

BRANCH LINE

NMRA'S FIRST REGION

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October—December 2010



President's Message	2
View from the Left Seat	3
From the Publications Dept.	4
Tales of the SCN	5
Sierra Div. Layout Tours	6
Editor's Notebook	7
RED Report	9
Travelin' Around	10
Brewster Bird and the BSA	13

Table of Contents

Memories of the G&D	14
LDSIG/OpsSIG News	16
Sonoma Shortline Convention	17
Sonoma Shortline Application	18
Coast Layout Tours	19
Sierra Div. Picnic	20

Carquinez Model RR Society	21
Daylight Division Report	25
Railroad Guns	27
The New Logo	31
Membership Application	32
Club Information	33
PCR Callboard	35
Calendar of Events	36

President's Message

Ron Plies MMR

It's About That Time, Friend

One of my favorite western movies is "Support Your Local Gunfighter" with James Garner, Jack Elam and Chuck Connors, great train footage at the start and end of the movie, by the way. In one scene Jack Elam, after impersonating a famous gunfighter, is leaving the saloon to face the actual gunfighter out in the street. The gunfighter had found out about the imposter and had come to town to call him out. As Jack Elam is getting ready to leave the saloon he says to James Garner, who got him into the mess in the first place, "It's about that time, friend".

And so I say to all of you out there in the PCR, "It's about that time, friend". We have a number of offices open this year and we need good people to step up and volunteer to run for those positions. At the regional level both the President and Vice President's position are open. We are also in need of an editor for the Branch Line. Our current editor Bill Kaufman is moving up to the national level as a Vice President. We are also in need of a contest chairman for our regional conventions.

I am sure there are any number of division positions needing folks to fill those offices as well. In the Redwood Empire Division, for example, we are in need of a Superintendent and Chief Paymaster. I know of one Board of Directors position that is open for the Hawaiian Division.

Someone wish to move to the islands? Check with your local Superintendent and see what needs the Division has and volunteer to help out.

So it's that time and you need to get in and make a difference. I remember my good friend Frank said to me a number of years ago, "If you have some ideas that you feel will make the Region a better organization then get in and make a difference."

I am so glad that I did as it has been a really good run and I know we made a real difference. If asked would I do it again, my response would be, yes! I have met and made so many good friends that will last the rest of my life. I have worked with

the best group of folks you could ask for and I think together we run the best region in the NMRA. Was that worth it? You bet it was.

So what things would you like to see change or improved upon? This may be your time to step up and take an office or fill a position like contest chairman or another position. If you wish to run for a regional office

contact Mr. Bill Kaufman at 1-415-491-0543 (whk58@pacbell.net) or Mr. Jim Providenza 1-415-472-6715 (RRJim@aol.com). If you are not ready for the regional offices yet then talk to your Division Superintendent and see what positions need to be filled.

As I said before, I was sure glad I did and I know you will be too. So DON'T sit around and tell everyone what should be done, jump in and make a difference. This organization only works when members are willing to step up and make it work, so let's keep hi-balling.

Ron Plies MMR

So what things would you like to see change or improved upon? This may be your time to step up and take an office or fill a position like contest chairman or another position.

VIEW FROM THE LEFT SEAT

Pat LaTorres

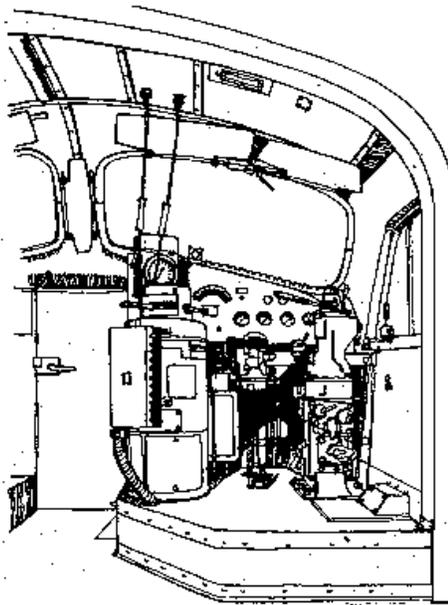
Well folks, I'm back to brighten up your modeling with some more stories and observations from around the PCR. This has been a busy summer, but a great time to enjoy our hobby. To start off with, my wife Ronnie took the time to encourage my model railroading vices with a beautiful anniversary present. The day after we got home from the PCR convention in Sparks, Fed Ex arrived on our door step with a nice new Accucraft, 1:20.3 scale live steam 2-4-4 Forney locomotive. This was more than enough to get me working on some logging disconnects to pull behind it, as well as a caboose and a couple of flat cars.

As luck would have it, PCR member Paul Deis was having an open house/run session on his garden railroad in Paso Robles a week or so later so I didn't have to wait too long to see how it would run. It was a day of great fun with railroading friends from around the region. Gary Segal showed up from Santa Barbara, Don and Lynne Maddy came up from Los Osos, and Bob Ferguson and Darlene made the trip down from the Bay Area. There were other model railroad friends, but my memory has let the names slip. A grand time was had running a variety of trains, and Ronnie and I got to let all three of our locomotives stretch their legs a bit.

Once we got home from this trip I switched over to On30, to get some equipment ready for the O Scale National convention which was in Santa Clara this past June. The Yosemite Short Line modular group was one of the model railroads that set up at the convention center, as well as a number of other O and S scale railroads, both standard and

narrow gauge. In the contest area there were several very nicely done O scale models in both standard and narrow gauge, traction and mainline, class one and short lines, as well as a wide range of structures, dioramas and photographs.

There were also a bunch of home layouts open for touring and clinics scheduled throughout the day for those who wanted to learn even more about our chosen hobby. This was a chance to meet up with many friends who I hadn't since the PCR convention at the end of April, as well as many folks that I hadn't gotten together with since O scale West back in January of 2009. Again, a great time was had sharing time with many friends (some old and some brand new) from all over the United States and beyond – actually from across both oceans.



Getting the O Scale National behind us, it was time to get back to work in preparation for the Small Scale National Summer Steam Up, in early July. I always enjoy the confusion the name of this event causes. For those who model electric trains, the 45 mm gauge equipment is generally considered to be "large" scale, yet to the greater live steam community (1/2", 1 1/2" and larger) it's considered "small" scale. As with last year, we had a great time sharing our love of trains with like-minded people, though this year we got to renew old friendships as well as meet even more new friends.

To wrap up our summer, there was a variety of operating sessions available and I tried to get to as many as I could – though there is never enough time to get to them all. I finally got a chance to run on Dave Houston's S.P. Rocklin Sub, a nice

(Continued on page 4)

From the Publications Department:

As many of you already know, and most likely read in this issue, we are now looking for a new Branch Line editor. Bill Kaufman has done a very good job as our editor and has now moved on to another job for our Association.

I would like this to be an opportunity for the Branch Line to expand its outlook and its reach. We are seeing a shift in publications towards content and delivery being separate entities. We could take the beginning steps toward this by having an editor that gathers and distills information and a group of folks that put that material into our hands. It may be in the form of a print version, a web version or a handheld device version that is best suited to our individual needs.

We have one of the best, if not the best, regional publications in the Branch Line and I intend to push it to be even better in the future. I am looking for a few individuals who share this vision to help me implement the future of the Branch Line. Contact me if you would like to share in this effort.

Gus Campagna, Manager PCR Publications Dept.

STATEMENT OF PUBLICATION

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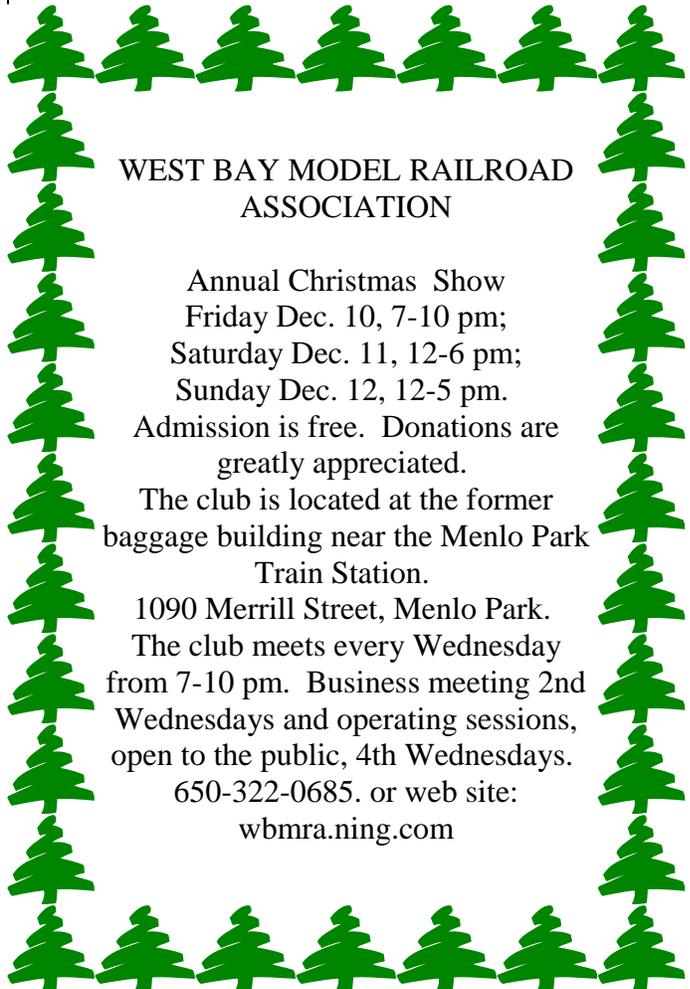
Inquiries regarding membership application, renewal or change of address should be directed to the NMRA 4121Cromwell Road, Chattanooga, TN 37421-2119

(Continued from page 3) *View From the left Seat*

compact and very fun HO railroad. The next day, Seth Neumann and I had a chance to operate on Jack Verducci's 1:20.3 garden railroad. This is a really nice railroad where Jack runs regular car-card operations using radio-controlled live steam locomotives. This was a new one for both Seth and me, and something which we definitely want to pursue at greater length. Right at the end of August Seth hosted an "End of Summer" session on his U.P. Milpitas Sub railroad. Finally, over Labor Day weekend, the BAGRS live steam track was set up for two days of running as part of the Ardenwood Railroad Festival, which gave us one more opportunity to fire up the steam power for a couple of days. So I feel that I can safely say that model railroading is quite alive and doing well within the PCR!

