



# BRANCH LINE

NMRA'S FIRST REGION

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## Sonoma Short Line Convention May 13-15, 2011

Gus Campagna

The Convention opens with the Board of Directors meeting starting at 1:00 pm which all members are invited to attend. For those folks coming in on Friday night to do the layout tours you will get the addresses of the layouts by e-mail (or snail-mail if we do not have an e-mail address for you). The maps will be on-line and can be downloaded from the web and printed at home before you leave. For those members attending the Board of Directors meeting, registration packets will be available at the meeting. Friday layout tours start after dinner and are centered in the Petaluma area.



On Saturday registration will open at 8:00 am in the East Lobby of the Finley Center, make a left turn as you enter into the parking lot from College Avenue. The clinic program is coming together; we have planned for eight clinics in all with two major tracks. One track will be modeling oriented with clinics on techniques and tips, the other will be operations slanted ending with the traditional LD/OP sig open forum. Each clinic is allotted 75 minutes with time for questions and answers afterwards. You will not have far to go

between clinics as the site is rather compact. The lunch break is long enough to leave the site for lunch, but you may want to sit in the courtyard and visit with both new and old friends. We will have Mary's Snack bar, a regular favorite at RED meetings, on hand with lunch at a reasonable price. As has been hinted at before, look for

**This is the Redwood Empire Division's 50th Anniversary. We are planning on celebrating this milestone at the convention, please join us at our party.**

(From the convention web site)

something special during the lunch break. The Redwood Empire Division was started 50 years ago and that is reason to celebrate. We have also been gathering door prizes; they will be announced early Saturday and can be picked up during the day at the registration area.

The contest program will cover all the bases. Photos, models and crafts will be entered and judged during the day. The awards will be

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## Sonoma Convention (Continued)

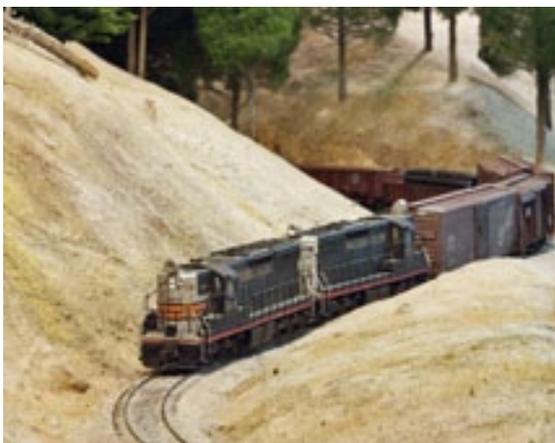
announced at breakfast on Sunday morning. Even though the convention is a short one, we are inviting you to bring your models as a preview to what we can expect at the upcoming National Convention.

Saturday night dinner is on your own - hook up with a few friends and have fun; then head out to the many layouts open in the Santa Rosa area.

The Sunday breakfast will also include the PCR Awards and the Annual Meeting. We will be getting a



Hart Corbett's garden railroad will be on tour at Sonoma Short Line Convention.  
Photo by Gus Campagna



Sd7's rule on Ed Merrin's North Western Pacific. See them for yourself on the Sonoma Short Line layout tour.

Photo by Ed Merrin

new PCR president and vice-president at this time. The breakfast will be a buffet at the Union Hotel Restaurant in Santa Rosa that will end by 11:00 am. Extra breakfast tickets are available through the registrar. Sunday layout tours for the drive home will feature layouts outside of the Santa Rosa area.

The committee is looking forward to seeing you in Santa Rosa on May 13-15, 2011. In the meantime check out the convention website at <http://www.pcrnmra.org/conv2011/>

## President's Report

Ron Plies, MMR, President, PCR/NMRA



## Crew Change

To all of you out there in PCR Land, I can see the division point coming soon where we need to make a crew change. This has been a good run for me being the engineer on the PCR Express and I trust it has been for you as well. The company rule book says I must swing off at this division point in

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**STATEMENT OF PUBLICATION**

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**President (Continued)**

May and let a new crew take over. At this writing the crew is yet to be called, but from those who are on the board it looks to be an outstanding group. I know whoever is called for this train will do a great job.

I would like to thank my crew who have keep this train moving right along. First and foremost: Fireman (VP) Mr. Pat LaTorres who has been very supportive, helpful and a good friend. In the office we have our board of directors, Mr. John Houlihan Daylight Division, Mr. Rod Smith Coast Division, Ms. Mary Moore-Campagna, Sierra Division, Ms. Carol Alexander Redwood Division, and Mr. Eric Minton, Hawaiian Division, who have provided important direction for our company. Special thanks to our clerk, secretary, Mr. Tom Crawford who took over for Rich Kolm at his passing and has done a yeoman's job. I thought finding someone who could fill Rich Kolm's shoes would be impossible but Tom has done that and done it well. Mr. Larry Altbaum pay master, treasurer, who has handled our funds and keeps us informed and out of trouble at a very difficult time.

Thanks to Mr. Dennis Stokely who has been our Regional Convention Chairperson and gets the right people and places to hold our annual conventions. He also audits our books each year, which is no small job. And then there is publications with Mr. Gus Campagna as manager and Mr. Chuck Harmon who has continued the same outstanding standards as Mr. Bill Kaufman established for the Branch Line. Mr. Kevin Hurley and Dave Grenier kept our web-page up and running and calendar updated. Mr. Bill Scott has been our contest chairman. Now that he is stepping down, Mr. Giuseppe Aymar is taking his place. This is another case of a long time chairperson who has done a great job being replaced by another outstanding person who heard the call and stepped up to take the job.

The membership department is very important to the future of this train if we wish to have the fuel to keep it going. Thank you to Mr. Doug Wagner, Dept. Chairman and his crew Mr. Bob Ferguson, Mr. Jim Long, Mr. Rod Smith, Mr. Chuck Mitchell and Mr. Dave Parks for their work. Mr. Jack Burgess MMR is in charge of the Achievement Program and Ms. Mary Moore-Campagna takes care of the non-rail activities. Thanks to both of you for your time and effort.

Under the Administration Dept, we have Mr. Dave Connery By-Laws, Mr. Jim Providenza, Ballot Committee Chairperson, Mr. Ray deBlicke Honors Committee, also Chairperson of the 2011 National Convention in Sacramento this summer, and Mr. Steve Skold, Storekeeper.

Then there are the Division Superintendents who are working at the grass roots level to keep the train moving. A special thanks to Mr. Dave Grenier, Daylight Division, Mr. Mark Schutzer, Coast Division, Mr. Jim Long, Sierra Division, and Mr. Steve Skold, Redwood Division.

Two other folks that have been putting together an outstanding meeting each January for the Layout Design and Operations group, Mr. Dave Parks and Mr. Seth Neumann. These meeting have become a very enjoyable part of the PCR, so thanks for doing these.

As you can see it takes a lot of people to run this organization. If you are asked to serve or see a place you can help please step up. I am sure I have missed a number of folks who work hard to keep this train moving so to them a big thank you for all that you do. My last request is that you give this new crew all the support that you so kindly gave me and my crew.

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**Storekeeper Position  
Open**

e-mail from Pat LaTorres,  
V.P.

All,

The PCR's longtime Storekeeper, Steve Skold has decided it's time to pull the pin and plans on stepping down as of the PCR convention this coming May. If there's someone out there with some storage space and a desire to contribute to the region in a relatively low key manner, this might be the job for you. If you have any questions about what the job entails, please contact Steve (his email is in the region call board) to get more info. This is a job that usually doesn't require a lot of time over the year, but mostly at convention time. Also, feel free to contact me at [duhnerd@pacbell.net](mailto:duhnerd@pacbell.net).

**President (Continued)**

I would like to mention three events that are coming our way in the near future. First is the annual convention. This is to be shorter version of the usual because of the National Convention in Sacramento. The Board meeting will be on May 13<sup>th</sup> at Mr. Steve Skold's home, 5306 Yerba Buena Rd., Santa Rosa with clinics on Sat. the 14<sup>th</sup>. Sunday morning will be a breakfast and business meeting and the transfer of the throttle to the new crew and its engineer. See the application in this issue of the BL. Ms. Carol Alexander has agreed to do another one of those outstanding presentations, which we have all come to enjoy, "Thanks For Being a Friend." She can still use material if you wish to contribute. Please send it to either [carolnmra@msn.com](mailto:carolnmra@msn.com) or 5307 Spain Ave, Santa Rosa, California 95409.

Next is the NMRA National Convention and Train Show July 3<sup>rd</sup> to July 10<sup>th</sup>.

And last, the joint annual convention of the PCR and PNR at Medford Oregon May 2<sup>nd</sup> to the 6<sup>th</sup>. So plan to be there.

As I say good-bye I am reminded of what my name sake, President Ronald Reagan, said in his last address to the nation, "Not bad, Not bad at all."

**View from the Left Seat**

Pat LaTorres, V.P., PCR/NMRA



As I type this column, I realize this is the sixteenth "View From the Left Seat" that I've written. It was just a bit less than four years ago that I submitted my first column to Bill Kaufman. I feel safe in saying that a lot has happened in those few years. Bill is no longer Editor of the Branchline, having moved over to work for the membership as a Vice President of the NMRA national organization. I'll take a moment here to say thank you for the job that he has taken on, and another thank you to Chuck

Harmon for stepping in as Editor of our regional rag. Going further, Ron Plies is slipping out of the President's chair and will soon be looking to move up into the PNR, when he finally manages to retire from the "real" work world. Hopefully that won't be too soon. While we also will have a new body step into the Vice President's position, unfortunately the "old" V.P. doesn't get to run away and hide just yet. And I believe that all of the directors on our region's Board of Directors will be terming out in 2012, so change is in the wind.

