and his library was bigger than most. But he was also someone who freely and happily shared his abundant knowledge whenever he could.

He published more than 400 magazine articles on model railroading, authored or co-authored four books about Santa Fe freight cars, along with the book, *Billboard Refrigerator Cars*, co-authored with Ed Kaminski. At left is the author photo he submitted for that book. He always advocated sharing information, and he had few peers in the extent to which he did so.

We first met by telephone, when I called him in the middle 1980s about one of his articles in the old *Prototype Modeler* magazine. We hit it off immediately on the phone, and the next time I had a consulting trip to California (I lived in Pittsburgh at the time), I visited him at his house, in Penn Grove. Getting together in person just increased our sense of having a great deal in common, and we were close ever since. He was a central part of the large get-together of freight car modelers I helped organize at the NMRA National Convention in Pittsburgh in 1990, and thereafter he and I conducted get-togethers of the highly informal "Friends of the Freight Car" modelers' group.

Richard had led a remarkable life. In his youth, he raced sports cars, and held a competition license for a few years, so it was no surprise that he always drove peppy cars. He also worked as a racing mechanic in both the U.S. and Europe. He was an experienced backpacker, loved to ski, and rarely found a ski run that he couldn't readily master; he could ski circles around most people on the hill, and continued to ski until recently. He raced small sailboats (especially International 14s) for a number of years, and loved to tell stories of those days, such as the exhilaration of completing the upwind course leg westward in San Francisco Bay to the Golden Gate Bridge, turning eastward and setting a spinnaker, and feeling the boat leap under you as it accelerated away downwind.

He earned a Ph.D. from the University of Connecticut in linguistics, and had a career as a professor of English, first at San Diego State University, and then at Sonoma State, from which he retired in 1995. After retirement, he and his wife Sandra built a new house in Ashland, Oregon, and moved there from Cotati, California. He soon discovered that his great enthusiasm for and knowledge of wines could flourish with Oregon and Washington wines, as it had in northern California. And few were his equal in enjoying a great meal with a fine wine.

He had always been interested in airplanes and knew a great deal about them, and as retirement approached in the 1990s, he arranged to take

Continued on Page 10

Calendar

Sep. 26, 2014 - 8:00 pm to 10:00 pm, Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

October 11 - 12, 2014 - Showcase of Miniatures Show, Doubletree Hotel, 2050 Gateway Place, San Jose, CA. Admission: Adults \$7, Seniors (62+) \$5, Children (5-12) \$3, under 5 Free (no strollers please).

October 11, 2014 - Sierra Division Meet, Sacramento, C A. Elections for Superintendent and Chief Clerk to be held. If you'd like to be a candidate for either of these positions, contact Scott McAllister at scooter923@att.net.

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

October 19, 2014 - 12:30 - 5:00 pm, Mariposa County Model Railroad Open House. Suggested Donation \$10.00 per person (Children under 12 - Half Price)

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

October 25, 2014 - 7:00 am to 4:00 pm, Swap Meet and Open House, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley,

Continued on Page 11

Richard Hendrickson (Cont.)

flying lessons. Then, after a few years renting airplanes, he bought a Citabria and loved to fly it. He and I made a number of memorable trips in that and other planes, including one to the Portola Railroad Museum. Soon after moving to Ashland, he obtained the rent of a hangar at the Ashland airport for the Citabria, and later was appointed to Ashland's Airport Commission.

Our real connection was model railroading, and he was an unfailing source of information. I never ceased to marvel at his memory for detail. I know the Southern Pacific and PFE well, and he was a Santa Fe modeler, but he knew the rolling stock of many railroads as well as I knew the SP or PFE. He had collected more than 30,000 photographs, primarily of freight cars, and it was most impressive to see all the three-ring binders of prints on his shelves.

Here is a photo of Richard in his office in Ashland, taken by John Signor in 2006. At lower left and behind him are a few of the photo binders. At right is his photo copy stand, with railroad books on the upper shelves all around the room. The black and white photo on the wall near the copy stand is the destroyer on which he served during the Korean War.



In the late 1980s he and Sandra started a company called WestRail, to offer essentially kitbashing projects based on Athearn "Blue Box" cars, such as replacing ends or doors, etc. For example, one of them made it possible to model a Santa Fe War Emergency box car, using superb resin castings of new sides from a master by Lloyd Keyser. As more and more accurate resin kits came along, together with accurate brass freight cars, WestRail became an anachronism, and none too soon for Richard and Sandra, who had already tired of the endless, finicky work of keeping all the detail parts in stock, and picking all the parts to fill kit boxes. But the company was a pioneer in showing the way to more accurate freight car modeling.

One of Richard's favorite places on the planet was the La Mesa Model Railroad Club layout at Balboa Park in San Diego, modeling joint SP and Santa Fe operations on Tehachapi Pass. And one of his favorite jobs there was as an operator during one of the 1952-era operating sessions. Here he is on duty at Caliente, obviously happy in his work. As he often said, "This is the closest thing to a time machine that I will see in my lifetime."



Continued on Page 11

Calendar (Cont.)

CA. \$2.00 for adults. Info: David Putnam, (661) 753-6006.

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

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

November 1 & 2, 2014 - Saturday: 10:00 am to 5:00 pm; Sunday: 10:00 am to 4:00 pm, Fall Model Train Show and Open House, [South Bay Historical Railroad Society](#), Santa Clara [Caltrain](#) Station, Santa Clara, CA. (408) 243-3969. Admission: \$5 for adults 18 and over.

November 8 & 9, 2014 - Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, [37th Annual International Railfair](#) Model Railroad Show, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA. Co-sponsored by [PCR Sierra Division](#). Vendor Coordinator, Bob Warner, at bkwarner51@comcast.net.

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

November 15, 2014 - 9:00 am to 5:00 pm, [Daylight Division Fall Meet](#), Scout Shack, 264 North "E" Street, Exeter, CA.

Continued on Page 12

Richard Hendrickson

Another of his favorite places to operate was at Bill Darnaby's layout in the Chicago area, annually visited when he and I would go to the RPM meet at Naperville. In the fall of 2013, this photo shows him at Bill's East Yard, with Kadee's Sam Clarke at right, handing him a throttle.



As a teenager, Richard grew up around steam locomotives and had some memorable experiences operating Santa Fe steam in the Oceanside area. He retained quite a soft spot for steam, and often enjoyed seeing



restored steam power running in various places. In August of 2013, he and I and our wives attended the Santa Fe Railway Historical & Modeling Society convention in Flagstaff, Arizona. We went on the convention's excursion to the Grand Canyon behind this 2-8-2, a former Burlington locomotive. Here we are by the engine, during a photo run-by, in a photo taken by my wife.

One more example of someplace Richard always looked forward to going, is the annual modelers' meeting organized by Mike Brock in Cocoa Beach, Florida. One of our traditional activities there has been to go to an excellent Cuban restaurant called Roberto's. This photo by Dave Hussey shows a dinner group there in 2012. At near left is Larry Kline, then me, Richard, Dave Hussey, Lindsay Raley, and Bruce Smith at right. Larry, who passed away just this March, was another long-time modeling friend, so this photo does tend to choke me up a little.



From the first time I knew him, Richard consistently had one theme about modeling: the only way to get more accurate models to be manufactured, and for modelers to care about such models, is to get information out there about the prototype, by publication, presenting talks, or privately. Richard did that tirelessly and often urged me to do more of the same. Looking back, one can only think he was exactly right. Today there is far more good information available, and many more modelers are informed enough to try and model accordingly. We all owe him a great debt, but no one more than me. 🇺🇸

Calendar (Cont.)

Nov. 21 - 23, 2014 - Friday: 8:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 22 & 23, 2014 - 10:00 am to 4:00 pm, [The Great Train Expo](#), Alameda County Fairgrounds, Pleasanton, CA. Adults: \$7.00 Good for both days. Kids under 12: Free.

Nov. 28 - 30, 2014 - Friday: 2:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

Dec. 26, 2014 - 8:00 pm to 10:00 pm, Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

February 5 - 7, 2015, [O Scale West / S West Meet](#), Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA.

Continued on Page 13

PCR Contest Report

by Giuseppe Aymar, MMR, PCR Contest Chairman

Who?.... Who?.... Who ate the Sarah Lee that I had saved for me? Who?.... Who?....

Back in the nineteen-eighties this lament, embodied in a Sarah Lee's commercial, became etched and immortalized in my memory bank. It struck a chord that is still playing in my subconscious 35 years later. It has become synonymous, in my way of thinking, with "procrastination." You know, wait long enough and the opportunity is gone. How often has it happened that the young man waits to ask the girl of his dreams to the prom and procrastinates. By the time he is ready she is no longer available; his life was changed forever!!!! The quarterback hesitates one extra split second and the hole in the defense has closed and instead of a touchdown it is now an interception. Who?... Who?....