Until the next issue, keep it in run-eight.

Pat LaTorres, V.P., PCR/NMRA



WEST BAY MODEL RAILROAD ASSOCIATION

Annual Christmas Show
Friday Dec. 10, 7-10 pm;
Saturday Dec. 11, 12-6 pm;
Sunday Dec. 12, 12-5 pm.

Admission is free. Donations are greatly appreciated.

The club is located at the former baggage building near the Menlo Park Train Station.

1090 Merrill Street, Menlo Park.

The club meets every Wednesday from 7-10 pm. Business meeting 2nd Wednesdays and operating sessions, open to the public, 4th Wednesdays.

650-322-0685. or web site:

wbmra.ning.com

Tales of the Santa Cruz Northern

Time Table No. 9

Jim Providenza

Time tables seem to have an awfully long gestation period on the Santa Cruz Northern. Truth! And the number of the current timetable can be a bit misleading. The SCN switched to TT&TO in April of 2000. Now ten and a half years later we are on Time Table No. 9. That seems to indicate a fairly constant, almost routine updating of rules and schedules. Not so, as a bit of history will show.

Time table No.1 lasted about half an op session. Followed quickly by No. 2, and No. 2a (which should have more properly been a supplement to No. 2, but I didn't know better then). By the time we got to Time Table No. 4 several months later we had something workable. No. 4 lasted until I extended the mainline the following year.

Since 2001 there have been 4 new time tables, an average of one every two years or so. Each new timetable had its own reasons for being – better, more prototypical graphics, a major revision to the schedule, an update to the condensed TT&TO rules that I include in the time table – sometimes all of the above. Time Table No. 9 was no exception.

Over the last year the SCN has seen significant track changes, particularly the addition of a section of double track between Mac St. Yard and SP Xing. This was built in part to add capacity to the line and reduce congestion in the movement of trains during the afternoon hours that seemed to occur at each op session. New trackage

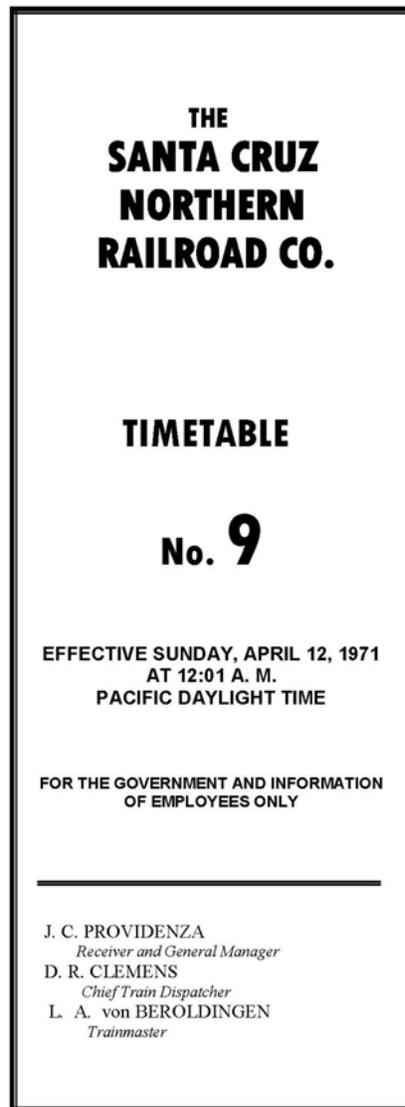
required a new time table, with a chance to smooth things out further. In addition, I wanted to include a section of Rule 85 governing the movement of inferior trains. I also wanted to explore the

possibility of going to a 24 hour schedule (the SCN's TT&TO op sessions have always run over a period of 18 fast hours on a 4 to 1 fast clock). As always, I also saw this as a chance to further improve the prototype feel of the document. This was a big mistake!

It started simply enough. I sent out emails with my thoughts, and draft copies of the new time table and schedule to “the brain trust”. Who are these worthy people, and why are they included?

SCN's Chief Train Dispatcher Dave Clemens and Trainmaster Linton von Beroldingen are long time modeling friends who have been intimately involved in the SCN since it lived in Livermore in the mid 1980's. Both are intimately involved in operations. Rick Kang, Steve Gust, and Pat Flynn are good friends and mentors, working or retired train dispatchers; some of those wonderful and rare folks who are willing to share their work

lives with us hobbyists. Mike McLaughlin, “the Denver Dipstick” as he irreverently calls himself, another railroader whose experience in Maintenance of Way supervision and as a traffic consultant, and whose extensive collection of



(Continued on page 6)

(Continued from page 5) *Tales of the SCN*

“railroad paper” bring another viewpoint and more resources to the table. Last but not least, our esteemed editor (and now VP of the NMRA), who does his best to keep me from going too far off the deep end.

As we hammered the draft pages back and forth over several weeks things seemed to be firming up nicely – until it was pointed out that the time table schedule was set up “opposite” from conventional railroad practice. I think it was “Breezy” Gust who first pointed this out, and I initially thought that maybe it was just an Espee sort of a thing. Calmly replied that I would check my WP timetables, (as I was certain I was doing it right). Ha!

Come to find out, at least as far as the WP was concerned, I wasn’t. In fact, paying even a modicum of attention to the schedule pages for WP’s San Jose Branch in any WP timetable would have shown me the error of my ways years ago. Not to put too fine a point on it, the SCN was running backwards! It turns out that the WP, like the SP, considered anything moving towards San Francisco to be in the westward timetable direction. Conversely, a train going from Niles Jct. to San Jose on the San Jose Branch was moving in the eastward timetable direction. By implication, the SCN would then run eastward from San Jose to Santa Cruz. It doesn’t (or at least didn’t). OUCH.

I have to admit; the magnitude of the work involved to correct this “problem” was unreal. The timetable itself was only the tip of the iceberg. Every single SCN document that mentioned direction on the railroad had to be revised. Job Bulletins for the various trains. Job descriptions for the Agent – Operators and the Mac St. Yardmaster. Each of the town maps located on the fascia. Lineup formats, directional arrows, forms of all sorts, graphics.

It took two full days working at the computer and on the railroad to change it all over.

Not surprising, the first op session under Time Table No. 9 turned up several forgotten items –

including the need to reverse the direction plates on the Train Order Signal Control Cabinets for Fallon and East Rica. But the crew adapted better than I could have hoped and the session itself went pretty smoothly.

Now all I have to do is turn my own head around – I mean, I’ve only been going “west to Santa Cruz” for the entire existence of the SCN. How difficult can this be, anyhow?

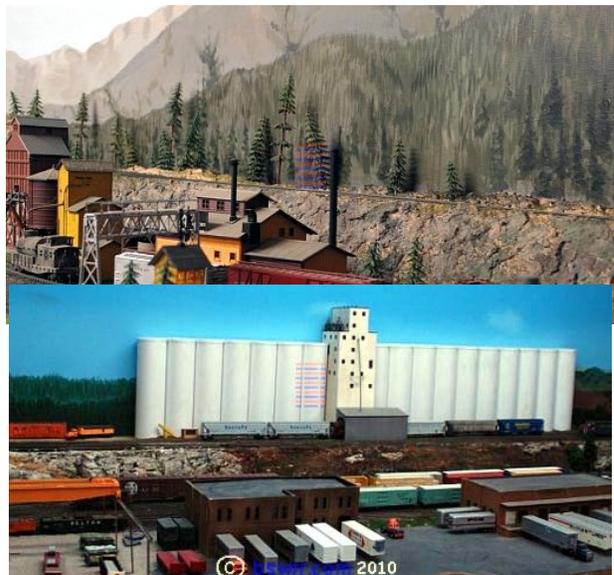
Sierra Division Layout Tours

The Sierra Division will be hosting a Layout Tour in the Reno, Carson City area on November 5, 6 and 7.

This is the Chuck Gardner High Sierra Layout Tour. We are putting together the list of layouts as this is going to press. For more information please check the Sierra Division Web Site at <http://www.pcrnmra.org/sierra/> or contact Jim Long at 530-676-1798 jimclong@sbcglobal.net

This is the tour that Chuck put together for many years as owner of the High Sierra Hobby Shop in Reno. After his passing many of the Sierra Division members in the area are putting the tour together in his memory.

Jim Long



Editor's Notebook

By Bill Kaufman

(with apologies to Bill Schaumburg)

“So long, farewell, auf Wiedersehen, adieu,” the kids in *The Sound of Music* sing and then one of them heads up the stairs waving while others keep on singing.

This is my last issue of Branch Line. The kids in the movie are going off to bed. I am wandering off to be the Vice President of the NMRA for the next two years. I wonder how that will be. I asked for the job with visions of working on the relations between the national organization and its regions and divisions, of working on the impact of technology on the organization, and of working on the relationship with the SIGs. I have been made VP for Special Projects which includes Regional/Divisional/National relations, Technology, and interactions with the SIGs. There is an Administrative VP so I don't have to handle that stuff.

I actually have been quite pleased with my first BOD meeting. I had worried about it. I think I can say that every member is working on the problem as he sees it. They all are looking for ways for things to succeed. Even the logo dust up was an attempt to improve something.

My bottom line is to try to help out.

Of course that is how I ended up as editor of Branch Line for ten years. I don't know how many of you remember, but Ray deBlieck was President and Trustee of the Region. We were just finished with the San Jose convention.