And WHAT, they all wonder is the meaning of all this rambling? We will soon be looking for folks to step up and fill those vacant chairs. My hope would be that the two gentlemen that didn't land the V.P. job will consider stepping in and running for director in their respective divisions. But, going beyond that I would really enjoy seeing multiple nominees in each of the divisions. Being a divisional Director in the PCR will not require you to ask for visitation rights to see your family, it actually only requires what time you feel that you can contribute to the NMRA. The two biggies being the annual

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## Vice-President (Cont.)

Board of Directors meeting, at the beginning of our regional convention and the mid-year meeting in October. During a conversation with Rod Smith while at O Scale West, he mentioned that being a Divisional Director may actually be one of the easiest jobs in the NMRA (but yes, there IS some work to be done). Having said that, I'm hoping that we can pursue two areas that the current board has started looking into, membership – recruitment and retention – and cooperation with the two neighboring regions to our north and south – the PNR and the PSR. But to do this we need members to help carry the load. If you think that you might want to try this on for size, please join us at the BoD meeting at Santa Rosa this May and get a feel for what YOUR Board of Directors does. Even if you would rather not serve as an elected member of the BoD, I'm sure that your involvement could help in this area.

We in the PCR and in the NMRA in general are entering a challenging and potentially exciting time in the development of this organization. A major movement was started in the past year or so to move the active control of the NMRA back to the regions and divisions. This started with a modest Yahoo group which Bill Kaufman put together to develop ideas on how to improve the NMRA on the local level. It has grown into a group of dedicated members from throughout the NMRA that have been giving of their time and energy to present ideas on how we can grow on the local level. I find it really interesting seeing how the different regions and divisions work together. In some areas, the region is nothing more than a general umbrella that the divisions use as a link to the national organization. In other parts of the NMRA, the region is the major player that ties the divisions together and then presents its face to the national (not unlike what we have here in the PCR). Which is the better way to work? I won't touch that one, because what works here in California may not be the correct process for the folks in Indiana or New Hampshire. But, every region and/or division that has chosen to get involved with the Regions and Divisions list has put out ideas that could be adapted for use by everyone else.

The other movement which has been gaining momentum is the sharing of activities with our neighbors to the north and south. While the planned joint convention with the PNR is not working exactly as we initially envisioned it, the idea is still very much alive and is just moving forward along a different path. The idea of a common convention with either the PSR, or the PNR every four or five years looks to be a great way to meet more modeling friends and keep the hobby fresh for all of us. Another plus is that the areas where our regions touch tend to be a bit more sparsely populated and by working together with the folks in the adjoining areas it would increase the potential pool of committee members. We can only wait and see how the first attempt works out and then learn from this and move forward.

Another way that our members can help move the hobby forward as I mentioned in my last column is to get involved with the NMRA national convention next July in Sacramento – X2011 West. This does NOT mean that you need to put your life on hold or join the working committee putting this event together. It's only asking that you consider giving up a few hours during the convention (they'll take as much as you're willing to give!) and volunteer to help out here and there. There will be a need for tour bus "Hosts" to help keep the tours moving, folks to help secure the contest and auction room, people to help in the clinic rooms to keep things moving smoothly and any

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## Vice-President (Cont.)

number of other minor tasks during the convention week. As I mentioned in my last column, spending a few hours working registration may be one of the most important, yet rewarding volunteer activities at ANY convention. For those in the Bay Area, Friday night and Saturday morning at the Advanced Section will be very busy and I'm sure that your help would be greatly appreciated. And for those up in the Sacramento Area (and those wanting to travel up there a bit early), Sunday and Monday will be even busier as a larger group of attendees show up at the primary convention location. Please keep in mind that all of these people coming from all over the world to this event are effectively OUR guests for the week. This is an opportunity to share our model railroading neighborhood with them, to welcome them into our home. One of the unconventional aspects of this year's convention is that not all attendees will be NMRA members, so this will be a chance to show what the NMRA can add to their modeling world.

What! You say you have yet to register for this convention? This is promising to be one for the books. If you have never made it to a NMRA national convention, or haven't been in several years, then this should be the one. It'll be years before it's back this close to home and the crew working on the "Unconventional Convention" have been going all out to make this one live up to its name. Take a moment to drop by the website, [www.x2011west.org](http://www.x2011west.org) and see some of the goodies in store. There will be everything from a AAA minor league baseball game to a cruise on the USS Potomac (FDR's official presidential yacht), to a wide range of model and prototype railroad opportunities. But, if you don't attend, you can't participate.

## Tales of the Santa Cruz Northern Twisted Cross Elevation & Other Things Subterranean

Jim Providenza

(All photos by the author)

"Not the end of the world, but another wrinkle in a Day in the Life of the SCN." That is how I ended my email to Mike McLaughlin, long time SCN correspondent, and some years retired for the D&RGW, where he worked at various times on a signal gang and as track supervisor on Soldier Summit.

This all makes more sense if after you read what was in the preceding paragraph in the email, especially given Mike's career.

"Getting ready for the BayRails op sessions in two weeks, so of course just tore up 3 feet of mainline that had developed some "interesting" track geometry. Track coming off the top of the helix at Doughertys - discovered dips / sags and cross elevation problems when locos on the work train started derailing. Right at the transition from helix construction (2 plies of 1/8th inch Masonite) to upper deck construction (plywood homasote sandwich) - I can claim warpage, etc. but have to say I probably also didn't do

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Apr-Jun 2011

## Tales of SCN (Cont.)

the job I should have when I widened the sub roadbed to extend the siding at Doughertys.”



Jim had a sub-roadbed problem to solve.

Not the tip, the results. I don't think I'll thank Lawrie again...

Coming uphill off the now west switch at Doughertys (you may recall from last issue of the Branchline how the SCN got its directions backwards all these years) the track has a bit of super elevation. Uphill trains are on a left hand curve and the outside rail is slightly higher than the inside. As it should be – though I'll admit this was happenstance rather than careful planning and well-executed carpentry on my part. Running the level along the track I discovered that the cross elevation then reversed, with the outside rail dropping below the inside rail. Unfortunately, this was while still on the last of the curve just before the station. Where its most definitely not supposed to, and of course right where the helix meets the upper level.



“Let's really Spike this joint!”

Branch Line

Oh my, a combination of rise and fall and rise again, all in about a foot, plus the end of the vertical curve coming off the helix. And what's this? The cross elevation changes in the curve?

My good mate Lawrie Woodley (an avid SP modeler who lives down in New Zealand - and more on him someday!) recently tipped me off to using a plastic string level to check super elevation – really ugly.



Boy, this “joint” has a problem, Jim!

Running the level along the track I discovered that the cross elevation then reversed, with the outside rail dropping below the inside rail. Unfortunately, this was while still on the last of the curve just before the station. Where its most definitely not supposed to, and of course right where the helix meets the upper level.

OMG, its not “No wonder things fall off the track here” but rather “How is it possible that anything ever stayed on this track at all?”

The photos (our new editor LIKES photos!!) show the essence of the work.

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(Cont.)

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## Tales of SCN (Cont.)



Jim titled the photo "straight edge. Looks a bit curved to me! [Ed.]"

cardstock in layers to fill the sinkhole (a hah – we’ll claim its just more of that always unstable Santa Cruz Mountain geology, that’s what it is!) Weighted it – knew those spikes would come in handy some day – while it dried overnight. Made a long, narrow sanding block out of two pieces of 1x4. Narrow to fit between the remaining track and the fascia. Long to help make sure the new subroadbed really was flat.

Sand, fill again, dry some more, sand. Drop the track back in. Shim to correct the cross elevation through the curve. Test, shim a bit more in another spot, when locos still insisted on going on the ground. Test again. Done.

Right? Well, some fresh ballast would be good. Hey, I still have one more weekend before BayRails!

Soaked the ballast with some wet water so I could slide a putty knife under the flex track I used on the Masonite of the helix and had extended about 8 inches onto the Homasote. Popped the flex track off with essentially no damage. Scraped the surface of the subroadbed clean and then used my 2 actual foot long 1:20.3 scale rule as a straight edge to test for proper surfacing.

Glued down some thin



Track is back in place and cross elevation is settled (according to Jim). Did it work? Tune in next issue! [Ed.]

**Call Board - Divisions  
(Cont.)**

**RED (Cont.)**

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This scene on Jim Price's layout brings back memories of the Sacramento Northern!



Another memory jogger was this Kodachrome unit on Kevin Caldwell's layout.



Kevin Caldwell's layout was on the tour during the Sparks Convention.

Long aisles are featured on Jim Petro's Layout.



Darlene Ferguson and Jenette McLleand visited Jim Petro's layout.

**Travelin' Around**

**Sparks 2010 Memories - Come to Sonoma 2011!**

All photos by John Sing

Here's some memories from Sparks 2010 Pacific Coast Region Convention - it was a great time. Come to Santa Rosa 2011 PCR Convention, it will be just as great! The models, the layouts, the clinics.... and most of all, it's the people of the Pacific Coast Region NMRA that make our conventions special. See you there!



May days can be beautiful in Reno!



This switcher was caught hard at work on Jim Price's layout.