There is a piece of cake that has been saved for you in May 2015 at the soon approaching PCR Convention in Fremont. All you have to do is start preparing your model(s) to bring to the Contest. Regretfully, so much emphasis has been placed on the scoring of the models that many a potentially fabulous modeler has felt intimidated to bring their work in fear that it will not be judged to their expectations. They hesitate....should I? Should I not? And time goes-a-waisting! By the time one recovers, so little time is left that the workmanship is not up to their standards or the work is not finished. Who?.... Who?....

Remember a few winters ago I brought up Aesop's tale: "The Ant and the Grasshopper" and discussed the meaning of not getting ready for winter (the grasshopper) and begging the ant for food in the middle of winter? Well, they did not have Sarah Lee back in those days, for if they did I am sure Aesop would have used it in his tale about procrastination. Who?.... Who?.... The late bird does not get the worm. Snooze... you loose. "As sand in the hourglass" so is our modeling time. The train has just left the station...wait for meeeeeeee!!! Who?.... Who?....

So, after this diatribe, what am I saying, you ask. Simply, start putting together the initial pieces for your project(s) to share with all of us in the Contest room. Get your piece of the pie...don't moan afterwards Who?.... Who?.... Get it done. Starting now will assure a good model and hours of absolute bliss as you will not feel hurried. We all need to stop and think for a moment what these PCR Conventions really are! They are nothing more than modelers sharing their experiences and knowledge of their train HOBBY (notice how I capitalized HOBBY) with like minded individuals. Clinics are set up to share this knowledge opening up new dimensions on modeling techniques, recapitulating on railroading history, presenting us with new frontiers in electronics, telling us how to better do this or that.. All of it is to educate us and hopefully we can retain a portion of it to satisfy our hunger for knowledge. Layout tours are put together to introduce us to the many facets of running our mini Railroad Empires. "Oh, so that's how they do it? I think I will incorporate that on my railroad! I am having so much fun!!!"

Continued on Page 13

Calendar (Cont.)

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

March 14, 2015 - 9:00 am to 10:00 pm, [Winterail 2015 Railroadiana Show and Sale](#), Scottish Rite Masonic Center, 33 W. Alpine Avenue, Stockton.

March 19 - 21, 2015, [BayRails VI, DoubleTree by Hilton Hotel Newark-Fremont](#), 39900 Balentine Drive, Newark, CA. Eighteen Bay Area railroads will be open for operating sessions.

March 28, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. \$2.00 for adults. Info: David Putnam, (661) 753-6006.

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

May 23, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. \$2.00 for adults. Info: David Putnam, (661) 753-6006.

June 24-28, 2015 - [23rd N Scale Convention](#), Sacramento, CA

Continued on Page 14

Contest (Continued)

The Contest room is such a wonderful place to enjoy and savor the models on display. Like the lectures or layout tours I mentioned above, the models on display in the Contest room can be such an inspiration for all of us of what can be done with basic materials (scratch-building) or they can show us how a simple kit can be put together to become a replica of the real thing. How a stunning photograph can be made by the simple selection of subject matter or proper illumination. The love and devotion shown in the Arts & Crafts show us that different mediums can be used to convey warmth, touchy-feely qualities that we all crave.

See, I believe you put yourself down when you think your entry is not good enough. Good enough for first place? Who cares!! We all want to be inspired and your entry “not good enough for first place” might be in reality the hit of the show for, unknown to you, it might be the spark someone needs to start on their journey to a more satisfying hobby. That, in a nutshell, is what the PCR Conventions are all about. Amateurs, not sophisticated professionals, sharing their hobby with other amateurs. Stop being frozen by fear of not believing you are good enough to display in the Contest room. We want your work on those tables and photo racks, we want to spend time looking at your work, we want you to participate and not be a spectator. If we were all spectators what kind of Convention do you think we would attend?

Now, that is a sobering thought! I would definitely want my money back. We, all of us, make up the Convention and as such we have an obligation to make it the best Convention for all who attend by becoming part of it. If not a lecturer or a layout host or a volunteer why not be a participant in the Contest room? I guarantee you that if you approach the Contest room as a way to share your work with others, you will come out of it with pride and satisfaction, for you now have been an active participant, not to mention you get to enjoy your “pie.”

Get your ideas in focus, start your project or picture, do not wait nor hesitate. Enjoy your piece of pie instead of saying: “Who?... Who?... Who ate the Sarah Lee that I had saved for me? Who?... Who?... 

The Answers Are Out There: Loading Dock for a Team Track

by Robert Pethoud, Daylight Division Member Aid Chairman

On a recent vacation trip I noticed and photographed an interesting loading dock in Helena, Montana. Located about 100 yards west of the old Northern Pacific passenger depot, its unusual construction caught my attention. Although the dock's top surface is concrete, it's sheathed in wood (actual 4x12s—I measured) and braced with old lengths of rail driven into the ground like pilings. It seemed to me that the dock would be easy to replicate in miniature and would make an attractive model appropriate for almost any layout.

For my HO model I began with an L-shaped base of 1/8” hardboard. Next, I cut pieces of 1/2” thick balsa wood to form the basic shape of the dock and I glued them to the hardboard base with yellow carpenter's glue. This gave me a core to which I would add the “concrete” top surface, wood side

Continued on Page 14

Calendar (Cont.)

August 15, 2015 and October 24, 2015 - 7:00 am to 4:00 pm, Swap Meet and Open House, [Santa Susana Railroad Historical Society](#), Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. \$2.00 for adults. Info: David Putnam, (661) 753-6006.

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

September 2-5, 2015 - [35th Annual National Narrow Gauge Railroad Convention](#), Houston, TX

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

September 7 - 10, 2016 - [36th National Narrow Gauge Convention](#), Augusta, ME. Info: info@nngc2016.org

July 30 - August 6, 2017 - [Orange Blossom Special, NMRA 2017 National Convention and National Train Show](#), Orlando, FL. 🚂



Robert Pethoud scratch-built this loading dock using a variety of materials described in his article

Photo by Robert Pethoud

Answers (Cont.)

sheathing, and vertical rail braces.

I tried out three different materials on a scrap of balsa wood before settling on one to represent the concrete surface. In the latest version (2nd edition, 2014) of his book, [Basic Scenery for Model Railroaders](#), Lou Sassi recommends DAP Ready-Mixed Concrete Patch for this sort of thing. I found some in 32 fl. oz. containers at Lowe's and gave it a try. It certainly looks like concrete, because it is, but to me the resulting surface was way too rough. For it to be believable in 1/87 scale the texture would have to be much smoother. Next, I mixed together plaster of Paris, full strength white glue, and finely sifted decomposed granite. This looked smoother, and the color was realistic, but the texture was still not quite right, though it might work in 1/48 scale or larger. What I finally ended up using was vinyl spackling compound. The texture was just right for HO scale and the stark white color was easily modified with some Bragdon weathering chalks, which I applied with a stiff brush.

The next order of business was to sheath the dock with wood. Dimensioned basswood strips were cut, stained, and then attached with carpenter's glue to the balsa wood core. I used two different stains to get the color I wanted: a black stain made with 1 teaspoon of India ink in a pint of 70% isopropyl alcohol, and a reddish brown stain made with 2 teaspoons of brown leather dye in another pint of alcohol.

Capping the rail pilings all around the dock are 6x6 timbers attached to the 4x12 sheathing with recessed lag bolts. I modeled these with 1/16" square basswood and drilled evenly spaced #72 holes to show the positions of the bolts. In HO scale the actual bolts are unnecessary. By staining the 6x6 timbers after drilling the holes, the dark stain nicely accentuates those implied lag bolts.

The last step is to add the rail pieces which brace the sheathing timbers. I used a length of code 55 nickel silver rail and chemically blackened it (A-West Blacken-It) before cutting off the pieces I needed with rail nippers. I brushed Bragdon's rust colored weathering chalks onto each rail piece before attaching it to the timbers with thick CA glue (Scotch Super Glue No-Run Gel).

While photographing the prototype, I noticed a few details just sitting loose on the dock which could be added to enhance the model's realism. There was a ramp, no doubt used to bridge the gap for end loading, which was made of aluminum diamond plate with two short I-beams welded underneath. Then there was a rusted steel plate with scalloped edges, measuring about 3 ft. x 6 ft, which could be used to reach from the loading dock to a boxcar doorway. Finally, an old broom rested near the steel plate.

After assembling the materials, several hours of unhurried and satisfying modeling effort was all it took to create this versatile freight car destination. Situated at the end of a spur, it makes a perfect foreground model and acts like an industry which can receive and ship boxcars, flat cars, and gondolas, all the while not blocking one's view of the railroad beyond. Try a loading dock beside a team track—I know you'll like it. Until next time, you can contact me with comments and questions at pethoud@comcast.net



Branch Line Deadlines for 2014

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

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

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

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

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

Pacific Coast Region SIG Report for Third Quarter 2014

by Seth Neumann

First, I'd like to thank the John Allen Committee and the entire PCR community for awarding the John Allen Award to Jim Providenza and myself for our efforts in promoting the SIGs in general and operations in particular.