He had lost his editor for Branch Line and moaned and groaned about it in BL. At the time, I was editing a newsletter for a religious group and for a Math group based out of the Lawrence Hall of

Science in Berkeley. This seemed like something I could do, so I called him and told him I would do a couple of issues and then we would discuss the efforts.

The first issue was relatively easy. I inherited Dave Connery's wonderful series “Made in the PCR.” It was well written, well researched, and usually taught a lesson on how to do something. It was fantastic and the sort of thing BL's reputation for quality was built on. Dave, himself, is a joy to work with. He has concluded this series and I miss both his expertise and his personality.

That issue (October 2001) had much of the stuff that would be standard for years to come. There were the highlights of the Board meeting (the meeting was in November so we clearly published a bit late), a report from the VP (Gene Mayer), and articles about activities, clinics and layout tours

for the next convention. We had reports from the divisions and from the SIGs. We did a piece on Allen Fenton who had just passed away. Ken Lunders wrote a piece on Contests. We had a nice S-Scale review so we didn't look like we were just an HO group. Jack Burgess tried to drum up some interest in the “Golden Spike” program. There was a calendar, a callboard, and club listings. The whole thing ran 28 pages. January 2002 was 32 pages with pretty much the same stuff.

Pretty soon we picked up the Elsie's who contributed an irregular column on their narrow gauge modular group and its activities. There is an irreverence and focus on sausage in that group that doesn't show up in many other places. Jim

This is my last issue of Branch Line. . . . I am wandering off to be the Vice President of the NMRA for the next two years.

(Continued on page 8)

(Continued from page 7)

Providenza got hooked into his ongoing series, "Tales of the Santa Cruz Northern." (I needed to fill pages and leaned on my friends.)

Somewhere in here I started the PCR Yahoo group looking for material to fill the pages with.

Soon we were full of good stuff. Les Dahlstedt gave us a couple of articles on his research and track planning for Ellenville, really in depth stuff. Annie Ogborn took a trip on the narrow gauge Kalka-Shimla Railway in India and reported on it, including being propositioned by an Indian gentleman riding with her. Branch Line hit 40 pages and we were off to the races.

What with six pages of my "Meatball Scenery" blather, Candidate Statements and Ballot, Les Dahlstedt on Convention Going, Terry Taylor's piece about Scouting, and I don't know what all, the first quarter of 2003 hit 52 pages. That's the biggest in my time as editor.

The range of stuff that you guys have sent me or I have pulled out of you has really been interesting. There has been track planning, prototype research, model building, weathering, garden railroading, scenery, rail fanning, and plenty of reports of the doings of the Pacific Coast Region. The third quarter issue has regularly been full of the results of the contests at convention and any doing of the board and general meeting. The first quarter issue is full of the optimism of people running for election and people promoting the next convention. There has been a pretty regular ebb and flow to it.

Some things just do not fit easily into stereotyped categories. Rail-fanning brings out the most quirky side of modelers. Jim Radkey wrote in 2004 about taking his four year old daughter and three month old son to see trains in Emeryville. Lots of action, lots of giggling kids, and food. Happening before this but published after it was Jim, Seth Neumann and Pat LaTorres' pilgrimage to the "Holy Land" (the Feather River Canyon). They did manage to find the occasional train, but mostly they found food. We learned about

breakfast, lunch, and dinner while searching valiantly, but not all that successfully, for trains. With the addition of Ronnie and others this group filled a couple of more issues with restaurant reviews and occasional spottings of trains.

One thing I did get to do was fill the pages with my own stuff or stuff from people who were interested in the same stuff I was. You guys tolerated material on, first, the San Francisco and Colorado and then the State Belt Railroad of California, my two layouts. I wrote about Operations which became a real interest of mine. Others wrote about the forays of the "Dead Railroad Society" and of trips to "Ops weekends" in other cities - love those.

All was not, however, sweetness and light. One of my personal quirks is to take my marbles and go home. I did this in 2005. I thought at the time, and still believe, that Branch Line should come with your membership. The PCR needs to communicate with you. The new NMRA regulations precluded dues. Everyone was a member (a good thing) and all newsletters became subscription (a bad thing). I resigned as editor.

Stephen Johnson and then Gus Campagna took over. I eventually got over my righteous indignation and came back to editing BL. It's been a joy. We've had leadership changes, but people keep writing stuff and sending it in. PCR seems to be one of the most active, alive regions of the NMRA so it's relatively simple to find material.

As it had been before and will be for any future editor, the central thing about Branch Line is the people who contribute. I have accosted you in chat groups, at convention, or by email. "Why don't you write that up for Branch Line?" And you have. It's been fun.

So, on to the future. Branch Line will change. It should change. It was very idiosyncratic. I filled it full of stuff I liked. I did it with programs I understood. I hear Gus is working on new ideas. I'm waiting to see them. Meanwhile the kids are singing and I am waving as I go up the stairs.



Redwood Empire Division Report

By Steve Skold

RED's next meeting is September 11th in conjunction with the Roots of Motive Power annual steam up in Willits. Included in all the steam will be a locomotive, several steam donkeys and a steam shovel. RED will be in the park across the street for a picnic lunch next to the NWP Historical Society. Next to all the steam is a nice museum. There will also be groups with antique gas engines and another with antique Fords. Roots of Motive Power will be putting on a BBQ starting at 4:30 PM at \$10 for adults and \$5 for children under 10. Willits is about 2.5 hours North of San Francisco on Hwy 101.

The following week will be the Second Annual Train Show at the Sonoma County Fairgrounds on September 17,18,19. There will be several modular groups and over 40 booths. Next on our agenda will be the PCR Mid-year Board meeting at Finley Center where next years Mini Convention will be held.

In November, we will be hosted by the Lakeport Model Railroad Club. Details have not been finalized but it is on November 19th and starts at 10 AM. They are trying to get someone to give an update on steam on the SP Narrow Gauge and a talk on the Nevada County Narrow Gauge. They will be providing a lunch of tacos and burritos. After lunch we will tour the model railroad and see the progress from last year.

We will meet in Napa on February 19, 2011

beginning at our usual time of 1 PM. In May we are hosting the PCR Mini Convention at the Finley Center with the Board meeting on Friday the 13th. Saturday will have the usual clinics, contests, layout tours and non rail activities. Sunday the 15 will be breakfast and the Annual Membership meeting which includes the awards ceremony and door prizes.

Finally, we will have our Annual RED business meeting on May 21st at Monroe Hall which will include our election of Superintendent and Chief Clerk/Paymaster and I can pass over these duties to someone else.



Tom Swearingen receiving the Member of the Year for RED from Director Carol Alexander

Travelin' Around

By John Sing, Coast Division

As we go to press, I am just so grateful at the rich landscape of model railroading.

Here are some pictures from the summer of 2010:

- Bay Area Prototype Modelers Meet
- National N Scale Convention
- O Scale National Convention
- NMRA Nationals

If you receive Branch Line on line, click the provided URL to see more of each of these conventions. Otherwise you can type it into a browser.

Bay Area Prototype Modeler's Meet, June 26, 2010, Richmond, CA



National N Scale Convention, June 2010, Houston



http://www.pbase.com/atsf_arizona/nsc2010tuesday

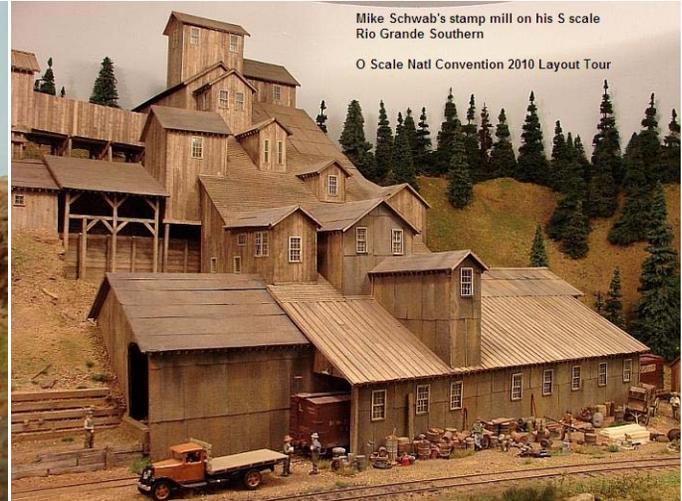
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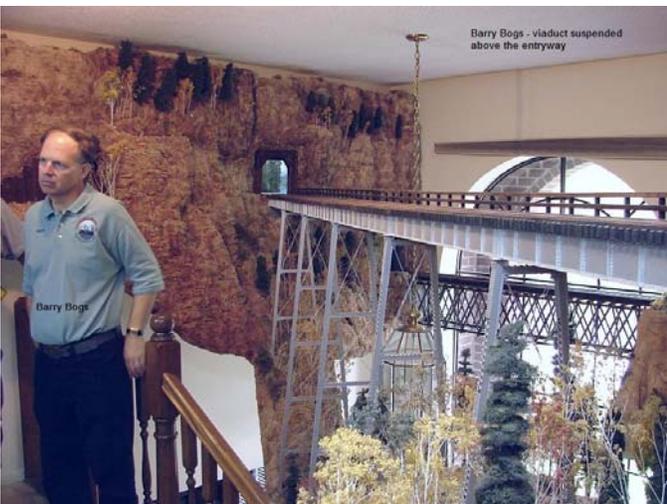
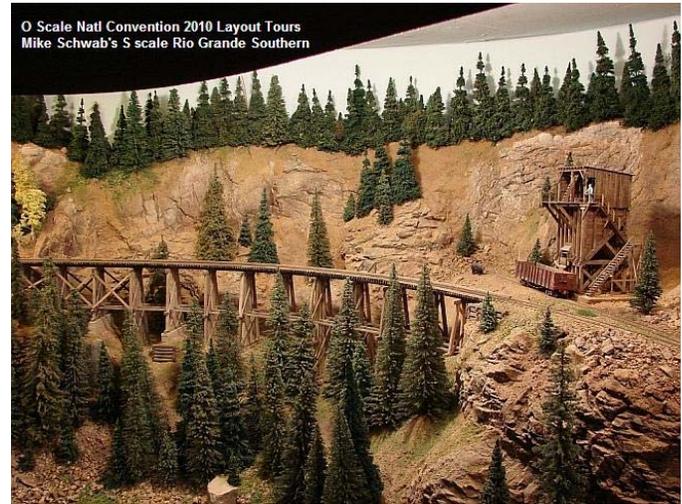
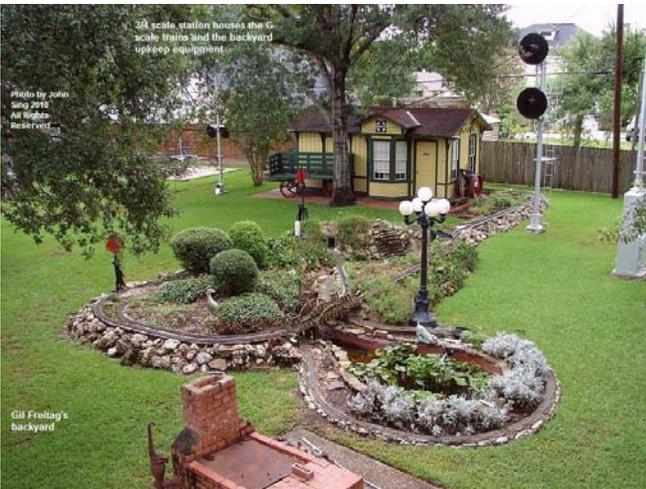
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O Scale National Convention, Santa Clara, CA