### Contest Models at the Sparks Convention



## Travelin' (Cont.)

### Houston, Texas Model RR layout tours 2010

All photos by John Sing



Barry Boggs large scale bridge from 2nd floor.

One of the great things about NMRA is that we are all part of a much larger community. Here's some examples of your fellow members and their layouts from Houston, Texas. During Fall of every year, there are self-guided layout tours with great layouts in the Houston area - here's link to the 2010 edition: [http://www.allpointsnorthmrrc.org/sanjac\\_2010\\_tour.htm](http://www.allpointsnorthmrrc.org/sanjac_2010_tour.htm).

Here's a few photos from these Houston layouts. Yes, everything is bigger in Texas. NMRA is most of all, about friends and fellowship in the shared joy of the model railroading art. Hope you enjoyed these.



Barry Boggs large scale bridge from 1st story.



Blake Boggs, Barry's son. Large scale layout covers 2nd story of house.

### Craig Raymond Sn3 Layout

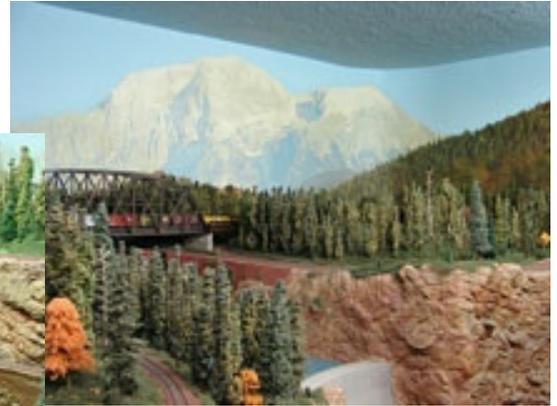
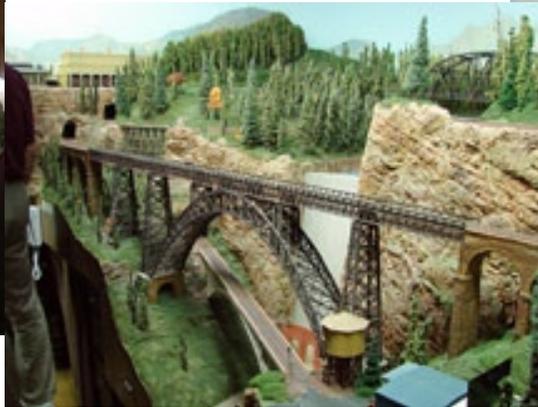


Continued on Page 12

Travelin' (Cont.)

More photos from Houston

Don Bozman's HO Great Northern



Gil Fretag's Back Yard



Jason Smith's UP Layout

Cheyenne Roundhouse



Ogden



Jason and Chuck Cicaccio at Ogden

Sherman Hill



Branch Line

## Travelin' (Cont.)

We continue to be very fortunate in Coast Division to have had the Coast Division Layout Tours in recent years - it's one of the great local Divisional benefits of NMRA membership. This year, the Layout Tours are associated with the PCR and NMRA National Convention activities.

Here's a few Layout Tour photo highlights from all over the Coast Division.

### Bob Brown's narrow gauge layout.



Tahoe Lodge

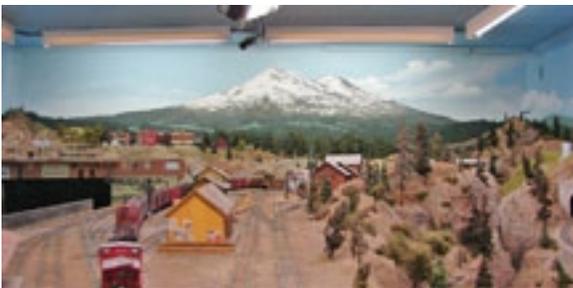
On the street



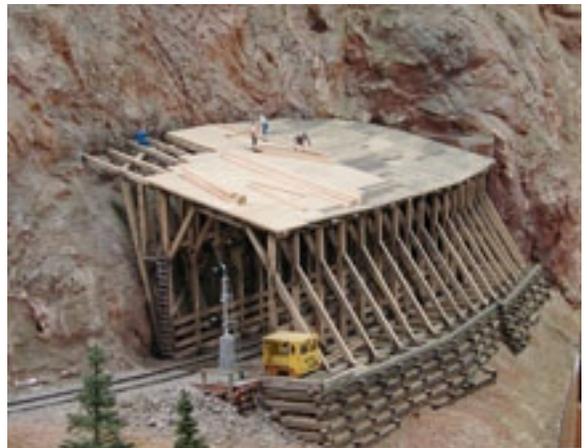
Bob and John (who snapped the shutter? ed.)



### California Central Club



Mount Shasta



Snow Shed Under Construction

### Guy Cantwell's Layout



## Travelin' (Cont.)

### Howard Lloyd's Latest Craftsman Layout



### Mike Schwab's Stampmill



### Rick Fortin's Layout



Find the seam between the lake and the backdrop.



Painting poles on the backdrop.

## John Allen Book Republished

Benchmark Publications has just released for sale a new, updated edition of the old Kalmbach book "Model Railroading with John Allen". It is hard cover and available from most hobby shops and book retailers. Unfortunately, a printing error resulted in the same text being printed on both pages 145 and 147. An errata sheet is included with the correction. This edition is printed on better paper than Kalmbach used and includes every picture previously used. An index of articles written by John Allen is now included as well.

# Memories of the Gorre & Daphetid

Scaring the Yardmaster  
Rod Smith

During the time I served as yardmaster in Great Divide, John discouraged us operators from talking while running trains. He told us, in theory; we were miles apart and therefore had no means to talk to each other. Even though the through train engineer was right behind me across the narrow aisle, I wasn't to speak to him. These were days before radio's made it possible. Thus, John once scared the life out of me.

When a through train approached the yard via the cutoff from Gorre, the engineer, using a motor driven whistle (Lionel, I think) under the layout, would signal me he was approaching. My signal was a road crossing whistle, two longs, a short, and a long. The Port signal was a long, and three shorts. Until the engineer got a clearance from me, he had to hold just out of the tunnel mouth behind the yard. I guess the poor passengers and rear end crew just had to put up with the smoke and steam inside the tunnel unless I expedited their run into the station at Austin Street. Truth to tell, the track was usually open and available since all trains ran on a schedule and I knew about when to expect them to arrive. I tried to keep the station siding open unless using it for a run around or when switching the businesses behind Austin Street. (See the track plan in the Jan-Mar 2011 issue) When I had a track open for him, I used a three light signal to tell the engineer what to do. The signal was at the throat of the passenger terminal where we could both see it. It is in the picture on page 20 of the book "Model Railroading with John Allen" glowing red. It also shows on page 123. When red, it meant for the engineer to stop. When I wanted him to proceed forward, I gave him a green. If I wanted him to reverse, I gave him a yellow indication. Pretty simple. When not in use, the light was usually kept at red.

We had the mainline engineer for a passenger train back the train into the terminal, then uncouple and pull forward through the throat and stop over the ash pit on the turntable lead. For a freight train, the engineer would

Continued on Page 16



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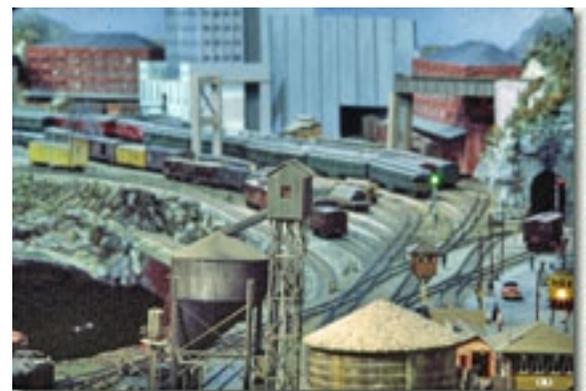
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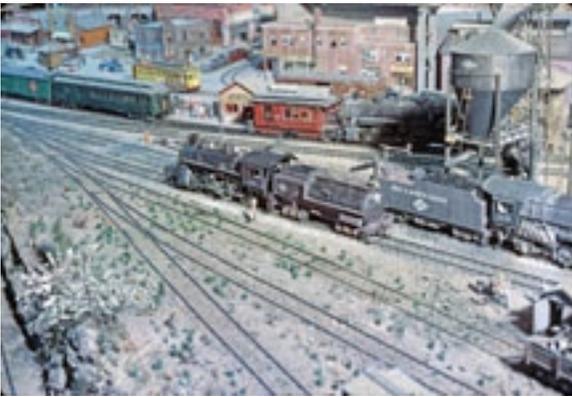
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Editor's Note.  
This John Allen photo appearing the last Branch Line should have been credited to John Allen, from the collection of Keith Trinity. My apology to Keith for this oversight. Ed.



Great Divide yard throat with "The Cutoff" tunnel portal on the right.

## G&D (Cont.)



"G&D #39, a 2-6-6-2 has taken on a load of coal. She has just pulled forward off the ashpit which is obscured behind the tender of #49. While #39 will now go to the turntable for servicing, #49 is heading out to take the passenger train in the background on its run to Port. Switcher #45 is adding the shorty combine #5 to the consist. It will be dropped off at Gorre for the short run up to Daphetid."

Picture by John Allen from the collection of Keith Trinity

cut off at the far end of the big truss bridge and use the main line to back alongside his train into the terminal lead. He could then run forward onto the ash pit, where my red signal told him to stop. The hostler (usually me) took the engines from there on to the turntable.