We got word while at an operating meet in Michigan and we were surprised (astonished?) and greatly humbled to have been recognized.

Of course having spent a wonderful week of operations in South Eastern Michigan and Western Ohio, I was back in Eastern Ohio (Cleveland) for the NMRA convention and its attendant operating events as well as the full LDSIG program including clinics, tours, and a wonderful dinner at the Berea Union Depot in July.

Jim Providenza and I also snuck in a week of operating and rail fanning in Southern California: SoCalOps was held the last weekend of May in the Los Angeles area and the La Mesa club in San Diego held one of its 24 hours of Tehachapi meets the following weekend. So we spent a couple of days rail fanning the Union Pacific, BNSF, in the Mojave Desert (Afton Canyon, and the area to the east of Barstow) and then hit Cajon Pass, Beaumont Hill and West Colton for another day before heading down to San Diego to work on the phones at the La Mesa layout for two days prior to the op session. Just make a sweep of the major passes we routed via Tehachapi Pass on the way home.

I personally managed a few good hours of rail fanning the BNSF Transcon in Kingman, Arizona on a family trip to the Grand Canyon and Utah national parks in early July. We saw few trains at Soldier Summit, Utah on the way home, too.

So we're coming up on fall and the operating season has started up! By the time you read this I will have returned from the Great Basin Getaway meet in Salt Lake City and will be gearing up to visit Arizona for Desert Ops in late October. There will be another 24 hours of Tehachapi meet in early November. Let me know if you are interested in participating in any of the future events.

The next 12 months promises to be very active for layout design enthusiasts and operators in the Bay Area. The 2015 PCR/LD/OP SIG meet will be held January 23-25 in Marin County at the Novato Oaks Hotel. Clinics, panel discussions and consulting will be on the program Saturday from 9:00 -5:00 PM. Donation is \$20 to cover facility rental and refreshments (no full lunch this time, sorry!). Layout tours will be offered Saturday night in the Novato/Petaluma area and Sunday op sessions (first timers welcome, here's your chance to try operations out!) will focus on Marin and Sonoma layouts. Watch the PCR list for more details as we get closer.

BayRails, the Bay Area invitational operating meet will be held the third weekend of March (March 19-21) 2015. While this event caters to out-of-town operators (more than 100 miles from the Bay Area) we are always looking for locals to help out in various capacities. If you are interested in

Continued on Page 16

The best gift card you'll ever give.
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Web Announcement

By Gus Campagna,
Manager, PCR Publications
Department

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

SIG Report (Cont.)

getting involved please contact me or any of the BayRails committee.

May 2015 will see the PCR "Club Car" convention headquartered in Newark at the newly remodeled Doubletree Hotel – you may remember it as the Newark Hilton. The Club Car program will include many of the BayRails layouts available for touring and operations (operations newbies welcome!) and of course the SIG clinic track will be going on for most, if not all, of the convention. We expect the usual high quality clinic content and the usual SIG meet-ups will be held on Thursday evening. I hope to see all of you at these events!

We are also very fortunate to have the NMRA national convention within a day's drive in July. The Portland group which put on the very successful 1994 meet has come out of retirement to organize the 2015 convention. Our own Bill Decker, a recent émigré to the Willamette Valley is the SIG Coordinator and he has organized a great LDSIG layout tour (Wednesday) as well as a fine operating program. I've been talking to the OPSIG leadership and there will be an "Advance Section" of operating sessions in the Puget Sound area the weekend prior to the convention. So if you can spend a few extra days you can run some excellent layouts. In general, these are SoundRail layouts and from my experience they range from very good to awesome. If you, like me, intend to drive you'll find a number of layouts available for touring and operations on the way up and back. More details to follow. I have high hopes that this will become institutionalized as an ongoing operations meet in future years.

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

[To contact Seth Neuman e-mail sneumann@pacbell.net] 

Welcome Aboard ! - PCR's Newest Members

Daylight		
<u>Member</u>	<u>City, Sate</u>	<u>Date Joined</u>
Michael Larson	Bakersfield, CA	6/24/2014
Lester Katz	Nipomo, CA	7/14/2014
Heather Parker-Lovatt	Oceano, CA	7/22/2014
Coast		
<u>Member</u>	<u>City, Sate</u>	<u>Date Joined</u>
Mark Rhine	Newark, CA	6/9/2014
Frank Schaffer	Belmont, CA	7/11/2014
Anne Cisson	Walnut Creek, CA	7/23/2014
Jeffrey Allen	Piedmont, CA	8/20/2014
Sierra		
<u>Member</u>	<u>City, Sate</u>	<u>Date Joined</u>
Kevin Leisher	Folsom, CA	6/16/2014
Mary Mahler	Sacramento, CA	7/10/2014
Redwood Empire		
<u>Member</u>	<u>City, Sate</u>	<u>Date Joined</u>
Marion Rice	Fairfield, CA	7/11/2014
Fred Andreoli	Cotati, CA	8/1/2014



Looking Back - Things Were Once More Personable

by Dave Connery, PCR Historian



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

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

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

All from the comfort of your very own couch.

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



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

Then, get that popcorn ready.

When I first joined the NMRA, one of the things that arrived in my mailbox that year was the NMRA Directory. In the early days the NMRA would produce and distribute a directory of all members. For many years this was published annually. I believe it was last published in 1981. My early copies are now long gone but a while back member David Armstrong give me a collection of these old directories covering the period from 1960 until 1974. The directories listed each member with their address and coded information about their layout. The information was presented by State and City, allowing NMRA members who were traveling to easily locate fellow members in distant areas, so visits could be arranged. As I recall, when the NMRA ceased publishing the directory they offered a service where you could contact the national office and they would provide a list of NMRA members and contact information for an area you intended on visiting.

During the period of these directories you could look up any member, for example, John Allen in Monterey, California and obtain his address. The codes noted that it was necessary to contact John in advance to arrange a visit to his legendary Gorre & Dapheted Railroad. NMRA President, Charlie Getz, in his regular column in the *Narrow Gauge & Short Line Gazette* (yes, for those of you who don't know it, President Getz is highly esteemed among the Narrow Gauge fraternity and has written a column in every single issue of the NG&SLG for about 30 years) wrote about his first ever layout visit. He contacted John Allen as a teenager and made arrangements for a visit. In today's world it seems inconceivable that every NMRA member could contact any other member anywhere in the world and surprisingly, most would welcome the contact and offer to share their time, and their layout, if they had one, to virtual strangers.

In addition to a visit code, the directory included information about the scale modeled, age group of the member, size of the layout, control system used, if there was scenery, if the pike had a herald and if the member exchanged items such as passes. The NMRA also once had a program of registering model railroads. Members could "register" their "pike" for a small fee. Every few years everyone who had a registered railroad would receive a copy of "The Official Register of Model Railroads", which included a list of all registered railroads with the owners contact information and codes showing visit codes and exchange codes (passes, decals, cars, heralds and literature). The monthly NMRA publication (Bulletin) would also include information on NMRA members who traded passes for their model railroads along with a Pass of the Month feature. I believe the Register was last published 8 years ago, and at that time it was distributed via a CD. By then, times had changed and everyone had become more concerned about security and apparently less in need of these types of contact with others.

The pendulum has swung sharply toward more prototypically accurate modeling, quickly passing are the days of cute names for model

Continued on Page 18



A sampling of NMRA Directories from the 60's and 70's

Photo by Dave Connery

Looking Back (Cont.)

railroads, exchanging of passes and private road-name cars. Today's modelers meet a lot of their need for social interaction through the many specialty activities (Prototype Modelers Meets, Logging Modelers Reunions, Railroad Specific activities, Narrow Gauge Conventions, Scale specific gatherings, Layout Operations sessions) and through common interest Internet chat groups. The NMRA still provides this interaction with our conventions, Division Meets and layout tours but many of the ways we once had for this interaction are gone, replaced by different means of social networking.



This photo shows a collection of later NMRA "Official Register of Model Railroads"
Photo by Dave Connery

The Directory changed over the years. Before 1965 it was called the NMRA Yearbook and before 1963 it included the NMRA Constitution and the Standards and Recommended Practices, a Model Contest Directory, a complete section of Model Railroad terms and words used in the hobby, along with information on National Committees, Volunteers, and the Regional Organizations. From 1969 to 1972 there was a sizeable section of Yellow Pages in the rear of the directory with numerous model railroad advertisements. The directory included a section for 100% NMRA Clubs and clubs who were Sustaining Members of the organization. The 1960, '61 and '62 Yearbooks had a section called "The Radio Shack" providing the Names and Call Letters of NMRA members who were also Radio Hams, so they could contact each other over the air. In 1963 the first listing of Master Model Railroaders appears – listing the first 8 members who achieved this coveted recognition.