This was much more than an N scale convention. Check out Gil Freitag's backyard and Barry Bogs' large scale indoor layout.



http://www.pbase.com/atsf_arizona/osn_2010

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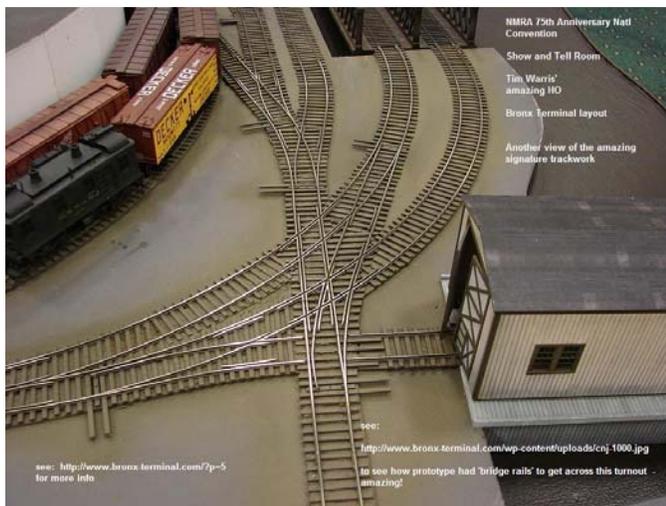
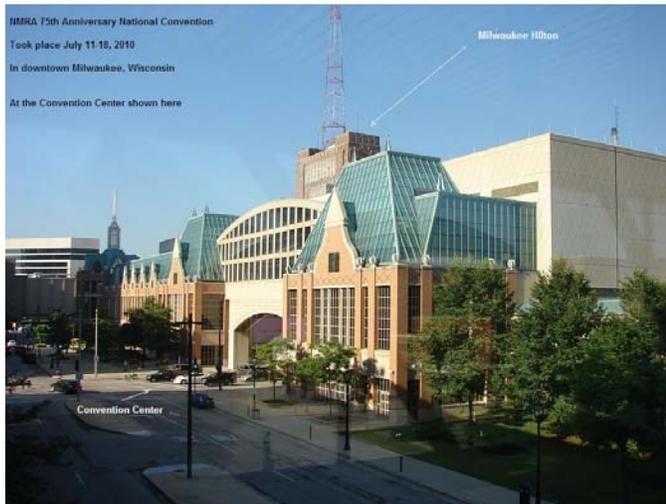
NMRA 75th Anniversary Nationals 2010

You can see a full listing of photos and videos from NMRA 75th Anniversary Convention at:

<http://www.facebook.com/x2011west>

(You don't have to be a Facebook member, everyone can see the above link).

Here's just a few samples, go to the above link to see it all!



The X2011 West NMRA National Convention Sacramento is going to be documented in live, real-time internet updates!



Go to the above Facebook page, become a fan of X2011 West, and throughout the coming year, you'll be treated to fun, useful, interesting model railroading photography and videos, as well as seeing the July 3-9, 2011 NMRA National Convention reported to you in real time. Have a look and follow us!

Whew. Lots more to do in the coming year.

See you in the next Branch Line.

Central Coast Railroad Festival

in San Luis Obispo (October 7-11) again will feature free, self-guided tours of model railroads as part of the festival activities. These tours are a joint venture of the Festival and the Model Railroads Of Southern California group on Yahoo.

The layout tours will take place in an area ranging from Paso Robles to Santa Maria. Information on the tour schedule, layout descriptions and location will be available around mid-September by e-mail from Bob Chaparro at:

chiefbobbb@verizon.net and on the Model Railroads Of Southern California website at:
http://groups.yahoo.com/group/Model_Railroads_Of_Southern_California/

Brewster Bird and the Boy Scouts



I spent my time this summer working with Scouts at the National Jamboree courtesy of Operation Lifesaver. Over 1700 boys went through the Operation Lifesaver tent. We had a crew of fifteen helping us at different times. There were 65 total Merit Badge Counselors assisting in the RR Merit Badge Area.



Yours truly at a Golden Empire Council campsite at Fort A.P. Hill-Each campsite from Golden Empire (Sacramento area) had a themed gateway representing either 100 years of Scouting or something to do with the railroads around Sacramento!



Volunteers teaching Scouts about Amtrak and the Amtrak Schedules. Each Station took thirty minutes.



Timesaver Tent from 2005-same set-up as 2010
27 timesavers under one roof!



Final staff line-up-From the Left- Me, Tom Woll, Washington, D.C. Operation Lifesaver, Marg Anderson, Northern Virginia N-Trak, John Anderson, N VA N-Trak, and Rich Gent, Nevada OL. Behind us is a hand painted poster by the Maine Op Lifesaver folks. At least 20 of the 65 volunteers were NMRA.



Warren Riccitelli's latest speeder car- painted a la C & O-Warren is a member of the Little Rhody Division, NER/NMRA, very active in East Coast NMRA affairs.

Memories of the Gorre & Daphetid

Meeting John Allen

Rod Smith

Those who have joined this hobby in recent years may not recognize the name John Allen or the railroad known as the Gorre & Daphetid. The names appear infrequently today though there was a mention in *Model Railroader* as recently as July, 2010. Names of other well known modelers are more recognizable today – I won't try to name them because I will undoubtedly forget one of the better known ones who is from the PCR and that would be unforgivable.

But allow me to introduce John to you. He was an unmarried man who lived in Monterey. His passion was model railroading and he created one of the first layouts specifically designed for operations. His contemporaries included Frank Ellison, Whit Towers, Cliff Robinson, Bill McClanahan, and several others who espoused the idea a model should emulate the movement of cars loaded and empty as did the prototype railroads.

John was also a master modeler and a prolific writer. He worked on several NMRA committees and was a great supporter of the PCR. He and his friends could be counted on to attend Coast Division meets where he was a frequent clinician. He entered contests with models which often won the competitions. He attended many regional and national NMRA conventions and often could be found espousing his latest ideas on modeling. He

welcomed all to participate and could usually convince you he was right in any discussion. John did like to debate.

The HO scale Gorre & Daphetid Railroad (G&D) was John Allen's creation. Although John died in 1973 and the railroad was destroyed by fire shortly after his death, even today it is regarded as a very significant model railroad and not infrequently referenced in the published press. It was the subject of a book, *Model Railroading With John Allen* by former *Model Railroader* editor Linn Westcott which was published in several editions by Kalmbach Publishing. There are exciting rumors it will soon be available again under the Benchmark Publications brand.



A 1956 picture of the Great Divide engine facilities with the town of Port under construction in the background

John Allen photo - Keith Beard collection

(Continued on page 15)

(Continued from page 14)

While some consider the G&D to have been a caricature of a railroad due to its spectacular mountain scenery and numerous bridges, it was one of the best known layouts from the 1950's until its demise in 1973. People traveled from great distances to see it in person and John published many photo essays in model railroad magazines to keep us informed of progress of the layout. There are several websites dedicated to this railroad. You can view many pictures and scans at <http://www.gdlines.com/> or <http://homepage.mac.com/doug56/G&D/> A Yahoo group dedicated to John and his railroad is found at <http://groups.yahoo.com/group/GandD/?yguid=4342615> There are other sites as well.

Here are some of my memories of having operated on this line in the 1963-65 period. Some of these reminiscences have been seen before on the G&D yahoo group, but I hope another group of readers will enjoy them.

I first learned about John Allen around 1954 when I purchased my first copy of *Model Railroader*. John was explaining his techniques for painting and weathering cars and locomotives, and had some early pictures of his third rendition of the G&D in his then new basement in a home he purchased in Monterey's hills. Later, I joined the NMRA and PCR.

The first Coast Division meet I attended was a picnic meet in Monterey at the El Estero Park there. John and some of his friends were hosting the meet, and after the business meeting, they made their layouts available for us to visit. John had arranged for some folks to run his layout so he could drive and carry those of us without our own cars. I hitched a ride with him. He was most gracious and I think we saw 3, maybe 4, layouts including his own.