Well, one night I was happily switching the yard when I heard my call. I cleared the lead, and welcomed a train into the yard. Using my signal control I guided the engineer to his destination. Seconds after the engine stopped over the ash pit, I was horrified to see smoke curling around the firebox and boiler! I thought the motor had somehow shorted and was burning up. I called to John for advice, and he doubled over in laughter! It seems he had installed a smoke generator under the ash pit! To activate the smoke, he had wired the circuit so it only received power when the two turnouts were aligned for the track containing the ash pit, and the control switch for that infernal signal was on red! That combination only occurred when an engine was coming in from a run. It simulated dropping the ashes.

John prohibited smoking in the layout area, even in my time, but he tolerated this smoke unit. Of course, it only ran for seconds and I soon learned to throw a turnout as soon as I could! But it was fun to use when visitors were watching the action. I don't think it was activated when the track was being controlled by the hostler from the roundhouse end as he used a separate part of the circuitry in the Great Divide control panel...

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# Sonoma Shortline Layout Tours

Gus Campagna



Lots of detail fills this lake scene on Ernie Simard's Western Pacific layout.  
Photo by Ernie Simard



These center-cabs work hard on Ed Merrin's Northwestern Pacific.  
Photo by Ed Merrin



Steve Skold's Whiskey Town and Shasta features some great scenery and modeling.  
Photo by Steve Skold

**Ernie Simard's** HO scale WP is located in a three car garage. This multi-level operations oriented layout represents that railroad's operation from Bieber, California to Salt Lake City, featuring Digitrax DCC with sound. Also modeled is the SP connection at Elko running to Sparks.

**Ed Merrin's** HO scale layout is a depiction of the NWP running through Sonoma and Mendocino counties about 1958. It is double decked, connected by helix, with staging yards on a third level underneath. It is designed to be operated in a prototypical fashion, with trains and scheduling based on a prototype timetable. Most motive power are SD7s as per the real NWP of the time. Scenery is about half finished, with painted backdrops and blue foam covered with drywall "mud" and Sculptamold. Power is through a Lenz DCC system. A number of the locomotives are sound equipped.

**Steve Skold's** On3 scale Whiskeytown & Shasta/Trinity Southern is located in the area West of Redding, California along Clear Creek from Old Shasta through Whiskeytown to French Gulch. It services the mines of the Tree Frog Mining Company and the livestock from the OC Cattle Company. The line connects with the standard gauge Anderson & Bella Vista with a further connection with the SP to the outside world. Quartz is mined and shipped to the copper smelter at Kennett. On the West end is the connection with the Trinity Southern which provides mine timbers and lumber. Trains are short with 4 or 5 cars and a caboose and small engines 4-6-0 and 2-8-0. DCC control is by NCE with sound.

**Verne Alexander's** Colville, Republic and Palouse Railroad (CRAP) is a walk-in HO scale proto-freelance linear railroad representing Eastern Washington during the wartime harvest season of 1944. The layout is contained within a 13' X 13' air-conditioned room constructed within a two car garage. It consists of five levels of track, on 2.3 decks. The vertical rise is from 32" in Pullman to 68" in Republic. Industrial areas of the city of Spokane occupy two decks, connected by a helix, along one side of the room. The track North out of Spokane resembles Great Northern's Kettle Falls branch, running through mountains and forests and servicing the mining, logging and cattle industries. The track South out of Garry (Lower Spokane) resembles Northern Pacific's Palouse and Lewiston branch. It rambles through nearly treeless rolling hills of wheat, and services the many track-side elevators and canneries along the line. Basically the CRAP gathers the natural resources from the "Inland Empire" and transports them to Spokane, where they are interchanged outside the layout room to one of the four transcontinental and two regional railroads that have a Spokane presence. Thirty cars per operating session are interchanged off the layout, and are replaced by thirty cars of

Continued on Page 18

## Sonoma Short Line Layout Tours (Continued)



Verne Alexander's Colville Republic and Palouse is set in Eastern Washington during 1944.  
Photo by Verne Alexander



Steam is king on Dave Croshere's A B and old C layout.  
Photo by Dave Croshere



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processed food, manufactured goods and machinery from the other railroads. There is no overhead traffic on the CRAP - staging is in the form of six car cuts of interchange traffic. Motive power is small steam of early 20th century vintage and is nearly all equipped with sound. Train length is six cars, and all trains have a lot of switching to do. There are ten towns in addition to the two large areas of Spokane. Passenger service is by two motor cars. There are eleven trains per session, with the North and South Turns and the Woods and Mine trains frequently running twice. A session lasts something over four hours. Control is by NCE radio. The layout's maximum use of vertical space, 30" deep decks and use of outside-of-the-room staging and industries make it one of the largest small layouts in existence. Aisle space is very limited. An operating crew of six pretty well fills it up! The environment is rustic.

**Dave Croshere's** HO scale A B & Old C . Dave has a basement dedicated to his train operation. His 165 feet of mainline is hand laid as are his turn-outs. The turntable is his own design and is powered and aligning. He has a yard at either end of his point to point operation. The larger yard has 34 turnouts. Steam is king on this layout placed in 1936. It is designed for operations using MRC DCC and big steam engines with sound.

**Angus MacDonald's** HO scale Petaluma Valley RR, is a freelance RR in its own 20' x 40' handicap accessible building. Trains run around the outside walls on a triple folded loop ending at the "Y" entrance to the inner peninsula (the 18' x 5' yard). Completely scened, with more super detailing still being added, Angus' scratch built automatic bascule bridge is only one of the many scenes that shouldn't be missed. Check the interior of the winery warehouse, the farm and the stock yards!

**Tom Swearingen's** HO railroad features lots of switching operations with two yards, two industrial short-lines and two staging track areas. It uses Digitrax DCC for control and is located in a two car garage.

**Jim Providenza's** Santa Cruz Northern is a point to point, double deck, walk around style layout that shares a two car garage with a compact car. The SCN is single track with about 240 feet of mainline, of which 45 feet is in a three level helix. The maximum grade is 2.25%; minimum mainline radius is 26.5". The SCN is a jointly owned Western Pacific/Santa Fe subsidiary, running from a connection with the WP in San Jose, California south to Santa Cruz on the Pacific Coast. As such it shares many of the characteristics of similar lines in the area such as the Central California Traction Company or the Northwestern Pacific. Five major sidings have been extended to average 15 feet in length. All of the visible mainline and most of the switches are hand laid. Set in the early 1970's, motive power is either second hand or leased, quite often from the parent roads. Traffic has traditionally centered around industrial products in San Jose, agricultural products from the Santa Clara Valley and wood products and cement from the Santa Cruz Mountains. The layout has appeared in numerous model

Continued on Page 19

## Sonoma Short Line Layout Tours (Continued)

railroad magazines most recently in the March 2010 issue of *Railroad Model Craftsman*.

**Skip Rueckert's** HO scale NWP is designed from a lot of research into the prototype. His buildings are all scratch-built from prototype photographs from various local sources including the NWPRHS Archives. Operations will be with NCE DCC on this single level layout.



Ron Learn's North Western Pacific layout.

Photo by Ed Merrin

**Ron Learn's** HO scale NWP is located in a single car garage. Ron worked for the NWP and his layout captures the feel of what he saw on the line.

**Carol Alexander's** HO scale layout is a work in Progress. Based on a mystery novel set on the Great Western Railroad, a competitor to the SP over the Sierras, it is taking shape in a two car garage.

**Ron Kaiser's** HO scale Western Pacific Layout is only 8 years into a 20-year project. Sacramento to Winnemucca is covered in this operations oriented layout featuring NCE DCC. A single level point to point layout with staging can handle 16 operators with ease.

**Paul Weiss's** HO is a double decked switching layout deep in the urban jungle of Boston in 1974 that is based on the Penn Central. The concept is to provide a switching experience with the curves and obstacles typical of urban switching, while trying to represent the city in a true urban context. Buildings are not simple rectangles, roads and trackage cross and overlap, and sight lines are blocked. There is no main line here to speak of, and as a result Paul enjoys complicated and lengthy sessions. Rail is entirely code 83. Paul is slowly converting to hand laid turnouts as he moves to a premier standard of reliability and appearance. All of the structures are scratchbuilt or kitbashed. Some reside on the layout but not all are complete yet.

**J. Schmidt's** HO scale Nicasio Northern Railway is a 1920's Marin/Sonoma rails-thru-the-mud survivor.

**Hart Corbett's** G scale garden layout. Extensive Narrow Gauge on a steep hillside with automatic operation and lots of details.

**Bill Kaufmann's** State Belt ran for 100 years along piers and into warehouses of the San Francisco waterfront. Bill has taken important elements like a car float, interchange at King St. (where the Giants play today), street running, and switching areas under Telegraph Hill, and built them into a 12' x 12' layout using interesting modular techniques. Operations follow the prototype State Belt with 2 crews each working their own division. The railroad is totally functional, and signature buildings like the Ferry Building and Merchants Ice and Cold Storage are being worked on. Control is Lenz DCC with wireless throttles. The State Belt was written up in the April 2007 *Railroad Model Craftsman*.

**Bill Horstmeyer** has constructed a layout with a 300 foot long mainline, some branch lines and a few yards. The prototype is contemporary times of modern trains running on the Union Pacific over the Cascades in Oregon. This is a large layout with lengthy trains running well on steep grades and relatively tight curves.