As I skimmed through the California members section of the 1960 Yearbook I was struck by the number of those listed that I knew or at least knew of, and this was long before I joined. While many of these members have since passed, a small but surprising number of members listed in 1960 remain active members to this day. Who says we have a member retention problem? I thought I might contact some of these members but their e-mail addresses were thoughtlessly omitted from the directories. Well, that's change for you, but it is interesting to look back and see how things were in the early years of the hobby, and how many things have changed but how many things remain essentially the same. 🚂

PCR Membership Gauge

As of August 31, 2014

August 31, 2013—1,070
September 30, 2013—1,048
October 31, 2013—1,052
November 30, 2013—1,039
December 31, 2013—1,039
January 31, 2014—1,056
February 28, 2014—1,044
March 31, 2014—1,035
April 30, 2014—1,032
May 31, 2014—1,022
June 30, 2014—1,007
July 31, 2014—1,012
August 31, 2014—1,007

PSR 2014 Convention Report

by George Gibson

"Uniting Railroad Modelers" was the theme at the 2014 Pacific Southwest Regional Convention, September 3rd through the 6th in San Diego, California. I am a Daylight Division member from San Luis Obispo, and I had a great time, learned some new tricks with SMD LEDs, and saw a couple of layouts I classify as among the ten best I have ever seen in 30 years of convention attendance.

I am also proud to report my entries in the contest room brought both good news and not so good news. As expected, my kit-constructed entry did not receive a favorable response from the judges (there seems to be an inherit

Continued on Page 19

PCR Membership Tracker

As of August 31, 2014

Division	# Members
Coast	458
Sierra	267
Redwood Empire	136
Daylight	134
Hawaiian	12
Total PCR	1007

PSR Convention (Cont.)

prejudice against “kit” entries), and with only marginal paperwork to support this entry I brought home a Third Place ribbon and very few positive comments from the judges.

On the flipside, a fully kit-bashed entry with multiple scratch built features and details received the First Place score in Non-Revenue entries, as well as a Merit Award with a score of 99 points. Needless to say, the paperwork was expansive, detailed and contained multiple historic photographs.

The convention hotel and related facilities were excellent. Clinic rooms were large, well lit, with comfortable padded chairs, and air-conditioned. Although expensive, food service was immediately available in the hotel lobby daily. The Convention Committee provided coffee each day through the noon hour, a very nice touch.

The informal Hobo Auction and Live Auctions are always a hit with the PSR, and this convention’s attempt was no different. Laughing, cheering, comedy and general fun and good times were enjoyed by all. And I am still wondering who put one of my tickets in the cup for a large antique doll I embarrassingly won.

For you N scale guys, Saturday morning’s Swap Meet would have been your thing. Four out five tables were nothing but N scale cars, locomotives and structures. For those of us supporting HO and larger scales, it was a very disappointing meet. Everyone was speculating the larger scale stuff all went to the Perris Swap Meet, unfortunately scheduled at the same time.

The hotel was large enough to allow room for four operating modular layouts. The scales represented were Z, N, HO, and S. The modules were nicely detailed and operated throughout each day of the convention. How anyone can get a decoder with sound and a speaker into a Z scale locomotive is beyond reason.

The final event, the Awards Banquet, was completely sold out and a standing room only climax to the week’s activities. The dinner was better than most hotel catered meals, and the dessert was excellent. The guest speaker, Jack Hamilton, MMR and NMRA Western Director, was spot-on with his comments concerning the NMRA. And his use of humor made his points a lot easier to accept. He also gave a couple of clinics that were well attended.

Next year’s PSR convention will be in Arizona, and, unfortunately, it’s within a couple of weeks of the national convention in Portland, Oregon. As much as both would be worth attending, coming from the Central Coast and Daylight Division might be a bit rough on a tight retirement budget.

For future reference, if you have the chance to attend the annual PSR convention, do so. You won’t be disappointed, it’s a 10 out of 10, an A+, no complaints. The 338.6 miles down and then the return trip home, were well worth it. 🚗

The 2014 JAM Breakfast in Newark

by Rod Smith



The Participants in Newark for the JAM breakfast from the left are: Mark Rhine, Don Marenzi, Stan Keiser, Dave Krutzinger, Rod Smith, Jim Eckman, Ron Kolo, Dave Connery, Darrell Dennis, Frank Markovich, and Charlie Getz (NMRA President).
Photo by (Presumed) unnamed restaurant employee

On July 2, a group of folks met at a restaurant in Newark to observe the annual John Allen Memorial breakfast, otherwise known as JAM. July 2 is John's birthdate in 1913. The JAM breakfast tradition started in 2013 at the urging of John Le Forestier from Toronto. He wanted something simple and whimsical, so encouraged railroaders to honor John Allen on his Centennial and the idea caught on around the globe. JAM breakfasts occurred as far away as the Philippine Islands and several locations in Europe. It could be as simple as a pancake breakfast in your own home, but a group breakfast was encouraged. Plus, it's more fun with friends. Strawberry Jam was chosen because the area near John Allen's home is a major strawberry growing region. Since John Allen was a resident of Monterey and a PCR and Coast Division member, we in Coast Div. had a special reason to celebrate. So 5 of us got together on July 2, 2013 in Dublin to have a meal together and reminisce a bit. It was great.

As July 2, rolled around this year, we decided to meet at another venue and chose Newark for our breakfast. We put out the word and had 11 friends eating breakfast in John Allen's honor this time. The thing is growing! Why don't YOU plan to participate in 2015? 🚂

Hosting an Operations Session for Visiting Crews

by Paul Deis

I have been having Op Sessions for the crew that helped build my railroad for about 6 months. We all live in the area that I model. The regular crew has been pretty successful in moving freight across the railroad. As I prepared to host 3 Op Sessions for the Coast Rails, 2014 PCR convention, I thought I had my plans pretty well worked out. Well at least I thought I did.

I knew that visiting operators would need a little time to become familiar with the railroad. I also planned on mechanical problems cropping up. The crews that marked up to work these sessions were made up of some very experienced operators. I looked forward to the after session debriefings so I could improve my operating scheme.

I model the Southern Pacific Coast Line from Guadalupe to King City in 1949. All of the visible track is hand laid code 83 and 70 with scratch built #6 and #8 turnouts. Minimum radius is 28" and maximum grade is 2.25%. Control is with NCE DCC. The layout is divided into 8 power districts. Motive power is a mix of steam and diesel locomotives. The layout is designed for TT&TO but for these sessions we operated by sequence of trains. I use car cards and waybills.

Well how did it go? First of all the 18 different people who operated over the 3 session said they had a lot of fun. Freight was moved and customers industries were served. Murphy only brought the normal level of problems that I have observed on other fine layouts.

Continued on Page 21



Examples of Paul's waybills are shown here and on page 21. For Color Codes and additional information see tables on Page 22.

XM WAYBILL 4	
To: Guadalupe, CA Guadalupe Yard CLIC: GD 01	Contents: MTY
From: San Luis Obispo, CA Camp SLO CLIC: SL 29	
Contents: Steel Drums	
From: Bethlehem Steel Riverside, CA CLIC: SL 29	Contents: MTY
To: San Luis Obispo, CA Camp SLO	
XM WAYBILL 3	

XM WAYBILL 2	
To: Santa Margarita, CA SP Milling CLIC: SM 04	Contents: Lumber
From: San Luis Obispo, CA SP Milling CLIC: SL 21	
Contents: Forest products	
From: Sierra Pacific Ind. Quincy, CA CLIC: SL 21	Contents: Lumber
To: San Luis Obispo, CA SP Milling	
XM WAYBILL 1	

XM WAYBILL 2	
Via: Santa Barbara, CA	Contents: MTY
To: Riverside, CA Bethlehem Steel	
From: San Luis Obispo, CA Camp SLO CLIC: SL 29	Contents: MTY
Contents: MTY	
Contents: Burlap Sacks	
From: Atlas Textiles Commerce, CA CLIC: SL 29	Contents: MTY
To: San Luis Obispo, CA Camp SLO	
XM WAYBILL 1	

Op Sessions (Cont.)

The details and lessons learned:

Track work – The effort put into building the track to tight tolerances paid off. There were very few problems with the track. I did have one set of frozen switch points in an area where the ties were stained the week before the sessions. One turnout was slightly wide in gauge. One big problem was with my switch machines. I tried a newer brand of switch machine where I had some bench work clearance issues that would not allow me to use my standard Tortoise machines. These machines had a large number of failures. They would either refuse to function unless you gave them a hard push or they would throw the turnout and then start clacking as if the gears were slipping. These will all be replaced with tortoise machines after I correct the clearance issues.