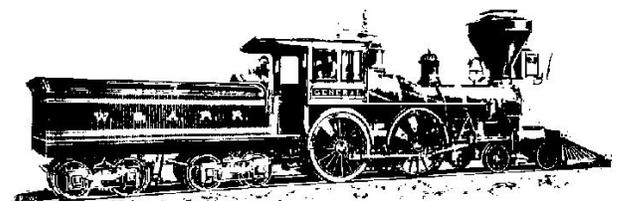
One of his operators looked remarkably like a fellow I knew from Oakland High School, but I was too shy to inquire. Besides, he was busy keeping the trains running and I was taking pictures. Only after returning to school did I discover it really was Dave Grandt, now proprietor of Grandt Line.

John took us back to the park where I met my parents for the trip back home. Seeing this famous, even then, layout kept me looking forward to more articles about it, and they did come.

In 1963, my employer sent me to Castroville (only a short distance from Monterey) for 18 months. I called John to see if I could arrange a visit to see the G&D again. John invited me to come and suggested I come on a Wednesday when they had an operating group there. The next Wednesday I was at his home promptly at 7:30. I think there were around 4 or 5 fellows there and I had a chance to run the through freight trains. I also helped with the yarding operations at Great Divide, his main yard. Around 10, we gathered around his kitchen table for a little conversation and refreshments.

I guess I passed muster, as upon leaving John invited me to join their group which met every week. I jumped at the chance and was soon the regular yardmaster in Great Divide as well as the hostler at the engine facility. Both jobs used the same control panel. John, ever the consummate host, varied the weeknight we met to fit the schedules of the operators. It was normally either Tuesday or Wednesday. While John was a bit of a stickler on following the rules, he was an easy man to know and was willing to share his knowledge with any of us who asked. I was there into 1965 and we did several extra sessions for visitors who dropped by on Sundays to see this famous layout. Phone books in Monterey public phone booths usually had his name underlined or worn out from people holding their finger on it while dialing.

I will detail some of my operating experiences in future articles. Some may be funny and some will delve into John's operating system which was very different from today's DCC style. I hope you enjoy the ride.





Layout Design and Operations Special Interest Groups News

By Seth Neumann



Pacific Coast Region SIG Report for Third Quarter 2010

The big news this summer was the NMRA's 75th annual convention in Milwaukee, WI, the birthplace of the NMRA and home to Walthers and Kalmbach. This was a very well-attended convention by recent standards and the LD and OP SIGs stepped up their participation to match:

- The LDSIG Tour included 29 layouts and around 200 visitors participated.
- The OPSIG offered around 35 operating sessions with a total of over 500 slots.
- THE SIG track went on for four days including panels on "Planning for Signals" and "Better Graphics for Presenting (Multi-deck) Layouts".
- Byron Henderson led a four hour "Layout Design Boot Camp" which was attended by about 100 would-be layout designers.

There were plenty of local operating opportunities this summer although things were less predictable than usual due to vacations and such. As usual summer is an opportunity to try different layouts and run with people other than your regulars, and those vacations are an opportunity to spend some time trackside and renew your prototype inspiration.

All that said, we've made a lot of progress on my Union Pacific in Niles Canyon, particularly at the NUMMI Plant (it's 1999 and we can't make Tacoma pickups fast enough!) and the Pleasanton ACE station. I've just finished resetting for Op Session #29 as I write this!

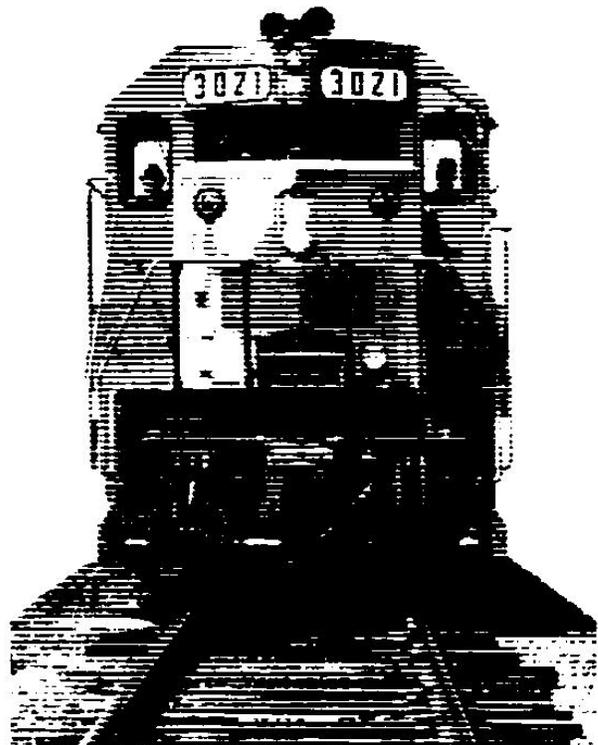
Looking ahead:

- The La Mesa Club (Balboa Park, San Diego)

will be offering their "24 hours of Tehachapi" Time Table and Train Order extravaganza in November. Contact novt4o2@sbcglobal.net to request an invitation

- The Bay Area PCR/LD/OP SIG meet will be held on the bye weekend between NFL playoffs and the Superbowl, 2011, location to be announced
- We will be hosting BayRails 2011 March 17-19. Contact me if you'd like to help
- We will be hosting the Advance Section of X2011W in the Bay Area the weekend before the main convention, July 1-3 2011.

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





Sonoma Short Line PCR's 67th Annual Convention

May 13-15, 2011

This convention is different than most as it is a "Mini".

Since the NMRA is holding their Annual Convention in our region, we are cutting the 2011 PCR convention short, so as not to be in competition.

Check out <http://www.visitsantarosa.com> for information on where to stay and eat in the Santa Rosa area.

The Redwood Empire Division is celebrating its 50th birthday party and you are invited to attend as well. Please remember that R.E.D. always throws a good party.

We will begin on Friday afternoon with the PCR BOD meeting, followed by layout tours in the evening starting after dinnertime. Right now we have lined up eighteen layouts in Marin/Sonoma/Napa for you to tour. As we get closer to the convention we will have a list with descriptions and

opening times.

Saturday will be a very full schedule. We will start with a no-host continental breakfast served in the courtyard. There will be a full contest with models, photos and arts and crafts. It will take place all in one day - including entry, viewing and judging - so come prepared for a fast paced day. We have scheduled two rooms for clinics with four clinics per room. Clinics will feature a SIG track, a history track and a model building track. In the evening, after dinner, there will be more layouts to tour.

On Sunday we will have an Awards Breakfast/Annual Meeting at Roberto's Trattoria Lupo. It is included with your registration. There will be even more layout tours scheduled for the trip home Sunday afternoon.

Be sure to visit our website, <http://www.pcrnmra.org/conv2011/>, for more details as they get finalized.



PCR/NMRA
 Sonoma Short Line
 2011 Convention
 Santa Rosa, Ca
 May 13, 14, & 15, 2011

Return Form and Payment to:

Sonoma Short Line
 c/o Carol Alexander
 5307 Spain Ave
 Santa Rosa, Ca 95409

Email: carolnma@msn.com
 Website: www.pcrnmra.org/conv2011/

Hosted by: Redwood Empire Division, Pacific Coast Region, National Model Railroad Association

Registration Form

Last Name: _____ First Name: _____ (will print on badge)

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ email: _____

NMRA # (membership is required): _____ NMRA Region (if not PCR): _____

Registration type: Model Railroader Non-Rail YouthPrimary Scales and Interests: HO S N O G Narrow Gauge SIG Other: _____**Additional Registrant Living at the Same Address:**

Last Name: _____ First Name: _____ (will print on badge)

Registration type: Model Railroader Non-Rail Youth NMRA #: _____

Item	Qty	Price ea.	total
Full Fare Registration		\$50.00	
Spouse/Partner Non-Rail Registration		25.00	
Youth Registration		25.00	
Breakfast only for non-participating spouse or partner		15.00	
Convention car (hand car with trailer and shed)		10.00	
Shirts (royal Blue w/logo) size: <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> XXL <input type="checkbox"/> XXXL		25.00	
Total			\$

Make payment by check or money order payable to: Sonoma Short Line Convention.

Send payment to: Sonoma Short Line

c/o Carol Alexander
 5307 Spain Ave
 Santa Rosa, Ca 95409

Hotel and Restaurant Information: www.visitsantarosa.com

2010 Coast Tours Schedule

Below is the remaining 2010 schedule for Coast Tours. The layout list and description are available on-line in advance of the tour date. Maps and address information are available using your email address as your ID and your NMRA number as your password. If we do not have your current email address, please contact one of the coordinators or Web Coordinator Steve Williams.

The X2011 West NMRA convention in Sacramento will have an Advance Section based in the Bay Area Friday July 1 through Sunday July 3, 2011. Each of these days there will be self guided layout tours covering all the Coast Division territory. Prototype operating sessions, railroad tours and industrial tours will also be offered during this event.

Let Us See Your Layout

Let us know if you would like to offer your layout for touring. There are no minimum standards for completeness, just an accurate description to help tourists evaluate their level of interest. An empty room with a detailed plan may hold the attention of many in a similar mode. Others will only want to see a finished layout (has anybody ever actually seen a finished layout?)

December 11 – 12, 2010	- North West Bay - Pete Cressman, coordinator
January 28 – 30, 2011	- Selected Sig Layouts and Southeast bay areas - PCR/Sig Meet Bay - Bob Osborn and Don Marenzi, coordinators
July 1 – 3, 2011	- All bay areas – X2011 West Advance Section NMRA convention.