**Steve Lewis** is displaying the HO CVL Modular set up at the convention center. See how a modular club is set up and gets ready to operate.

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## Fastrax Jig for Free

I would like to offer a fast tracks jig, for a #8 double slip switch, HO, code 70/83, to anyone that wants to use it, no charge. Jim Petro, Reno, phone 775-852-5636.

# ACHIEVEMENT PROGRAM

## Electrical Engineer

Jack Burgess, MMR

Continuing our discussion on various AP certificates, this month we will talk about the requirements for Model Railroad Engineer - Electrical. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA website.

The essence of this AP certificate is to demonstrate a knowledge of wiring a model railroad. The required work can be done on your own layout, a club layout, or even some on a friend's layout.

I will talk about the first two requirements this month and the rest of the requirements in the next issue of the *Branch Line*.

The first requirement is that you construct and demonstrate the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction and containing at least a) five electrical blocks if running DC or, for DCC, sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting; and b) one mainline passing siding; and c) one reversing loop, wye, or turntable; and d) one yard with a minimum of three tracks and a switching lead independent of the mainline; and e) facilities for the storing of at least two unused motive power units; and f) one power supply with protective devices. Note that you do not need to build a power supply as long as it includes the required protective device. While this might seem like a long list, note that even a small DCC layout could qualify if there is a way to turn motive power and it includes a small yard, a passing track, and circuit breakers.

The next requirement is that you wire and demonstrate the electrical operation of at least three of the following items: Turnout, crossing, crossover, double crossover, slip switch, gauge separation turnout, double gauge separation turnout, three-way turnout, gauntlet turnout, spring switch, or an operating switch in an overhead wire. You do not need to scratchbuild any of these track components, just show that you can make them work electrically. For example, wiring up the simplest powered turnout from the hobby shop will satisfy one of the three required electrical track components. Likewise, most commercial crossings come pre-wired. All you need to do it set one up so that you can run trains through both tracks. The whole point of these requirements is for you to demonstrate a variety of skills and understand the need for track gaps, etc. The guidelines continually stress to not read more into the requirements than need be or make them harder than they have to be.

I'll talk about the rest of the requirements in the next issue.

Once you complete these requirements, submit a Statement of Qualifications (SOQ) which includes the required drawings and forms. Witnesses must sign a *Certificate of Operation* verifying that the required items are operational and meet all applicable NMRA standards. Send the completed SOQ to your Divisional AP representative, **along with a photocopy of your NMRA membership card** and you are on your way toward another certificate!

### Thousands of negatives still need



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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.

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## Non-Rail X2011

Susan Swindell  
Non-Rail Committee  
Project Linus Coordinator

Just a short reminder about donated fabric for Project Linus at the NMRA Convention. We are looking for larger pieces of fabric (1.5 to 2 yards) that are suitable for teenage boys. They can be brought to the non-rail room in Santa Rosa.

Thank you, Susan

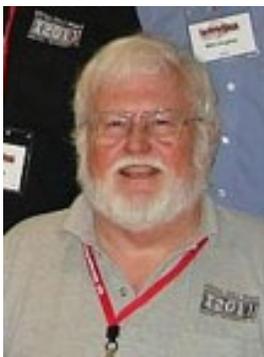
## Achievement (Cont.)

I am happy to announce that Ron Baker has been presented with a Golden Spike Award.

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.

## Noise from National

Bill Kaufman, National Vice President for Special Projects



My first mid-year Board of Directors meeting. Very interesting. Better than I expected.

The most important thing that happened had nothing to do with NMRA business. Thursday afternoon we all dutifully assembled for the next part of the meeting when we were led out of the meeting room into the room next door. There Gus and Mary Moore Campagna got us all organized for a wedding (Only about five of us knew ahead of time).

The hotel had set up a very pretty chapel and standing in front of us was Bob Ferguson looking quite good all cleaned up. Soon his beloved Darlene (nee Reichard) walked down the aisle beaming and glowing. Her daughter Angela Burgess was the Maid of Honor and the Best Man was Dick Couden. Those of you who were at Ronnie and Pat's wedding a couple of years ago will remember bits of the vows.

It was lovely. Weddings during NMRA events may be a bit "old hat" to we from the PCR (this being the second that I know of), but it impressed a lot of the BOD and department heads.

We adjourned back to the meeting. Bob came in and presented his proxy to Stephen Priest who will replace him as RAC director this summer and left. I couldn't understand why he didn't want to stay for the rest of the meeting.

In actual news from the meeting, Jenny Hendricks who has been our office manager extra ordinaire for about ten years, keeping Headquarters in Chattanooga cooking along, has been given a title commensurate with what she actually does. She is now the Chief Administrative Officer. Congratulations to her.

Speaking of Chief something or another, our new CFO, Frank Koch, gave an excellent, well organized, and understandable report. We eliminated the mythical Executive Director position from the organization chart as unlikely ever to be funded. We are not awash in money but for the first time in years it looks like we won't have to file for bankruptcy next Tuesday. We had a bit of a surplus for this year and applied a couple of legacies to the fund that underwrites the life memberships. It still isn't fully funded, but it is a lot closer and the BOD's policy is to fill it with any more unrestricted legacies that we get. We look to be a little short for next year, but that will



Bob and Darlene Ferguson were married at the NMRA board meeting.  
Photo by Stephen Priest

Continued on Page 22

## **Bill Kaufmann Presents SF Belt Line at Mini-Meet**

(posted on PCR-NMRA  
Yahoo groups on 1-18-11 by  
Steve Wesolowski)

Yesterday afternoon's Mini-Meet hosted by Bennett Woll and The North Beach Model Railroad Society, was a WONDERFUL talk on the Belt Line RRR by Bill Kaufman at Telegraph Landing, 150 Lombard Street, in SF across the street from the Belt Line Engine house.

Bill Kaufman entertained us with his narration & picture show on the SF Belt Line RR: which he also models, as told in RMC. The San Francisco Belt RR was a short-line along the Embarcadero. It began as the State Belt RR in 1889, and was renamed when the city bought the Port in 1969. The railroad ceased operation in 1993. The railroad connected the Port of San Francisco to many docks, industries and warehouses adjacent to the waterfront. It had 67 miles (108 km) of trackage and its general offices were in the Ferry Building. Its function was to switch cars from four major railroads to points along its system and vice versa. At the southern portion of the line, a track along King Street (passing the location now occupied by AT&T Park) connected with the Southern Pacific. A train ferry slip at Pier 43 allowed interchange with the Northwestern Pacific, WP, and the AT&SF railroads. To reach its northern terminus in the Presidio, the line passed through Fisherman's Wharf,

## **Noise (Cont.)**

probably come out in the wash. Decent year financially.

New and revised Standards were adopted. The clearances standards should now take into account the differences between eras. There was some discussion of a sort of snap-on to add to the gauge that the NMRA produces. People are looking into it, but physically it doesn't look do-able to me. There was a very esoteric standard involved with the NMRA NET that is supposed to be coming. It was for one of the few physical parts of the net. I didn't really understand it and I suspect that most of the board didn't either. There was some controversy about it and the board decided to go with the recommendation of its department head.

The x2011 West convention has been doing a lot with the Social Media, Facebook pages and the like. I grabbed John Sing months ago and asked him to help with the National Facebook efforts. He had developed quite a nice PowerPoint presentation to the Convention committee on goals and methods. I asked him to modify it so I could use it with the BOD and begin their thought processes on the uses of the web and Social Media. He did a nice job and it went over very well when I presented it.

One other thing of note is the changing of the Guard at National. Bob Ferguson is termed out this summer and rolls off the board as does Clark Kooning, the Canadian director. Dave Thornton moved up to Vice President or else he would be termed out too. I may not have it exactly right but I believe that our own Charlie Getz and Tony Koester are facing the same thing in eighteen months. Not your Father's BOD.

Two more things and then I'll subside. The NMRA Archive is open. We are scanning the vast archives of the Kalmbach library and putting them on line for viewing or purchase. So far about 5,000 images and plans have been done and posted at [www.archive.nmra.org](http://www.archive.nmra.org). The goal is to have about 30,000 by the end of this year. Even with this small number, I found two pictures of State Belt locomotives and bought them. The member reduced price is quite good. \$2.00 for a picture that is offered to the general public for \$4.00.

Finally in another web related event the "Members Only" section of the NMRA.ORG site should be up and running. I've seen a preview and the actual thing is supposed to open about now.

That's about all for now, but I had a good time at the BOD which surprised the heck out of me.

## **Pacific Coast Region SIG Report**

Seth Neumann

The big SIG news in the first quarter is always the annual PCR/Layout Design/ Operations SIG meet ("SIG meet") which we hold every year on the bye week between NFL playoffs and the Super Bowl. The festivities started Friday night with a dinner attended by 32 locals and visitors at Fiorillo's, across from the Santa Clara depot, followed by touring layouts at Silicon Valley Lines and Ed Loizeaux's New York Central.

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## SF Belt (Cont.)

Aquatic Park, and a tunnel under Fort Mason. I recommend Bill's web site at [www.statebelt.org](http://www.statebelt.org), for more info.

As a Narrow Gauger I came with modest expectations: I left enthusiastic & energized about the Belt Line RR! After Bill's talk, we moved to the roof above the 9th floor. Even with fog lingering here and there in the distance, we could see the roundhouse below, while Bill, Bennet and others pointed out the former Italian Swiss Colony warehouse and many other buildings served by the Belt Line: it was like looking at someone's Full Scale Model RR! I was also very fortunate to ride there with Tom Van Horn, who got us there in time while also pointing out former Belt Line & other RR landmarks during our drive across town from AT&T park, the Belt Line's former southern end.