Switch controls – I have small turnout control panels in each work area and 2 large panels, one for each end of the yard. It took a little while for the yard crews to learn the panels. The panel that covers the west end of the San Luis Obispo yard is accessed a lot by the yard master and by the crew working the local industries. It was hard for two people to access the same panel. I will make a sub panel for the local industries to clear up the yard panel. I will locate this new panel away from the main panel.

Locomotives - I spent a lot of time trying to make sure all of my locomotives were properly lubricated and that the Kadee couplers were properly adjusted. They worked fine. The only failure was a coupler that failed on a switch engine. One of the Cab Forwards started to have derauling problems. I found a small piece of debris was caught in the pilot truck. It was removed and the locomotive performed fine for the rest of the sessions.

Car Cars and Waybills - This is where the greatest problems arose. As I said I had some very experienced crew members. When they had difficulty placing freight cars in the correct trains the first place I looked was to my Operating Plan. Here is what I found: The crews that operated the layout were not familiar with the area modeled. They did not know that Grover City is railroad east of San Luis Obispo and that Cuesta is railroad west. I did not provide an easy way for the yard crews to tell which cars for which towns should be put in which trains. I provided a list of which towns were served by which trains, but it was not easy to read. I use the Waybills software from Shenandoah software. The program allows you to include a "VIA" instruction on the waybill. I misunderstood the use of the Via line. I used it to denote both the off layout staging area that the car was supposed to go to but I also used it to help me remember which staging yard the car would start in. This caused cars to be placed in through trains that should have been placed in locals to be brought to the proper industry in the correct town. I also had an industry with the same name as my staging yard.

I listened to feedback from the crews and gave a lot of thought to their input. I have spent many a happy hour operating on Gary Siegel's L&N and thought about the color coding system that he uses to help the yard crews place the cars in the correct trains. The waybill software that I use allows use of color-coding by location and the VIA line.

The solution I am implementing will be to color code the top of the waybill with a color that is assigned to a particular train or series of trains. I will post a guide in the yard area so the yardmaster has a quick reference guide at his disposal. I also use a card marked with the train name or number

Continued on Page 22

Op Sessions (Cont.)

to assist in marking which track's card box is which train. I will also add the color-coding to these.

I have renamed my staging yards to the next division point on the Coast Line to avoid the confusion with a town that has an industry to be worked. I have reworked all of the waybills with the new color codes and set the "via" to only represent which staging yard represents the terminus of cars going to off layout industries. The tortoise machines have been purchased to replace the defective switch machines and the clearance issues have been fixed. Now it is time to make all of the changes then invite the crew over to operate. I am sure there will be new lessons to be learned but that is part of the fun.

A big Thank you to the boomer crews that operated here during the convention. Your comments and the chance to observe you operating my layout will help me to improve the layout. I look forward to many more Op Sessions to come. 🚂

SANTA MARGARITA SUBDIVISION										
EASTWARD									Milepost Location	Timetable No. 1 October 2, 1949
THIRD CLASS			FIRST CLASS							
924 Freight	914 Freight	926 Freight		94 Starlight	72 Passenger	98 Morning Daylight	76 Lark	374 C. M. E.		
Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
10.30 PM	11.50 AM	7.15 AM		s1.37 AM	s4.35 AM	s1.17 PM	s2.59 AM	s2.38 AM	252.1	SAN LUIS OBISPO
7.45 AM	1.35 AM	3.45 PM		1.45 AM	4.55 AM	1.20 PM	3.10 AM	2.50 AM		
Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
								Ex.Sun.Mon		

SANTA MARGARITA SUBDIVISION										
WESTWARD									Milepost Location	Timetable No. 1 October 2, 1949
THIRD CLASS			FIRST CLASS							
915 Freight	917 Freight	913 Freight	373 C.M.W		75 Lark	99 Morning Daylight	71 Passenger	95 Starlight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
4.20 AM	11.00 AM	7.55 PM	12.48 AM		2.35 AM	12.53 PM	4.35 AM	1.10 AM	252.1	SAN LUIS OBISPO
2.50 PM	11.40 PM	10.15 AM	s12.23 AM		s2.10 AM	s12.50 PM	s4.15 AM	s1.00 AM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
			Ex.Sun.Mon							

Yardmaster SLO - Procedure

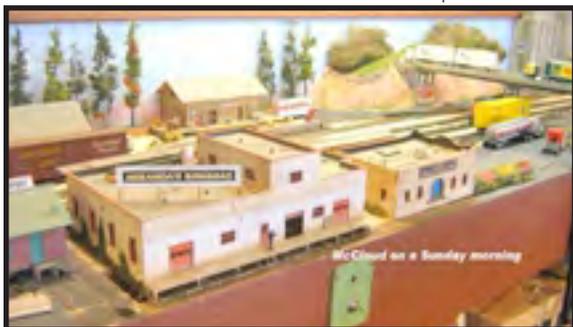
1. Confirm waybills match cars on hand
2. Insure proper locomotive is assigned for weight of train.
3. Assign helpers where needed
4. Rear helpers must be forward of caboose.
5. Block departing trains by town.
6. Assign arriving trains to track.
7. Call crews allowing time to service locomotive.
8. Assign SLO switch crew to work local industries.
9. Box cars consigned to grain loading must be spotted on clean out track for 1 hour.
10. Pull loaded stock cars 30 min before departure of assigned train.
11. Insure cars requiring weighing are routed to scale track.

Train #	Spots
914, 924, 926 E	Via Santa Barbara
913, 915, 917 W	Via Watsonville
SLO WEST	Rock Bunker, Team Track SLO, Freight House, SP Milling, Standard Oil, Shell Oil, Deis Woodworks
SLO EAST	Richmond Oil, Sand, SP Stores, Stock, RIP, Eng Oil
Guadalupe Local	Edna, Grover, Guadalupe
King City Turn	Thyle, Cuesta, Santa Margarita, Atascadero, Templeton, Paso Robles, San Miguel, King City
CSLO Main	Camp SLO

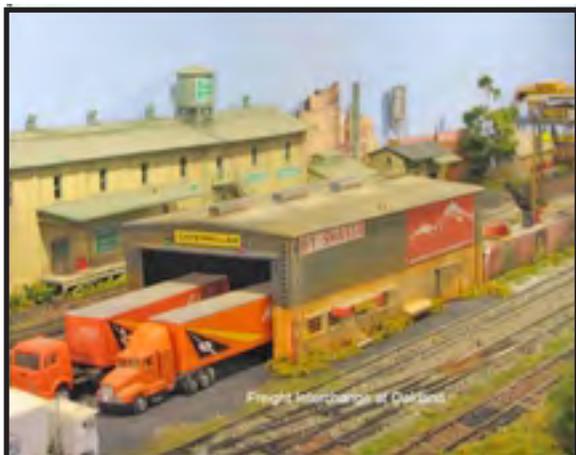
Tales of the Santa Cruz Northern - 'Woody,' Take Two

by Jim Providenza

All Photos by Laurie Woodley via e-mail in 2009



This is McCloud on Woody's Alpine and Shasta Layout



This is Oakland on Woody's Alpine and Shasta Layout



This is the Providenza Avenue Overpass at Oakland on Woody's Alpine and Shasta Layout

Sometimes Laurie "Woody" Woodley had what he would call 'spot on' observations, or experiments. Here, from the description of the lighting on his then new 2002 version of his Alpine & Shasta is one such:

"This is different and we will let you the visitor be the judge. We have long believed that a model railroad compares favourably to a live theatre production. Every A&S module contains a scene and a different theme and because of the small distance between scenes it became a necessity to create the illusion of travel to far away places. As in theatre, where the actor moves from the wings, onto centre stage, and back into the wings, so A&S trains mimic this, moving from the dark, into the light, and back into the dark. Some modules only have one light to highlight a centre of interest or to aid in night-time switching. In Oman City use has been made of background stick-on city scenes. These when first installed appeared very flat but with the use of half moon lighting have been brought out in relief. The bulbs used are Phillips 100-watt "Daylight" types, which generate a light similar to fluorescent."

On the other hand, Woody was always looking for a good argument – he was for many years a City Councilmember for Lower Hutt in addition to his full time job. Herewith, an email from late 2009:

"Now recently James I have been reading everything I have that you have written, even your video and I have a few pertinent questions I would like to ask and hopefully won't ruin a delightful friendship. How's that for starters, Buddy?

Ready? Well here we go:-

I can find no mention of the crew numbers the layout was designed for. Comments dear old Don [Cabral] made from time to time always suggested an open house policy. There was even mention of only having the opportunity to run one train a session due to visitor numbers. If this is correct you must find/found it very hard to instill a discipline that ensures satisfactory operation.