Chair	David Parks	bearwestern@comcast.net	(650) 961-7644
North East Bay	Andy Schnur	schnurae@netzero.com	(925) 283-4476
South East Bay	Bob Osborn	bob@cmrailroad.com	(925) 484-4136
	Don Marenzi	donmarenzi@aol.com	(510) 794-3469
North West Bay	Pete Cressman	gabi2pete-friends@yahoo.com	(415) 641-9379
South West Bay	Steve Williams	spwilliams@gmail.com	(408) 857-6787
North Beyond the Bay	Ernie Simard	esimard@yahoo.com	(707) 762-9163
Monterey Bay/Salinas	Robert Bowdidge	bowdidge@earthlink.net	(408) 723-1925
Web Coordinator	Steve Williams	spwilliams@gmail.com	(408) 857-6787



Sierra Division Picnic

By Larry Champlin

The Sierra Division summer meeting and picnic was held on Saturday, July 31st, at the Dunsmuir Park and Botanical Garden. This facility proved to be somewhat of a hidden gem, as it sits on the bank of the Sacramento River and consists of a very nice park and shaded picnic area and has a small but well-maintained botanical garden, too. For our purposes it also had the added attraction that the UP mainline lies directly across the river.



A very good lunch of cold-cut sandwiches was provided by the Sierra Division. We had several first-time guests, including one who rode his motorcycle all the way out from Indiana. During lunch Richard Hughes, a retired SP employee from the Dunsmuir area, told us some interesting stories about his career as a conductor on various districts of the SP. It is always enlightening to hear what life was really like for those who worked on a railroad. Next Jim Long talked about some of the upcoming meets, including the next Sierra Division meet on October 9th, which is planned to be a Skype meet with our Reno sub-division. The 2011 PCR mini-convention was discussed, as was the X2011 NMRA national convention in Sacramento. Mary Moore-Campagna reminded us all of the International Rail Fair, which will be on November 13th and 14th in Roseville. Please contact Mary if you can help out with ticket sales or the Timesaver layout.

Omaha provided some additional entertainment, as a northbound train in Armour yellow locomotives passed by, which certainly did not detract from the railroad-themed spirit of the picnic.

After the picnic and meeting was over we had the rest of the afternoon for self-guided touring of the area. Bruce Petty's home layout was open for viewing, as was the Dunsmuir Model Railroad Club, located in the former jail in the basement of the Old City Hall in downtown Dunsmuir.

The Dunsmuir area has several other attractions of interest to the railfan. The Railroad Park Resort is a motel-type facility that has about 20 cabooses that have been converted into lodgings. Several couples who attended the meet spent the night there. And while the Dunsmuir roundhouse is long gone, the turntable is still in place and reportedly gets occasional use. The Dunsmuir Hardware Store has a very "old-time" feel about it, and includes a small model train shop.

In the evening about twenty of us went to the Piedmont Restaurant in the town of Mt. Shasta for some tasty Italian food and good conversation.

A special thanks to Ross Graham for making the arrangements for us to use the Dunsmuir Park.



Carquinez Model Railroad Society – DCC Model Railroading on a grand scale!

What is an analog model railroad club to do when you're forced out of facilities that you have been located in for decades? You find a 2160 square foot meeting room and build the largest DCC HO layout in the Bay Area.

On May 8th, and coincidentally "National Train Day", the Carquinez Model Railroad society commemorated the completion of its 2111 foot main line. 6 years in the making, on 3 levels of track, and using incalculable man-hours, members and the public at our Spring Open



House celebrated the effort.



On display, each level of the layout represents a segment and key landmarks of the old Southern Pacific mainline that runs from Oakland CA to Sparks NV. The trains start in Oakland pass through Richmond, past the Selby plant and C&H sugar plant, through Martinez across the Benicia Bridge and Suisun Bay into Fairfield. Other trains begin their journey on the first level staging yards



(Continued on page 22)

(Continued from page 21)

Construction Starting with an Empty Room



The process of starting over presented many challenges. Finding a space large enough for an HO scale model railroad club, and one that was economically feasible was the first. Once a location was settled a handful of dedicated members struggled to meet cash flow while renting an empty space and constructing a layout with and no plan. What would you build and how does a club make such decisions?

in Tracy then run past the Black Diamond Mines through the hills of Eastern Contra Costa County where the two lines merge at the Mococo Wye.

Trains moving through Fairfield enter the North Helix and take trains to Davis, then past Sacramento and into the Sierras. Once trains reach the summit at Donner they then run down the grade into Sparks to a large staging yard and a union with the South Helix.

The two large helixes permit trains to move between levels. Each helix has approximately 10 loops on 48" radius.

A full year was dedicated to the job of planning the layout. Questions like; Do you model Santa Fe, Southern Pacific, or Western



Pacific? What era? What locations? In time the club chose Southern Pacific Next set of decisions; What should the layout look like? Do you do spaghetti bowl or linear? Do you do DCC or analog? One main line or two? How close to prototype do you want? Do you build a club to show it off for the public or build a layout purely for the membership? Many discussions took place but nothing could move forward until a formal design was approved.

Some easier decisions were based on the club member's experiences at their old

(Continued on page 23)

(Continued from page 22)

Vallejo location. There, the single mainline was problematic at times. It was an easy decision to build a dual mainline throughout the layout.



With a professional civil engineer member “on staff” and taking members’ input into consideration, Don Fitch nearly single handedly designed a multi level plan for the mainline. The



design incorporated the needed staging yards, some working large service yards, and over 2000 feet of mainline spread between two great helixes. This decision was slow to come and at times contentious but in the end the process led to the creation that stands in place today.

The next decisions would be more complex



such as the choice of which DCC unit to select. The members did some research as to what other local clubs had done. While the research was being done bench work was put in place and the first track was laid. By the time the DCC components were require the club selected NCE system based on its simplicity and the ability to simultaneously work a large number of throttles.

The decisions at the beginning are too numerous to detail here but on May 8th, 5 years in the making, the mainline was completed and fully



(Continued on page 24)

(Continued from page 23)

operational in time for the Open House.

What would we change seeing the mainline in place? In hindsight some decisions would have been different. It is almost universally agreed that



the flat even surface of the ½” underlayment is too flat. Many would have liked to have more realistic undulating track. Some say the proposed number of sidings are too many others say too few. All in all these details are minor and the members are proud of the finished product.

Now the mainline is complete. The task of building scenery, sidings and industries now begins. Decisions regarding the number of sidings and the types of industries balance prototype with the demands of future planned operating sessions. It was agreed landmark industries would be added to the layout, such as the Selby Smelting plant and its massive smoke stack, refineries and the Benicia



bridge at Martinez, Budweiser brewing in Fairfield and of course the majestic mountains of the Sierras. Come to our next open house December 8th and 9th to see the progress of projects!

Open House. Come see us on Saturday December 8th and Sunday December 9th for our holiday Open House from 10 am to 4 pm. \$3.00 for each entry, children under 12 free with paid adult admission. For more information contact us at 510 555-1212 or email at bobgeorgiou@earthlink.net

Why do we do it? Though he does not speak for all our members who tirelessly exert energy, time, and money to build a model railroad of this magnitude, I think Member John said it best when he said, “If I didn’t join THIS model railroad club, my grandkids wouldn’t talk to me anymore.” If it isn’t for the little kids, it is for a piece of the kid in all of us.



Daylight Division Report

Daylight Meet Held in Tehachapi August 28th

The Daylight Division's Summer meet was held on August 28th, 2010, at the Village Grill Restaurant in Tehachapi.

Early comers started at the Village Grill for breakfast at 8:30 AM. During breakfast, Doug Wagner showed a video of Tehachapi area railroading action. At 10:00 the meet officially began with all the stuff associated with a division meet.

Brewster Bird presented a clinic on making background buildings with foam core. He also presented a brief history of operations at industries along Visalia's Goshen Avenue. On display was Brewster's N-scale Timesaver, modeled as Visalia Industrial Park.

A local resident, Jim Jury, presented a part of his collection of railroad slides he has taken all over the country. Included were slides of the SP, UP, D&RGW, AT&SF, and Utah Railway from the 1950s through the 70s, in California, Utah, Wyoming and Colorado.



Daylighters delight in Dennis Keck's narrow gauge steam layout. Notice the great 1:1 depot!

(Dave Grenier photo)

Contest winners were Mike O'Brien's model photo of Marlin Costello's layout, Doug Wagner's, prototype photo of the Bakersfield Depot, and Paul Deis' large scale train model.



Big steam is alive and well on "Rick's Rock Back-Breaking Railroad," at Rick Passalacqua's.

(Dave Grenier photo)

After the contests were judged, we had the Daylight Division's Quarterly Business meeting. Three AP Awards Announced: Paul Deis – Chief Dispatcher Certificate, Bob Pethoud – Association Volunteer Certificate, and Mike O'Brien – Golden Spike Award.

At the close of the business meeting, the \$25 door prize was handed out to Al Sikes, of Bakersfield. Al was a visitor who will be joining the NMRA. He is a member of the Bakersfield Golden Empire Historical & Modeling Society. (What a recruiting tool!)

During the raffle there were three trivia questions to answer, with a mug going to the person that answered correctly. Raffle prizes were donated by **Terri's Timeless Treasures** (Dave and Terri Baker) of Clovis, CA; **Central Coast Trains** (Anita Walter) of Atascadero, CA; **Creative Promotions Resource** (Jay and Celest Smith) of

(Continued on page 26)

(Continued from page 25)

Clovis, CA; **Kalmbach Publishing Co.** of Waukesha, WI; **Trains, etc.** (Linda and Ed Gordon) of Tehachapi, CA; **Athearn Trains** of Long Beach, CA; and **Brewster Bird** of Visalia, CA. Thank you for supporting Daylight Division.

Once again we had the famous Daylight



From the viewing platform we watched a BNSF freight at cable Siding. That's Highway 58 in the background.

(Walt Schulze photo)

Division White Elephant Auction, where our cast-aways became someone else's treasure, and some "treasures" were destined to become the next meet's white elephants! Bob Randall was the auctioneer

Afterward we headed out for layout tours. Three outdoor garden layouts were scheduled for the tour, including Dennis Keck's narrow gauge steam layout, Rick Passalacqua's "Rick's Rock



John Bell's viewing platform is a great place for "foamers" to gather.

(Walt Schulze photo).