I mainly want to thank Bennet & Robin Woll for arranging the space & time for Bill's wonderful afternoon presentation, and for providing tasty refreshments! I made some new train friends among the more fifteen or so people there, along with seeing many familiar Coast Division faces. Any way I can help to facilitate future Mini-Meets, just ask: What FUN! And, now I've been to my first one, I've a better idea of what it takes to do one.

## Sig (Cont.)

This year we had a new venue for the clinic program: the Santa Clara Biltmore which offered a good sized room with ample space for 117 attendees and many displays and mock ups of track plans. The Fremo-N groups also brought modules. Once again Hilding Larsen came all the way from San Luis Obispo and provided professional Audio Visual services so everyone could see and hear.

Saturday Clinics and panels were provided by:

PCR President Ron Plies, MMR and Don Nelson "Developing an Operations Scheme for the Eel River Club" which covered adapting a fair grounds display layout to meaningful operations

George Pisching on "Lightweight Dominos" along with an excellent demonstration of how to do it: there is no excuse for not getting started!

Kent Williams on "Operations on the OWNRY." Kent will have his layout (outside of Grass Valley) open during X2011 West. If you haven't seen it, you should put it on your list!

Caitie Reiter and Jim Armstrong on "Operations at Train Mountain": 7.5 inch ops in Southern Oregon

Jim Betz on "Layout Design Tricks" the photos made for a great game of "Name That Layout!"

Bruce Morden led a panel of 5 fanatical visiting operators on "lessons learned from participating in visiting operations meets." This could be a whole article, which Bruce is preparing for a forthcoming Layout Design Journal, but the short answer: "Lots"



Byron Henderson with a Consulting Client at 2011 SIG Meet.

Photo by Don Marenzi



Steve Williams shows off his FREMO-N module to SIG Meet Chairman Seth Neumann.

Photo by Don Marenzi

Saturday night we toured the layouts of Silicon Valley Lines, Cal Central Club, Jack Burgess (Yosemite Valley), Jim Dias (Western Pacific 3<sup>rd</sup> Sub), Don Marenzi (Copper Pass and Western) and Bob Osborn (Chicago and Mackinac).

On Sunday Dave Adams, Bob Bowdidge, Rick Fortin, Bill Kaufman,

## Why Should the Whole Family Attend an NMRA Convention?

Nancy Stokely, Non Rail Chair, X2011 West

We have attended four national conventions, three with our two girls. We had a great time and got to see parts of the country we hadn't visited before. There were activities for all to enjoy. Dad went off and did the train things, and the girls and I went to concerts, amusements parts, zoos, museums, shopping, historical sights, craft clinics and even did some of the train events with Dad.

The X2011 convention will offer many of these same types of events, something for everyone. We have tours to the Aerospace Museum, the Jelly Belly Factory (with free samples), the Guide Dogs for the Blind campus, the Charles Shulz (of Peanuts fame) Museum, the Luther Burbank home just to name a few. There will also be luncheon opportunities, speakers and craft clinics. Movie and bingo nights are also planned. Olde Town Sacramento with its various museums, restaurants and shops is a brief walk or bus ride away from the convention hotels.

Being in Sacramento, the state capital, there is also plenty of history and government. The Capital is within walking distance of the convention hotels. In the Capital, each of the counties has a display about what goes on in

## Sig (Cont.)

(first timer) Ed Merrin, Seth Neumann, Bob Osborn, David Parks and Silicon Valley Lines hosted Operating Sessions with an emphasis on new operators.

As I write this we are finalizing layout assignments for BayRails IV, our semi-annual (every odd year, week after Winterail) invitational operations meet. This meet is focused on visitors from out of the Bay Area and features 18 layouts in the Bay Area and Central Valley. More than 80 visitors from all over North America will arrive March 16 and operate the 17<sup>th</sup> through 19<sup>th</sup> on three layouts each. Most of the local operating layouts will be hosting and many local operators will be helping out. If you'd like to help, please contact me at the email below. Many of these layouts will be available during X2011 West or the Advanced Section July 1-9.

Looking ahead, we will be hosting the Advance Section of X2011W in the Bay Area the weekend before the main convention, July 1-3 2011. As X2011W is part of the X2011 West national NMRA convention and X2011W registration is required. In addition to prototype tours we will be holding layout tours and op sessions.

Operations Sign ups are available now for convention registrants at [http://www.x2011west.org/eventtools/ops\\_req.php](http://www.x2011west.org/eventtools/ops_req.php)

See the SIG pages at X2011 West website for full details at

<http://www.x2011west.org/groups.html>.



Jim Betz discusses layout design tricks.  
Photo by Don Marenzi

LDSIG will be providing it's usual full program including:

Sunday evening – SIG meet and greet

Monday morning – “Layout Design Boot Camp” led by LDJ Editor Byron Henderson

Monday Afternoon – Layout design clinics, and panels

Tuesday – All day clinic track: “So you want to be a dispatcher” with former SP/UP Dispatcher Steve “Breezy” Gust, former LDJ Editor Dave Clemens, and other present and former Train Dispatchers and Signal Maintainers. This track will cover dispatching from Time Table and Train Order, through Centralized Traffic Control and Track Warrants. Learn from the pros!

Wednesday – The annual LDSIG Self Guided tour will offer 16 layouts of design interest leaving immediately after the 8:00 AM business meeting and continuing until 10:00 PM. This is always the highlight of the convention for me!

Thursday and Friday - (working around the Friday AM members-only train show time) A clinic track on Signaling starting with a visit to the CSRM signal docents on “Grade Crossing Signals” this \$10 tour will include a short ride on the Sacramento Southern as we examine grade crossing protection of several eras. This is something almost every layout can model!

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## Family at Convention (Cont)

their area. You can walk right by the door to the Governor's office. The Capitol is surrounded by an immense garden and arboreal display.

As you can see we have something for everyone. Check out the convention website, [www.x2011west.org](http://www.x2011west.org) and sign up today to join us in Sacramento in July.

## Sig (Cont.)

The clinics will cover an introduction to Prototype Signaling followed by experts including Bruce Chubb, Dick Bronson, David Metal, Rodney Black, Joe Melhorn and Dave Megeath covering many approaches to modeling signals and signal systems.

Friday evening – The annual LDSIG banquet in the CSRM Round House. This event is open to all (ticket required) and features as speaker noted layout design writer Don Mitchell on “80 Years of layout Design: My Journey”

OPSIG will offer upwards of 300 operating slots at 30 + layouts. Operations Signups are available now for convention registrants at [http://www.x2011west.org/eventtools/ops\\_req.php](http://www.x2011west.org/eventtools/ops_req.php). The OPSIG business meeting is Monday afternoon at 1:00 PM.

I hope to see you operating this spring and summer, that's it for now!

[For further information you can contact Seth Neumann at [sneumann@pacbell.net](mailto:sneumann@pacbell.net) (Ed.)]

## The Answers Are Out There

Bob Pethoud

Daylight Division Member Aid

FDR once said, “Forests are the lungs of our land, purifying the air and giving fresh strength to our people.” Conifer forests are almost spiritual places for me and one will be prominently featured on my model railroad. Recently I tried out a simple method of making model conifer trees which gave impressive results far out of proportion to the minimal effort I put in. Just days after I finished my first few trees, the March 2011 issue of Model Railroader arrived. Coincidentally, it contained an article by Cody Grivno, called “Make conifers the quick and easy way,” which describes basically the same process. Cody's method is brilliant (it's almost the same as mine) and is inexpensive as well as quick and easy. In the next few paragraphs I will describe my method, which differs from Cody's in half a dozen ways and yields, I think, better looking trees while being somewhat quicker, easier, and cheaper (win-win-win-win!)

Furnace filter material is used for the trees' foliage and is the basis for this method. I found a brand called NaturalAire at my local Home Depot. It comes in rectangular pieces 24"x36" and 1" thick, designed to be cut to fit your furnace, and is almost a conifer green color. In addition to this, you will need some tree trunk material, some ground foam, and the usual selection of tools and adhesives.

### Trunks

Bamboo skewers are cheap, readily available, and their top ends are already sharpened to represent tree trunks. For smaller trees, toothpicks can work, and I found that 3/32" square basswood is ideal for trees from 3 to 5 inches high. There is no need to make the basswood cylindrical; just leave it square in cross section, but sand a point on the top. I make no effort to scrape bark detail into the trunks, but instead begin by painting two coats of color—first



Furnace filters make lots of evergreens very quickly.

Photo by Bob Pethoud

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## Help Needed for Membership Booth

The N M R A membership booth at the National Train Show being held in conjunction with the X2011 West convention needs enthusiastic PCR members to tell the public the advantages of belonging to our great organization!

Please call or e-mail Ray deBlieck at (510) 521-9778, RaydBCS@aol.com.

Ray wants to assign teams of two, and the more folks who help, the shorter will be your duty tour. Most of our guests will be PCR residents, so it's for our benefit!

### Answers (Continued)

black, and then brown. I use really cheap craft paints from Michaels (Craft Smart #23662, black, and #23628, brown, to be specific). Cody uses 3/16" and 1/4" dowels colored with wood stains, but to me those trunks look too large in diameter for the heights of his trees. Be aware that wood stains may not work well on bamboo, but paint is fine.