How do you do it? Through the dispatcher, assuming an "on call" approach where you roam the layout, or wearing your police uniform complete with o'le 45?

In your writings you always (to me) present the sunny side even, I would suggest, glamorizing operation. No head on's, no over-run points, no visitors calling out, 'James, what do I do now?' type of situation.

Where are the industries? Do you or have you found it necessary to paste maps of towns showing positions of

Continued on page 24

SCN (Cont.)

industries on the fascia of the layout? I have all my industries signed but still guys leave cars in the wrong place.

I don't know if I have mentioned my pet 'peeve' before (I think I must have) but your fellow countrymen in their writings seem to have a love affair with paper work and model railroading. Kiwi's hate it and there in lies **MY** problem. When I have introduced it I am always amazed at the number of crew members who cannot attend because their Granny has just passed away Despite the fact they never bury anyone down here on a Sunday.

Take our latest 'op' session. After weeks of fine tuning and pasting 'how to do' notices around the fascia the great day arrives.

Full crew, two visitors. Everything goes a 100%. The railroad performs like a well oiled watch. Nice afternoon tea to celebrate the end of the year and the looking forward to the next 2010 'op' session.

However a couple of days later when I am doing the wash-up putting things away etc. I think, 'S--T' that car shouldn't be there? What's that car doing here? What the hell?

After a knife at the throat investigation it turns out too much printing to read. I say "Bull-----" but bowing to popular demand I am now rewriting the waybills in a Janet & John format. You may not be aware but Janet and John are the two characters used in the most [New Zealand] elementary reading books that children are first introduced to.

So, James, apart from thanking you for that wonderful and most unexpected gift, I am going to ask after Christmas when things settle down if you could describe an operating evening at the Providenza's. From the time you come in from work to the time you wearily climb the stairs to bed and the inevitable question, 'Is that you Jim?'

A real gut wrenching, tear jerking, account of operating on the dark side of model railroading.

Will be sending an 'all points' electronic Christmas card next week.

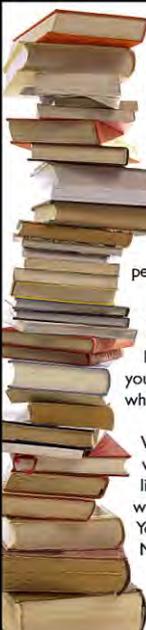
Cheers for now,

Lawrie, better known to his friends (what he has left) as Woody"

I'll let you digest this for a while – say 3 months. We'll continue on next time with our back and forth as I answer Woody's questions, make comments of my own in reply, and Rick Kang enters the picture to give us both a good dose of reality based on his years as a train dispatcher for the Southern Pacific. In the meantime, you might take a look through your back issues of the Branchline and if you have it reread the Tale of the SCN entitled "The Snakebit Train." I sent it to Laurie as part of our ongoing discussion. 🚂



Waybills on Woody's Alpine and Shasta



**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.

Check it all out!



We make it even more fun.
www.nmra.org
423-892-2846

Railfair is sponsored by four model railroad groups. They are the European Train Enthusiasts, Roseville Roundhouse Model Railroad Club, Sacramento Modular Railroaders, Inc., and the Sierra Division of the Pacific Coast Region of the National Model Railroad Association.

38th International Railfair, Roseville, CA

by Dan Mahoney

The 38th annual International Railfair will be held this year on November 8 and 9. Each year four buildings of the Placer County Fairgrounds are taken over for this popular show. Besides two snack bars run by nonprofit groups, the large rooms are filled with several operating model railroads, displays of new and used railroad models in all scales, and vendor booths offering everything you can imagine in the hobby of model railroading. Kids can win a Junior Engineer Badge by operating one of the public layouts.

The Roseville Roundhouse model railroad club has N scale and HO scale permanent operating railroads on site. Other groups and individuals bring portable layouts in various sizes. American and European prototypes are modeled. Thomas, Lionel, and American Flyer models are prominently displayed. Many vendors offer used and new books about railroad history and how-to books for building your own scale model empire.

The fairgrounds is at 800 All America City Blvd., Roseville, CA 95678. Hours are 10 am to 5 pm on Saturday and 10 am to 4 pm on Sunday. Donation is \$8 for adults while kids under 12 are free! Sunday features a family day special price for \$12. For more information go to www.internationalrailfair.com or e-mail Dan Mahoney at stj_lc@yahoo.com. 

In Memoriam

Daylight

Steve Mulhollen	Santa Barbara CA	Joined 2/25/1998 (Lifetime Member)
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Sierra

R Brunner	Gardnerville NV	Joined 1/1/1982 (Lifetime Member)
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Jim Treganza	Stockton CA	Joined 6/1/2014
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Donald Hislop	Red Bluff CA	Joined 1/1/2013
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Redwood Empire

Robert Foley	Napa CA	Joined 1/1/1959 (Lifetime Member)
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NMRA InfoNet News For June, 2014

From Frank Koch – NMRA Chief Financial Officer
NMRA ECONOMICS – part 3 (Frank Koch, NMRA CFO, June

2014)



This month I'll discuss the Assets and Liabilities aspects of the NMRA financial world. Assets are those elements (think things that have a positive cash value) that contribute to our value. Liabilities are those commitments (think obligations) we have that decrease our value. The difference between the two is the net value of the corporation. Remember, we are trying to keep this simple.

ASSETS – We organize our assets into six categories: cash, receivables, capital assets, investments, inventory, and pre-paid expenses. Cash is the sum of the deposits in our various bank accounts and the cash in our investment account. Receivables are those sums owed to NMRA by others, i.e., invoices we made that are not paid by someone else. The biggest items in this area are the unpaid HDM pledges. Capital Assets are the depreciated book value (we depreciate capital assets above threshold values and life expectancy) for our equipment. There was a major change when we sold the HQ building as we converted a physical asset into a “cash” asset (it actually mostly went to investments). Investments are the current market value of the various investments – stocks, bonds, money market – that are held by the NMRA. I'll cover this in a future column. Inventory is the value of the various items remaining in our company store – books, gauges, apparel, etc. Pre-paid expenses are those deposits and bills we have paid that provide services in a future fiscal year.

For 2013, here is a summary of our Assets at the end of the year:

Cash	\$ 502,011
Receivables	\$ 28,166
Receivables (HQ Sale)	\$ 896,360
Capital Assets	\$ 16,752
Investments	\$ 834,634
Inventory	\$ 33,880
Pre-paid Expense	\$ 64,463
Total Assets	\$2,376,266

LIABILITIES – The other side of the ledger is more complex in some ways as the NMRA has a large number of commitments that fall into broad classifications according to common accounting principles. The major elements are unearned revenue, taxes payable, fund balances, and equity. Unearned revenue is anything that has been paid in advance and is to be used in a future year to cover an obligation. This includes part of the Life Fund, member payments for future memberships or conventions, and a portion of the current year payments for dues and subscriptions which are reserved for next fiscal year. Unearned funds are moved into current income in the year in which they are to be used. Taxes payable are those taxes due to governmental groups that have been set aside for later payment – think of it as a kind of escrow. Fund balances are the various committed set-asides where the money is reserved for a specific purpose, either by the donor or the BOD. I'll cover these in more detail in the future, but it includes the Diamond Club, the Howell Day Museum Fund, the Heart of America Fund, and several other

Continued on Page 27

InfoNet (Cont.)

commitments.

For 2013, NMRA liabilities were the following at the end of the year:

Accounts Payable	\$ 8,895
Accrued Vacation Liability	\$ 12,000
Unearned Revenue	\$ 798,717
Taxable Payable	\$ 175
Unrestricted designated Assets*	\$ 323,209
Unrestricted, non-designated Assets**	\$ 910,997
Temporarily Restricted Assets***	\$ 322,273
Total Liabilities and Equity	\$2,376,266

*=Life Service Obligation, Dean Freytag Memorial Fund
** = Approximately 2.5 months operating expenses and

BOD reserve fund

** *= Heart of America, Howell Day Museum, Diamond

Club

At the end of every fiscal year, the NMRA hires an independent accounting firm to audit our finances and prepare a report for the BOD and to prepare our tax filings. The firm reviews all our records and spends about a week at HQ to examine the documentation and to ask questions of the staff. We passed the 2013 audit with no issues or weaknesses. The results will be posted on the new website after the audit is accepted by the BOD.

Next time, I'll review the various funds we use to keep track of specific commitments that will require cash at some point in the future...and we need to be sure to set it aside.

From Model Retailer magazine

Model Power closes

After more than 50 years in business, hobby product manufacturer Model Power has closed. The third-generation, family owned company stopped taking new retail customers on April 21 said Chief Financial Officer Jonathan Tager. An announcement was posted on its website on April 22. The company is exploring licensing options for its product lines and the possibility of selling off any of its tooling that might be readily available. Tager said, "We thank everybody for all of their support over the years, and we apologize for any inconveniences."