Back-Breaking Railroad," and John Bell's layout overlooking UP's Cable Siding.

Some of us visited the two model railroad shops in Tehachapi, Trains Etc. and Gold Coast Station. As an extra added bonus, the Tehachapi Depot Railroad Museum was open for our pleasure. This museum has been completely rebuilt after last year's fire that destroyed it.

About 5:00 PM, there was a BBQ dinner at the property of John Bell, whose house overlooks the Cable Siding, above the Union Pacific Line. This was a great location for photo opportunities. The BBQ dinner included ribs, potato salad, corn-on-the-cob, hot macaroni and cheese, dinner rolls, green salad, and pie and ice cream for dessert.



Railroad Guns

Bill Kaufman

Some people come into model railroading with an enormous background in real railroads. Their fathers, grandfathers, aunts, uncles and cousins may have worked for the roads as clerks, shop men, signal maintainers, station agents, baggage handlers, firemen, engineers or conductors. Their ancestors came out of North Platte or East Podunk with soot and grime worked under their fingernails and into the crevices of their faces. Or they themselves worked for the railroads, driving Amtrak trains or dispatching out of Roseville and Fort Worth.

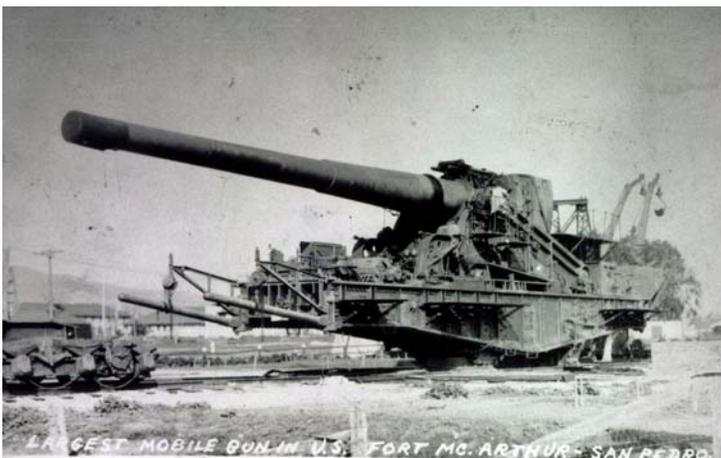
Some of my friends had Lionel sets that they remember playing with with their fathers. They still have squirreled away the treasured high rail pieces from their childhood.



I am not one of those people. I saw my first model railroad when I was about eleven at a neighbor's house and had little further contact with a live layout until I was an adult. My father was the captain of a battleship, not an engine. One uncle was an army general and the other a navy admiral. One grandfather was a navy doctor. My great grandfather fought Indians with the Sixth Cavalry on the frontier and my great-great grandfather was a general in the Civil War.

Ah, but the other grandfather was in charge of the most impressive piece of railroad equipment I have ever heard of. Now it was not his intention to be a railroad man. He was, in fact, a colonel in the Coast Artillery. In that capacity, from 1941-1945, he was commanding officer of Fort Mac Arthur in

(Continued on page 28)



LARGEST MOBILE GUN IN U.S., FORT MC. ARTHUR - SAN PEDRO.



Long Beach,
California.

Parked at Fort MacArthur and under his command were two 14"/50 railway guns. They were 365 tons each and mounted on four trucks, two 3-axle trucks and two 4-axle trucks. They had a regiment of soldiers to support and fire the guns.

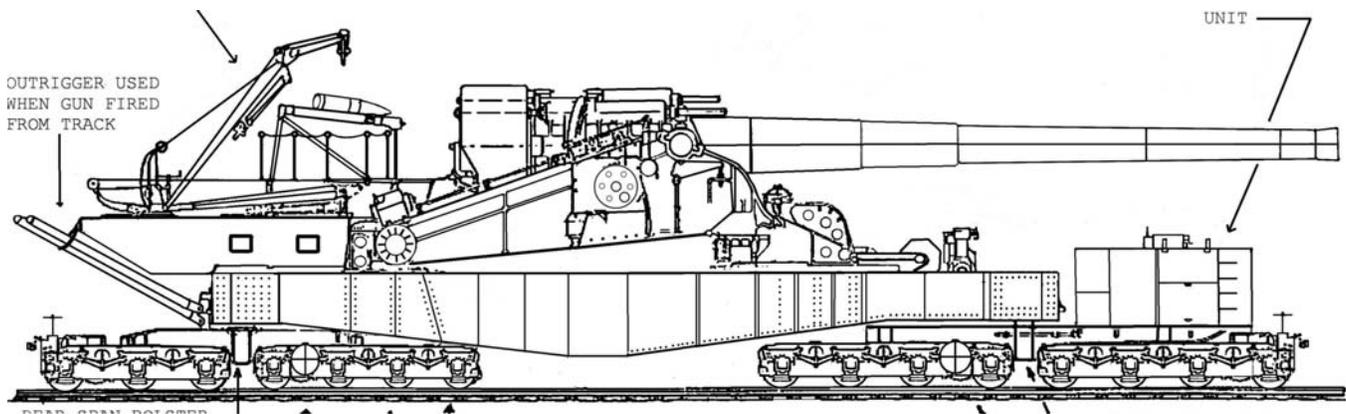


In 1930, the army hauled one of the guns from the Benicia California Arsenal down to Fort Mac Arthur. It took three days for the SP to drag the gun and three more cars the 471 miles. The average speed was just over 6 mph and they charged the Army \$3,500 in 1930 dollars to do it.

Why in the world did the army have such behemoths? The only reason I can figure out was that the Navy had some in WWI and sent a crew headed up by an admiral to the front. The army was just not going to be "one upped." They started designing these giants in 1920 and built four of them.



Two went to the Panama Canal and were permanently emplaced on Culebra Island as Battery 8. By 1930 the other two were in Fort Mac. They were fired three times.



In the summer of 1934 a combination of the SP and the Santa Fe pulled the two up to a place on the Coast Line about four miles south of San Clemente. Here the AT&SF had constructed a couple of sidings on the ocean side of the main. This is in the middle of what is now Camp Pendleton but was then a large ranch owned by a cattleman named James Flood. The tracks run right next to the San Diego Freeway, but there is nothing left to see.

The cars had six outriggers, which were braced against pads dug six feet into the ground and filled with bracing using 6" steel beams and 8" by 8" timbers. In between the normal running rails a number of additional rails were laid parallel and a device called a "pintle plate" lowered onto them. All of this to absorb the shock of sending a 1300 lb projectile twenty seven miles through the air. The guns successfully fired 30 shells at a target eight or ten miles out to sea and then were hauled back to Fort MacArthur.

In 1937 it was decided to do it again. A general came out from Washington, newspaper reporters and newsreel cameras danced in attendance, a real media circus. This time the guns went up the coast on SP track to a spot about fifteen miles north of Santa Barbara and emplaced according to the book. There was a reserve captain in charge of one of the shoots, as it happened, the only officer who had also been present for the previous shoot. He told the "Washington General" that based on his experience with the previous firing the cribbing was unsafe. General Blimp was not prepared to hear such nonsense.

When the guns went off, the guns, body, and trucks went a foot in the air. The crewmen hit the dirt. When the wheels hit the rails on the way down they left dents in the rails 5" deep. It took five days to jack the guns back up on hydraulic jacks and relay the 110 lb rails so that they could move the guns. The captain in question and some others were sent out to survey another spot with better soil. With better soil and a lot better bracing they shot off another fourteen or fifteen rounds and hauled the whole thing back to the fort.

The only other time they shot the guns was in August of 1941 from permanent pads at the fort. The muzzle blast was so great that they did \$50,000 worth of damage to buildings on and off the base. The worst was the base theater, which "looked like an accordion that had been stretched out too much." Orders came down never to fire the guns again unless the enemy fleet was coming over the horizon.

I believe that the guns succumbed to some scrap drive during the war. Their 14"/50 shells were just no match for the 16-inchers that modern



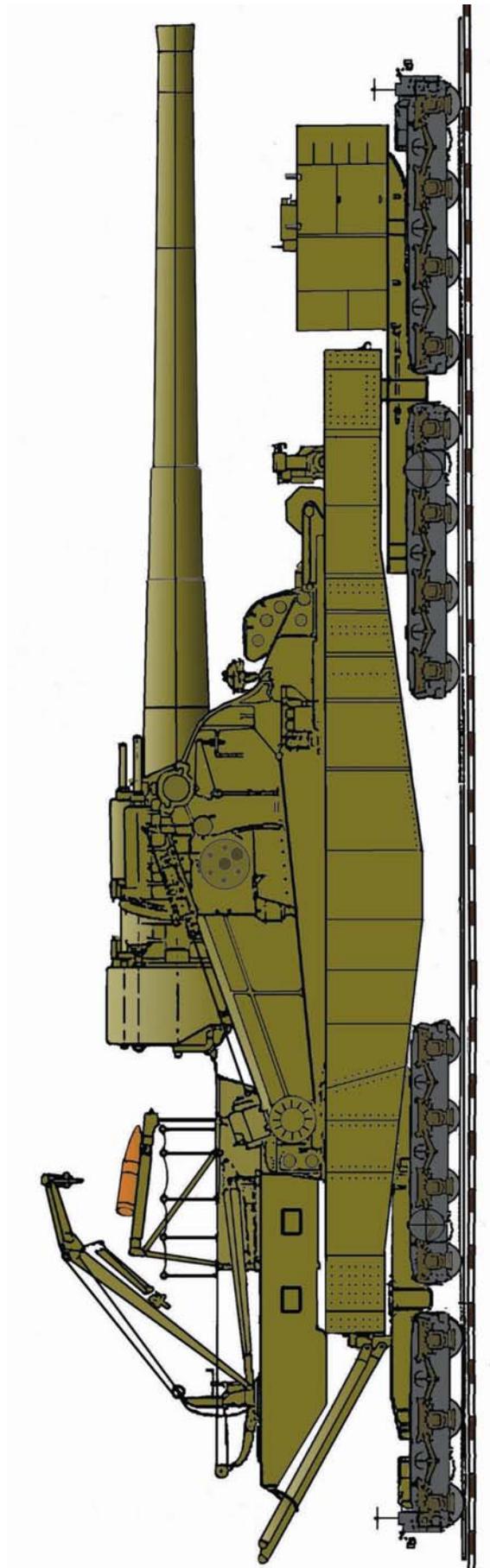
battleships were now sporting and besides, by 1944, the general need for steel greatly outweighed the likelihood of the Yamato or the Musashi showing up to shell LA Harbor.