#### Foliage

Basically we are going to skewer pieces of the filter on the tree trunks we prepared, starting with large ones near the bottom and working to small ones at the top. I began by cutting two one-inch wide strips from one of the 24" ends of the filter. Then I cut each of these strips into one-inch squares, which gave me a total of 48 little cubes measuring 1" on a side. Then I cut three strips each 1 1/2" wide from the filter. Cutting each of these strips into squares 1 1/2" on a side gave me 48 more pieces. I continued in this way with four strips 2" wide and five strips 2 1/2" wide.

I would rather have cylindrical pieces of filter than the square prisms I cut, so I compromise by cutting the four corners off of each square, giving me octagonal prisms in graduated sizes and a pile of small triangular prisms. Don't throw away the small pieces! Cody cuts smaller pieces of filter to begin with—down to cubes 1/4" square—but I found it easier to trim the material down after skewering.

Here is the critical part in preparing the foliage. Take an octagonal prism and peel off the square grid attached to one face. Then gently tease the prism apart vertically, leaving it in one piece but making it 2" high instead of 1". On each prism you are trying to make the octagons move from 1" apart (the thickness of the filter) to about 2" apart. As you pinch parts of the filter and pull apart, you will feel the resistance drop as the material is about to separate. The trick is to stop just before it completely separates.

Now the fun part—assemble the tree. Take the largest piece you will use and skewer it on the trunk, then put on the next smaller size piece just above that, and so on. At the top you can glue on one of those small triangular prisms you cut off earlier (and did not discard). Aleene's Tacky Glue works well for this. Notice that glue is not really necessary to attach any but the small top piece of foliage. Use a pair of scissors to trim the filter material to look more like a genuine tree.

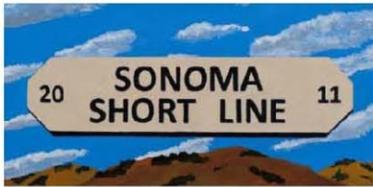
#### Finishing

Gather your favorite brand of ground foam in conifer colors and some cheap, unscented hair spray. Cody recommends coarse turf, but I prefer the finest I can find, so that the trees can remain somewhat lacy in appearance. Spray on the sticky stuff and sprinkle on the ground foam. I like a dark color all around and then a second coat with a lighter color dropped from above, for highlights.

#### Summary

Cody's tree-making method is destined to be a classic, with my few refinements: (1) smaller diameter trunks (1/16" to 3/16") colored with (2) cheap craft paints, (3) larger filter pieces cut into (4) octagons and (5) carefully teased almost apart, and finished with multiple colors of (6) fine ground foam. I estimate that for a 9- to 12-inch tree I have less than 25 cents and 15 minutes invested. Since I need literally hundreds of trees for my Cascade Northern Railroad, with this method I may actually be able to build them in my lifetime and without breaking the bank—sweet!

[PCR members can contact Bob at [pethoud@comcast.net](mailto:pethoud@comcast.net).]



**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](mailto:carolnma@msn.com)  
 Website: [www.pcrnmra.org/conv2011/](http://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  Youth

Primary 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	
<b>Total</b>			\$

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](http://www.visitsantarosa.com)

## Calendar

**April 9 & 10, 2011** - 10:00 am to 5:00 pm, **Spring Train Show and Open House, South Bay Historical Railroad Society**, Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969.

**April 16 & 17, 2011, Railroad Days, San Bernardino History and Railroad Museum**, located in the historic Santa Fe San Bernardino Depot, 1170 West Third St, San Bernardino, CA. Info: (909) 885-2204. Admission is free.

**May 13 - 15, 2011 - Sonoma Short Line 2011 "Mini" Pacific Coast Region Convention**, Finley Center (Cedar Lobby), 2060 West College Ave, Santa Rosa, CA.

**May 21, 2011** - 9:30 am to 6:00 pm, **Daylight Division Meet**, Gary Siegel's home, Santa Barbara, CA.

**May 21, 2011 - Redwood Empire Division Meet**, Monroe Hall, 1400 West College Ave, Santa Rosa, CA. Doors open at Noon, meeting starts at 1:00 pm.

**May 21 & 22, 2011 - The BIG Train Show**, Ontario Convention Center, Ontario, CA

**June 4, 2011** - 7:00 am to 4:00 pm, **Swap Meet and Open House, Santa Susana RR Historical Society**, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA Admission \$2.00 for adults.

## Made, Published or "Born in the PCR"

Steve Wesolowski, Coast Publicity & CA/NV NG Foamer/Zealot?

Like my First column, I'll share (review?) more neat pubs I'm enjoying, most "Written in the PCR", some from nearby.

#1: Building Structures for Your Garden Railway, © 2010 by JackVerdocchi, Kalmbachbooks.com, about \$20. Although I haven't met Jack or visited his Garden Railroad yet, I find this book quite useful for modeling All scales. This book is nearly worth \$20 for Chapter 1 on Plastic Cement, Glues and Adhesives! Even experienced modelers can learn something from its chapters on Tools, Plastic/Wood Construction, Casting, Lighting & other subjects, increasing its value to anyone who enjoys building stuff for indoors or outside. There's very much value herein for ALL modelers.

#2: Bob Walker's Scratchbuilding for Model Railroaders, © 2010, Carstens Pubs, about \$20. I think #1 & #2 both have very useful content and neither author only repeats their magazine column. With these two books, I believe one can learn to scratch build almost anything, including Windows, Doors and Buildings, from more than one material, including Foam, Plastic, Wood, Resin, Epoxy and other materials. #1 and #2 belong on any model builder's shelf.

#3: Matthew Mason in Sacramento publishes The Home Railway Journal, [www.homerailwayjournal.com](http://www.homerailwayjournal.com), 4 times a year "to facilitate the exchange of ideas and information in the rideable home railway community." For \$25 a year, each issue contains at least one project article, product reviews, some fresh ideas, at least one layout tour, plus other useful information, not only useful for just rideable model railways-- e.g. even Garden Railway tracks can have heat expansion problems in direct sun or need to coexist with wild animals. Good ideas are where you find them, and The HRJ IS "Born in the PCR" several times a year.

#4: Westlake Publishing, [www.westlakepublishing.net](http://www.westlakepublishing.net), from Westlake Village ( p/o the old PCR!) publishes a Logging, Mining and Industrial Annual, a Narrow Gauge Annual and a Modeler's Annual once a year (surprised?). A Subscription costs \$48/year, or \$20 each retail. Their articles tend to O scale and larger scale models, but those beautiful models and the Mallory Hope Ferrell article in the first two issues named is worth the cost alone, I think. I find these pubs another source of good ideas and creative modeling techniques.

#5: SP's Sacramento Shops...Incubator of Innovation,© Robert A. Pecotich, 2010, Signature Press, \$85. From 1868 to 1990, SP's main shops produced and maintained an amazing variety of equipment. A great book on the shop's history: 496 pages, 600+ pictures and 21 maps & drawings. Even as a Narrow Gauger, I find a lot to enjoy in this book. Worth a look.

#6: Surf,Sand & Streetcars, A Mobile History of Santa Cruz, California, ©1977 by Charles S. McCaleb, Interurbans Special 67, PO Box 6444, Glendale, CA. About \$20, used. An 1875 to 1926 history of Surf City and it's Streetcars, with some threads running up though the 70s. Even after living in Santa Cruz 4 years in the 70's I've learned some new history of Santa Cruz when I lived there from this book.

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## Calendar (Cont.)

Vendor table info, contact David Putnam, (661) 753-6006.

**June 4 & 5, 2011** - Saturday, 10:00 am to 5:00 pm; Sunday, 12:00 noon to 5:00 pm - **Annual June Open House and Model Train Show**, San Leandro Historical Railway Society, 1302 Orchard Ave (in Thrasher Park), San Leandro, CA. Contact: Eugene Brichacek (510) 303-4413. Website: [www.slhrs.org](http://www.slhrs.org). Donations welcomed!

**June 12, 2011** - 9:00 am to 5:00 pm, **Coast Division Meet**, Congregation Etz Chaylm, 4161 Alma Street, Palo Alto, CA.

**July 1 - 3, 2011 - Extra 2011 West Advance Section**, Hilton Newark/Fremont Hotel, 33900 Balentine Drive, Newark, CA. Self-guided layout tours, prototype tours, operating sessions, train rides, and non-rail functions.

**July 3 - 9, 2011 - Extra 2011 West, NMRA 2011 Convention and National Train Show**, Sheraton Grand Sacramento, 1230 J Street, Sacramento, CA.

**July 16 & 17, 2011** - 10:00 am to 4:00 pm, **The Great Train Expo**, Santa Clara County Fairgrounds, 344 Tully Rd, San Jose, CA 95111. Adults: \$7.00. Kids under 12: Free!

**August, 2011** - 9:30 am to 6:00 pm, **Daylight Division Meet**, Date and location: TBA

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Apr-Jun 2011

## Made in PCR (Cont.)

#7: Stations West, The Story of The Oregon Railways, Edwin D Culp, Bonanza Books, 1978 edition, \$10-15 used This book drew me in with its 480 photos of the many neat and funky Oregon Railways there used to be. I just couldn't put this one down. I beat a fellow to this \$15 book by less than 5 minutes, whereas #6 I recall I won at a Coast Divisision auction.