From Train Show, Inc

Train Show Inc. acquires assets of Great Train Expo shows

Train Show Inc., the corporate parent of Greenberg's Train and Toy Show, Great Midwest Train Show, and World's Greatest Hobby on Tour, announced that it has acquired the assets of Great Train Expo. Train Show Inc will be sponsoring shows in many of the venues formerly used by Great Train Expo. "This is a natural expansion of our business," said Randy Bachmann, President of Train Show Inc. "This purchase allows us to sponsor shows from coast to coast." More information and a new show schedule will be posted online at www.trainshow.com.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You



Thousands of negatives still need your positive support.

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

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

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

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

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

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

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

Continued on Page 28



InfoNet (Cont.)

will find those addresses at www.nmra.org or in the NMRA Magazine. If the person holding a region or division office changes, or their email address changes, please contact me at tcdraider@aol.com with the corrected information.

Regards,

Tom Draper – HLM, DSA, FA

Director – Support Services 

NMRA InfoNet News For August, 2014

A message from Didrik Voss, Manager – Standards and Conformance Department

During the last NMRA convention in Cleveland I had a chance to talk to several advocates of competing Layout Command Control methods. As you may not know, Layout Command Control, LCC for short, describes a method of communicating with accessories on the layout such as turnouts, signals, lights, pushbuttons, panel lights on a separate bus from the DCC bus. By having a separate bus, the DCC bus is able to control locomotives much quicker. Let's face it, the DCC bus was designed in the 1990's. It has great capacity to control locomotive decoders, but when accessories are also controlled through the DCC bus, the locomotive will not be as responsive. The burden of running a CTC board or any of the other train control method through the DCC bus can further slow the responsiveness of locomotive.

Many of you are aware of Dr. Bruce Chubb's C/MRI system or Dr. Gerry Albers' Signals by Spreadsheet approach. NMRA wants to recognize the contribution of these two approaches, as well as others, in the Standards.

As a result, we are working on having these approaches, as well as OpenLCB[®], fully described in the NMRA standards. In other words, NMRA will be a repository of different methods to accomplish the same goals. We hope to provide a clear and brief description of each approach, so that you may select the approach that best matches your needs and capabilities.

In order for an LCC method to be approved, NMRA will use the following criteria.

1. The method has been developed to the point where it is working on several layouts not owned by the developers of the method.

2. Devices and programs used to operate the method may be manufactured or written by competing manufacturers for no compensation to the original developers of the method.

3. All patents or copyrights associated with the method will be signed over to NMRA at no cost and NMRA will have the authority to sub-license competing manufacturers in their use.

4. The original developers of the method agree to continue their support in updating and improving the NMRA standards used to describe the method.

Additional requirements may be added as this new approach to publishing standards as the program develops.

Didrik A. Voss, MMR

Manager, S&C Dept, NMRA

Continued on Page 29

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.



Visit www.nmra.org. Then improve your skills. And your hobby.

We make it even more fun.
www.nmra.org
423-892-2846





InfoNet (Cont.)

Additional Awards -

In addition to the awards presented at the 2014 NMRA Convention in Cleveland that were mentioned in last month's InfoNet News, the Pioneer Award was also presented to Dave Osment and Harold Rosenlund.

2015 Election Update -

Nominating Committee Chair Tony Koester's report was presented to the Board of Directors at the Annual BOD Meeting in Cleveland. Unfortunately, about a week after the Convention Banquet, the only candidate for At-Large-North American Director (ALNAD) withdrew his name from consideration. There is no procedure in the Executive Handbook to cover such an occurrence. With input from Nominations Committee Chair Tony Koester and the approval of NMRA Counsel Bob Amsler and the Board of Directors, we will be following the schedule shown below *for this election only*. These are the current proposed slate of candidates and procedures:

President: Charlie Getz

Vice President / Administration: Clark Kooning
Dave Thornton

Vice President / Special Projects: Gerry Leone

At-Large North American Director (ALNAD): (name withdrawn by request)

Eastern District Director (EDD): Joe Gelmini

Pacific District Director (PDD): Mike Bartlett
Kelly Loyd

The five positions except for ALNAD are now in the By-Petition phase. The By-Petition Process is explained under Article X Nominations, Ballots, and Voting paragraph #3. Your petition needs to be presented to the Secretary no later than September 15, 2014.

The ALNAD position is still in the normal Nominating Committee Process. There are currently two candidates that have already gone through the Nominating Committee Process. If you are interested in being a candidate for the ALNAD position, contact Nominating Committee Chair Tony Koester at nkpfan@ptd.net. The deadline for this phase of the process is August 31, 2014.

Once the Nominating Committee Chair has made his report, the ALNAD position will then go into the By-petition Process.

All future updates to the 2015 election process will only be found on the NMRA website.

John Stevens

NMRA Secretary

snevets4@bellsouth.net

Plans to reincorporate cancelled -

The NMRA has cancelled plans to reincorporate in the State of Missouri because recent changes to Ohio non-profit law have made remaining an Ohio corporation much more favorable to us.

Vertical integration of the NMRA -

Work on vertically integrating the NMRA is continuing. This vertical integration will give every Region and Division 501(c)(3) not-for-profit status with a minimal hassle to all parties. In addition, Charlie Getz stressed that each Division and Region will continue to control its own programs and

Continued on Page 30



InfoNet (Cont.)

finances - NMRA National will not get involved in the day-to-day business of Divisions and Regions. Currently two Regions and one Division will be used as a test case to see if or where problems develop. Those problems will be worked out before the plan is introduced to the entire NMRA system.

NMRA Marketing Director resigns

John Parrish, NMRA Marketing Director, resigned his position because of time commitments. President Charlie Getz is currently looking for a replacement.

Full Transcript of Membership Meeting Available Online

On Wednesday, July 16, the NMRA held its Annual General Membership Meeting, which was combined with a "Meet the President" session. This meeting was packed with facts about the NMRA, its current state and its future as well as its programs, plans, and finances.

A full transcript of this meeting is available on the NMRA website at <http://www.nmra.org/general-membership-meeting-july-2014> and includes member comments and questions, along with Board and Officer answers. We urge every NMRA member who is interested in the governance and future of the NMRA to read through this highly informative document.

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 the NMRA Magazine.

If the person holding a region or division office changes, or their email address changes, please contact me at tcdraider@aol.com with the corrected information.

Regards,

Tom Draper – HLM, DSA, FA

Director – Support Services 



Coast Division Report

by Frank Markovich, MMR, Coast Division Superintendent
All photos by the author

We have a location now – Elks club in Alameda. On September 7th we met there for the first time. In talking to the members they really liked it. There were a few issues as there always are the first time in a new location.

That being said we were able to work through them and next time we meet there it will be easier. Great location and a great big thank you to everyone who gave me leads. We had close to 90 people in attendance which is 20 or so more than last year at that time. Quite a few new members.

Our next meet will be back at the Boy Scout Center in San Leandro. Date is set for December 7th. It will start at 9:30 AM. There will be two clinics and a roundtable. This will be the final clinic on 'Build a Memory' and we hope to get some participation from the GTE show two weeks earlier.

There has been some questions on why we are no longer doing a raffle. The Board looked at the fact that for the past few meets the division has lost money on the raffle. Add to it that we asked about the raffle and no one came forward saying that it helped



The Elks Club in Alameda provided ample space for Coast Division's September meet.

Continued on Page 31

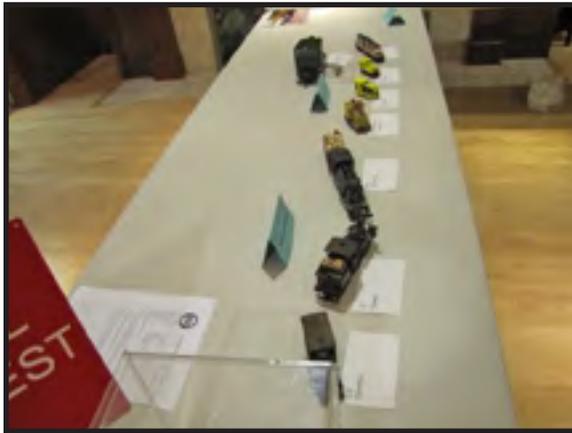
Coast Report (Cont.)



This diorama showed up in the auction.



Mike Blumensaadt and Frank Markovich gave a clinic on Build a Memory – doing the scenery part 1



There were several entries in the Model Contest

More Coast Meet photos
on Page 35

with attendance. So we have decided to end it and instead beef up the door prizes. We also will sell door prize tickets. Everyone will get one door prize ticket for showing up, another for wearing a coast name badge, and another if they bring a model for the contest or show and tell. This meet we had over 15 door prizes.