It is on my list of “To-Do’s” to model these two. In fact the old Model Power railway gun is very close in appearance and overall dimensions. Model Power may well have used these guns as the basic plan. The gun is right. The mechanism is almost right. A little fussing would make that look a lot better. The car body needs a fair amount of kit bashing; especially the addition of heavier looking elements, but that is not beyond possibilities.

In the diagram on the right I have overlaid the drawing of the guns on a picture of the Model Power model. You should be able to see that this is mostly a doable project. Cut a bit off here add a bit there to the chassis.

But the trucks! I have never seen a four-axle freight truck, much less ones that look like these. And I need two of them. When I get those figured out, the 2 three axle freight trucks should be a snap.

There is more information around on these two. The best is a book by Charles S. Small called *California’s Railway Guns* from Railhead Publications in Canton, OH. There is info on various sites around the web. Fort MacArthur has a site at www.ftmac.org with a picture and some info. It is where I found my copy of the Small book.



The New Logo

Bill Kaufman

Before wandering off I should give you a report on a couple of things that the Board of Directors did. The most obvious is the logo. Of all the things they did this will probably impact us the least. The national logo is not part of the PCR logo so, in spite of all the controversy, we will not have to change anything.

The idea is that it is a stylized flanged wheel on a rail. That seems much more obvious to me when you remove the “dot org” from the logo. The logo is part of a larger and somewhat overdue revamp of the face of the organization that they are calling “re-branding”. One of the first parts of this effort is to undo a misguided effort of a board a long time ago to make “The NMRA Bulletin” into a general hobby magazine called “Scale Rails.” The magazine was to be competitive with the commercial magazines and sold in hobby shops. A number of those magazines have since gone belly up and it didn’t seem like such a good idea any longer. Besides it put us into a competitive position with some of our best supporters. It didn’t seem like a service to the membership so they dumped it. They didn’t go back to the “Bull” but at least “NMRA” is back in the name. Basically, the re-branding seems like a good idea. We’ll see how the implementation goes.

An item of a bit more significance really, is the effort to scan the 100,000 pictures in the Kalmbach library. The Diamond Club which is funding this, has the money to do about 30,000 of the pictures. They hope to have them on line by the first of the year. My understanding is that you, as a member, will be able to view them for free and download decent sized jpgs at a very reasonable cost. They



planning are charging non-members double or triple your price. It is how they hope to pay for the rest of the scanning. Prices hadn’t been set last I heard.

Another piece of business worth noting (though this actually came up after the board meeting) is the effort to take charge of the Model Railroad Magazine index. You may know that Kalmbach took it down off its website. During the BOD meeting I had been assigned to a committee to try to bring it up to date. Now we are trying to reclaim it and post it on the NMRA website. Lots of lawyers involved. More later.

Personally I have been involved in two other major efforts, the “Handbook” and the “Social Media”.

The “Handbook” is a joint effort between the NMRA national and the Regions and Divisions Yahoo group to provide some guidance and tools to those regions and divisions. The input is from the people out in the field. It was presented at this last convention and copies of a CD containing it were sent to all Region Presidents to distribute. We’ll see how it goes.

“Social Media” is a small committee, John Sing is an important part, who is trying to figure out how best to use things Yahoo Groups, YouTube, Facebook, and Twitter to help the NMRA on all levels. The 2011X Convention is using lots of this social media. There is a division in the Midwest, experimenting with being web based. This is another “more later” item.

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: glgslewis@comcast.net

Web: www.pleasantonmodelrr.org/index.html

ANTIOCH MODEL RAILROAD CLUB

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

Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

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

BAY AREA Z MODULE COOPERATIVE

BAZ is a group in the SF Bay Area interested in developing and displaying Z scale modules. Members are building them to the "Z-Bend Track" Module miniModuleZ specs Anyone in Northern California interested in Z Scale railroading is welcome to join us. We meet Sundays 10 AM to 5 PM at members' houses.

Contact: Robert Ray pray59@sbcglobal.net

Yahoo group: groups.yahoo.com/group/BAZ_modules

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

Carquinez Model Railroad Society

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

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth, 707-823-9615 Web: <http://cvl.hobby-site.com>

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by I580 and 35th Ave. Dues \$10! Call 510 339 0550 (Bob) for an invite to see/chat/join....

GOLDEN EMPIRE HISTORICAL & MODELING

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

GEHAMS web: www.gehams.com

GOLDEN STATE MODEL RAILROAD MUSEUM -- EAST

BAY MODEL ENGINEERS SOCIETY

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

Website: www.gsmrm.org.

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

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

(Continued on page 34)

(Continued from page 33)

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 HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: 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 CLUB

SLOMRA members are actively engaged in HO, N, O and On30 scales. Work & run sessions on our N-scale modular layout monthly, and we are actively seeking new members to join us! Evening meetings on the 3rd Mon. of every month - 7pm at the Oceano Depot in Oceano. Contact info: Web: www.slomra.org

Email: info@slomra.org. Emailing list: groups.yahoo.com/group/SLOMRA. Jim Keating 805-458-8734

SILICON VALLEY LINES

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

based dispatching. E-mail: svl@siliconvalleylines.com Web: www.siliconvalleylines.com

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

We meet every 3rd Tues. at 7:30 PM, and other times. The club has no address, but consists of enthusiasts of all scales and prototypes in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. Activities include operations and work sessions at member layouts, and field trips. Membership is \$2 per month. Contact: Secretary Walter Naumann, 805-564-1359 email: WINaumann@aol.com

SISKIYOU MODEL RAILROAD CLUB,

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

TIDEWATER SOUTHERN RAILWAY HISTORICAL

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

TRI-CITIES MODEL RAILROAD CLUB

The TCSME is temporarily without a home or layouts. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please visit our website at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org

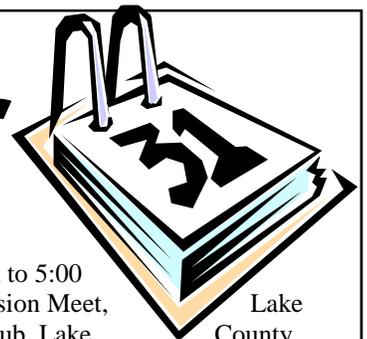
WEST BAY MODEL RAILROAD ASSOCIATION meets at the former baggage building near the Menlo Park Railroad Station. The address is 1090 Merrill Street next to the tracks. The club meets every Wednesday from 7-10pm. Business meetings are on the second Wednesdays of the month and operating sessions, open to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

CALL BOARD - PCR

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• Contest Chairperson	Bill Scott	(559) 298-7715 vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345 grenida@pacbell.net
• Membership	Doug Wagner	(661) 589-0391 carldw@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705 pethoud@comcast.net
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• Chief Clerk	Darrell Dennis	(510) 303-3431 u8444p@comcast.net
• Paymaster	Bob Ferguson	(925) 228-6833 BobPCRCD@aol.com
• Editor, <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371 Crawford.Tom@sbcglobal.net
• Contest Chairperson	John Sing	(650) 372-0765 singj@us.ibm.com
• Achievement Program Chair.	Kermit Paul, MMR	(925) 935-1859 (no e-mail)
• Membership	Darrell Dennis	(510) 303-3431 u8444p@comcast.net
• Member Aid (Key Contact)	Rod Smith	(510) 657-3362 Railgeezer@aol.com
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• Editor, <i>Short Line</i>	Don Schmitt	(530) 742-0929 dschmitt911@aol.com
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HAWAIIAN DIVISION		
• Membership	Roland W. Rasmussen	bigtimeit@aol.com

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar



October 9, 2010 - 1:00 pm, Sierra Division meet, Sierra Division TWO locations! South Natomas Library, 2901 Truxel Rd, Sacramento, CA. Morrison University, 10315 Professional Circle, Reno, NV.

October 23, 2010 - 1:00 pm, Pacific Coast Region midyear Board of Directors Meeting, Finley Center (Manzanita Room), 2060 West College Ave, Santa Rosa, CA.

October 29, 2010 - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA

November 5 - 7, 2010 - Sierra Division Layout Tours, Reno, NV area

November 6 - 7, 2010 - 10:00 am to 5:00 pm, Fall Train Show and Open House, South Bay Historical Railroad Society, Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969.

November 13 - 14, 2010 - Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, 34th Annual International Railfair, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA.

November 19 - 21, 2010 - 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 20, 2010 - 11:00 am to 5:00 pm, Redwood Empire Division Meet, County Model Railroad Club, Lake Fairgrounds, 423 Martin St, Lakeport, CA.

Lake
County

November 20, 2010 - 9:30 am to 6:00 pm, Daylight Division Meet, Hilding Larson's home, San Luis Obispo, CA.

November 26 - 28, 2010 - 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 4 - 5, 2010 - Saturday, 10:00 am to 5:00 pm; Sunday, 12:00 noon to 5:00 pm - Annual Christmas Open House and Model Train Show, San Leandro Historical Railway Society, 1302 Orchard Ave (in Thrasher Park), San Leandro, CA. (510) 569-2490.

December 5, 2010 - 9:00 am to 5:00 pm, Coast Division Meet, Location: TBA

December 11 - 12, 2010 - Coast Tours -North West Bay Area