We had three clinics this time. The clinics were Build a Memory – doing the scenery part 1 – beginners but there will be enough for even master modelers in this – given by Mike Blumensaadt and myself in addition to the two other exciting

clinics. One was given by Darby Johnston and Sici Trevino on 3D printing. I have already seen the models. See the website: <https://vimeo.com/97259131> . Yet another clinic given by Pat LaTorres on the Achievement program. I have some photos of the 3 clinics and the roundtable. Howard led the roundtable and it was an extension of the achievement program. On that note, Howard McKinney submitted two forms – one for Civil and the other for scenery. Mike Blumensaadt is just finishing up his form on structures and it should be submitted very soon. I had at least 4 people talk to me about the achievement program. If you are interested please contact myself or Jack Burgess.

The roundtable will be led by Howard again (topic tbd).

We are also looking at maybe doing 3 clinics per meet. More to follow. At the December meet Mike Blumensaadt and I will be doing the 4th installment – and last – of the Build a Memory in N scale.

The Great Train Expo is coming to the Alameda Fairgrounds November 22 and 23. Contact me if you can work the show (frank@frankmarkovich.com). You will get in for free and get to see the show also. 🚂



Darby Johnston and Sici Trevino put on a 3D Printing Clinic



The photo contest had a few entries.



Daylight Division Report

by Chuck Harmon, MMR, Contest Chairman

Daylight Division held its summer meet in Santa Barbara on Saturday, August 16, 2014 at Gary Siegel's home.

Chuck Harmon, MMR gave a clinic on Model Contest Judging. Bruce Morden gave a clinic on light weight modules.

There were no judged contest entries. There were no entries in the popular vote Diesel and other Locomotive category. Vince Cody won the popular vote black and white model photo contest with his Rio Grande Mill. photo.

During the business meeting Dave Grenier called for someone to step up and fill the remainder of his term as Superintendent. Dave is now Division Director and feels he shouldn't hold both offices at the same time.

After the business meeting an operating session was held on Gary Siegel's G-Scale SP Santa Cruz Division.

The following e-mail was sent by Dave Grenier on August 30, 2014:

Greetings from Clovis!

I am pleased to announce that I have appointed Neil Fernbaugh of Visalia as the new Daylight Division Superintendent, effective immediately, to serve the remainder of my term. His contact information is on the Daylight Division website, www.pcrnmra.org/daylight. Congratulations to Neil and a big THANK YOU! from me for taking over.

Dave Grenier,

Director, PCR Daylight Division

The next Daylight Division meet will be hold on November 15 at the Scout Shack in Exeter. Popular Vote Contest categories are Model: passenger car, and Photo: model color. 🚂



Sierra Division Report

by Gary Ray, Editor, Sierra Short Line

The Sierra Division did not have a meet in August because the date was the same as Portola Rail Days.

The next meet will Saturday, Oct. 11, at the First Christian Church, 3901 Folsom Blvd., Sacramento, CA, from 10 a.m. until 4 p.m. Besides clinics, there are several contests:

Model Contest: Buildings - Enter one of your favorite buildings; can be kit, kit-bashed, or scratch-built.

Photo Contest #1: Prototype track and/or structure in color. 3 entries per person.

Photo Contest #2: Photos taken at the Portola Railroad Museum or of the line through the Feather River Canyon, including Reno to Oroville. 3 entries per person.

Photos need to be at least 5" x 7" but not over 8" x 12". Photos can be color or black and white and do not need to be mounted.

Don't miss the **International Railfair** in Roseville on November 8 and 9. Bring the whole family to the West's premier model railroad show and our one fund raiser of the year. More information can be found at:

<http://www.internationalrailfair.com/>





Redwood Empire Division Report

by Verne Alexander, Chief Clerk and Paymaster, RED
All photos by Steve Skold

Our single official activity this quarter was our annual picnic, held at the Western Railway Museum at Rio Vista Junction. Business was forgotten, as about a dozen of us devoured our munchables and swapped news and stories. We were then given a rather extensive tour of one of the carbarns and its contents. We learned quite a bit, and I rediscovered that the Oregon Electric parlor/observation car Champoeg was in residence, and in quite good shape. After the tour we hopped onto one of the two trolleys operating that day and rode a few miles out into the countryside, and back. We got a good dose of history on this ride as well. Some were lucky enough to find seating on the older interurban for the return trip. And of course some of us found reason to part with some dollars in the book/souvenir store. I think we all enjoyed ourselves, and are properly impressed with the progress the museum volunteers have been making in recent years.



Ron Kaiser thinking, yeah, that's how I'll get the Williams loop in!



Verne Alexander, contemplating the goodness of life when sitting with a sandwich and a beer in the shade of an old tree. Actually, draw your attention to my shirt. It is the 1988 RED convention shirt, my first convention and the toughest shirt around. I wear it two or three times a year and it won't die!

Another gratifying event is taking place in the RED as well, even though it is not technically an RED project. Some time ago one of the signature layouts within our borders, Ron Kaiser's large WP layout, had to be taken down as Ron and Pam were moving. Well, the move is complete, and the layout is rising from its ashes and being rebuilt in larger and better proportion. When the layout was taken down, Ron and his Highballer Helpers salvaged the yards and other areas for use in the new and improved layout. As plans for the new (re)constructed layout emerged, some new ideas accompanied the process. Much of what was retained from the original layout is being used, sometimes with modification, in the newer version, but some was discarded as not fitting the expanded vision of what the layout should look like. The result will be, in Ron's view, a completely different layout. The Highballer Helpers have been hard at work resetting old benchwork and constructing new benchwork for linkage and for additional features. The fleet of rolling stock is also being inspected and upgraded. I would estimate that perhaps 40% of the work needing to be completed prior to the resumption of operation is done. In my opinion this is going to be one hellaciously fine operating layout when the golden spike is driven. 🚂



The brains of the RED, Superintendent Dick Foster and Director Dave Croshere, riding the San Diego trolley.

See more RED Photos on Page 35

More RED Meet Photos



Our rides, at EOL. The San Diego urban on the left and the Penninsular Railway iinterurban on the right.



Too old, too slow, or both, to get onto the Penninsular car for the return trip. L to R, Verne Alexander, Carol Alexander, Ron Kaiser, Gus Campagna and David Norris.

More Coast Meet Photos



Some of the Show and Tell items



Some of the 3D Printing Models



PCR/NMRA
The Club Car 2015
PCR Convention
Newark/Fremont Hilton
39900 Balentine Drive
Newark, CA
May 13-17, 2015

RETURN FORM AND PAYMENT TO:
 The Club Car 2015 PCR Convention
 c/o Lawrence Crowl
 201 Horizon Avenue
 Mountain View, CA 94043 -ma
 E il: TheClubCar2015@pcrnrmra.org
 Website: www.pcrnmra.org/conv2015
 Visit the website to pay with PayPal or credit card

Please Print Registration Form

Last Name		First Name		Name for Badge	
Address			City		State Zip Code + 4
Home Phone		E-mail Address			NMRA #
Registration Type (Please check one) Model Railroader Non-Rail				NMRA Region or Club Affiliation	
Available to Volunteer on Wednesday Thursday Friday Saturday Times: _____					
I can help more. Have a Volunteer Coordinator contact me					
Primary Scales and Interests		HO N Z S O G Narrow Gauge Other: _____			
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form if more than one)					
Last Name		First Name		Name for Badge	
Registration Type (Please check one) Modeler Non-Rail		E-Mail (if Different)			NMRA #
Available to Volunteer on Wednesday Thursday Friday Saturday Times: _____					
I can help More. Have a Volunteer Coordinator contact me					
Primary Scales and Interests		HO N Z S O G Narrow Gauge Other: _____			

FARES: <i>Please fill in Qty and Total</i>		Qty	Unit Cost	Total
Basic Registration			29.00	
Registration Package (Includes registration, awards banquet, PCR breakfast)			89.00	
Payment by Check** Cash (Use website for credit card or PayPal)		TOTAL		
** Make checks payable to: "PCR The Club Car" No Refunds After April 22, 2015				

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

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

BAY AREA NTRAK MODEL RAILROAD CLUB

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

BAY AREA Z MODULE COOPERATIVE

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

CALIFORNIA CENTRAL MODEL RR CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB

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

EUROPEAN TRAIN ENTHUSIASTS

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

GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

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

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

Continued on Page 39

Clubs (Cont.)

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

LAKE COUNTY MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

Nn3 ALLIANCE

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

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

SACRAMENTO MODULAR RAILROADERS

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

Continued on Page 40

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

SISKIYOU MODEL RAILROAD CLUB,

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

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

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

TRI-CITY SOCIETY OF MODEL ENGINEERS

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

WALNUT CREEK MODEL RAILROAD SOCIETY

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

WEST BAY MODEL RAILROAD ASSOCIATION

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