Another reason I mention #6 & #7: when I got home, online I searched for other copies of these books on alibris.com and addall.com, mainly curious to see if I paid a fair price. In both cases, as with most used RR books I've bought before, I found other used copies for about the same and/or less than I paid. I even found a copy of #7 for \$6! I say this NOT to Gloat: If I beat YOU to #7 by 5 minutes, you may find another/more than one copy of many great old used books for less than you think. USPS' Media Rate is so reasonable, IF you find a copy out of state, the Media Rate often is less than the sales tax would be. The more I look, the more interesting old railroad books I find I've never heard of/seen before. For most there's one or more reasonably priced copies available.

Happy Hunting and Happy Trains to you, until we meet again!

## Calendar (Cont.)

**August 11 - 21, 2011** - 11:00 am to 9:00 pm, **Open House, Eel River Valley Model Railroaders**, Hindley Hall at Humboldt County Fairgrounds, Ferndale, CA. (Fair admission required.)

**August 13, 2011 - Sierra Division Meet**, Location: Check their website.

**August 27, 2011** - 7:00 am to 4:00 pm, **Swap Meet and Open House**. Santa Susana RR Historical Society, Santa Susana Park Pavilion, 6503 Katherine Road, Simi Valley, CA. Admission \$2.00 for adults. Vendor table info, contact David Putnam, (661) 753-6006.

**September 7 - 10, 2011** - 31st National Narrow Gauge Convention, Hickory, NC.

**September 8 - 10, 2011** - 2011 Annual Conference, **Southern Pacific Historical & Technical Society**, Doubletree Hotel Portland-Lloyd Center, Portland, OR

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

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## Coast Division Report

Darrell Dennis, Chief Clerk



The last meet was held on March 6, 2011 at Buchser Middle School, 1111 Bellomy Street, Santa Clara, CA 95050 and it was enjoyed by:  
80 Coast Division members  
8 Redwood Division members  
5 Sierra Division members  
with 6 Guests and/or First Timers  
For a total of : 99

Clinics included:

9:45 AM: Matthew Buck "Southern Pacific Slim Princess Narrow Gauge"

11 AM: Bill Allen "My entry into Garden Railroading"

11:00 AM The Model Railroad Roundtable was moderated by Jerry Littlefield with the usual good attendance

The Bethel 129 Jobs Daughters group offer up our refreshments for the day. Thanks Gang!

The business meeting portion of the meet was called to order by Mark Schutzer, Coast Division Superintendent, at 12:04

Announcements and remarks were made by:

#1 Mark Schutzer – Mark welcomed the guests, new members (2), and first timers to the meet. Also, he thanked the Jobs Daughters for providing the refreshments.

#2 Mary Moore-Campagna read the following proclamation:

*WHEREAS the NMRA national board meeting took place on Wednesday and Thursday, February 23 and 24; and WHEREAS there was an item on the agenda under "New Business" concerning a "PSR merger proposal"; and WHEREAS the attendees at the board meeting were invited to view a presentation regarding the proposed merger; and WHEREAS, said merger did indeed take place within the boundaries of PSR (more specifically, in Salon F of the Palace Station Casino); and*

*WHEREAS all those there present voiced their commitment to support the participants in said merger; NOW, THEREFORE, let it be resolved that those in attendance here today offer our congratulations and best wishes to the newly wed Mr. and Mrs. Bob and Darlene Ferguson.*



This was followed by a rousing applause and Bob announcing the Silent Auction was closed! Congratulations Bob and Darlene !!

Continued on Page 31

## Calendar (Cont.)

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

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

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

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

**December 3, 2011**- 9:00 am to 6:00 pm, 4th Annual **Open House and Layout Tours**, presented by Daylight Division, in the Fresno and Clovis area. FREE and OPEN TO THE PUBLIC. Families are welcome at all layouts.

## Coast report (Cont)

#3 Charlie Getz, HLM - At Large North America Director, discussed the following:

1. Bob Ferguson, Regional Advisory Council for the NMRA, will be leaving that post in June. The NMRA presented a President's Award to Bob for his many years of service to the NMRA and model railroading. (Great job Bob, and thanks from the Coast Division!)
2. The NMRA Scanning Project is well on the way due to the special donations to the Diamond 75 Club. The scans will soon be on the NMRA website at [www.nmra.org/archives](http://www.nmra.org/archives) and prints will be available at 50% of the non-member price.! You'll just have to use your name and NMRA number to access the site.
3. The NMRA is losing 200 members a month, but also gaining about 200 members. This 'stagnant' membership will soon impact the Life Member Fund. The NMRA Board is looking into resolving this problem.
4. The NMRA Magazine is looking into adding an E-zine, an online version of the publication with added content along with other potential changes.
5. Charlie announced he will be running for NMRA National President at the next elections, and asked for local support.



#4 Rod Smith, Director,

1. John Sing has been appointed National director of Social Networking (Facebook, Yahoo, Myspace, etc.) (Note: John asked me to clarify his appointment. John explained he is one of a group of NMRA volunteers who are on a committee to explore Social Networking for the NMRA. Also on the committee are : Ken Liesse, PNR, Bill Kaufman, PCR, Peter Borchers, UK, and Tim Klevar.)
2. The webzine, Model Railroad Hobbyist, has an article on Kermit Paul's layout, the Lone Pine & Tonopah! Follow this link: <http://issuu.com/mr-hobbyist/docs/mrh11-03-mar2011-ol?viewMode=presentation&mode=embed>
3. The PCR annual Board Meeting will be held at the Santa Rosa PCR Convention, May 13<sup>th</sup>, and if any member wants an item brought to the Board's attention, please contact Coast Division Director Rod Smith.

#5 Dave Connery, Nominations Chair. Dave affirmed that there was a quorum of Coast members in attendance to hold nominations and election. The following had accepted nominations: for Superintendent, Mark Schutzer, Paymaster, Bob Ferguson, Chief Clerk, Darrell Dennis. Dave asked for nominations from the floor, and seeing none, asked for a showing of hands to elect the three officers. Dave pronounced the election final, and Mark, Bob and Darrell will be the Coast Division officers for the next two years.

Continued on Page 32

## Coast report (Cont)

#6 Pat LaTorres, PCR Vice-President

1. John Temple reported that, long time Coast member Duane Coate is doing OK, and thanks his many friends for their concern.
2. Reminded the group of the X2011 West, NMRA National Convention July 3 through 9, 2011 in Sacramento. And please join the new Yahoo group, found on the lower right of the web sites home page. <http://www.x2011west.org/>
3. Winterrail is next Saturday, March 12, in Stockton, tickets are still available. <http://winterail.com/>

#7 Steve Skold, RED Superintendent, reminded us that the PCR Mini-convention was May 13-15, 2011 in Santa Rosa.  
<http://www.pcrnmra.org/conv2011/>

#8 Don Shortt, our host for the Buchser Middle School site. The school district is closing this facility as part of their Master Building Project for a total renovation! It is not known when this construction will be finished, but we can assume we cannot use this site through 2011! Mark

Further commented that we have a site for the June 13<sup>th</sup>, 2011 meet, Congregation Etz Chaylm, 4161 Alma Street, Palo Alto, 94306. But we do not know if we have a site for the September Meet! Please look around your area and talk to people. Contact Mark if you have a firm possibility!!

Bob Ferguson announced the high bidders from the Silent Auction.

Mark noted, at 12:35 pm that, with no other business or announcements, the Business meeting was adjourned and that the Auction would begin in 10 minutes. John Marshall, Auction Chair, announced there were 212 items in the auction and reminded everyone that the minimum bid was \$1.00, not 'none' or 'zero'!

**Model Contest Results:** By John Sing

### MOW

1<sup>st</sup> Place: Al Kuhn – NYC Clearance Car w/ operating feelers and pantograph.

### FREIGHT

1<sup>st</sup> Place: Tom Vanden Bosch – CN 8-Hatch Reefer

### CABOOSE

1<sup>st</sup> Place: Tom Vanden Bosch – NYC Standard Way Car  
2<sup>nd</sup> Place: Steve Wesolowski – RGS Large Scale Caboose w/ interior and lights

The categories for upcoming meets are: June 2011:

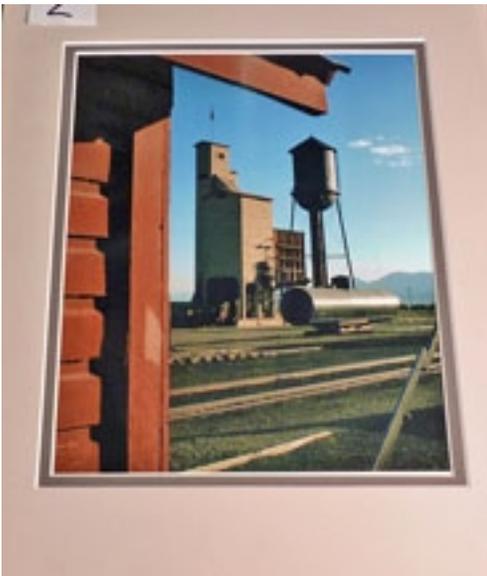
**Continued on Page 33**



## Coast report (Cont)

Structure, Display, Self-propelled cars & traction. September 2011: Steam locomotives, Diesel & other locomotives, passenger car. December 2011: Favorite Model(Open Category) March 2012; MOW, Freight, Caboose

### Photo Contest: Railroad Structures” by Keith Wandry



1<sup>st</sup> place: Kenneth Martin, “Coal & Water tower, Ely, NV”

2<sup>nd</sup> Place: Mike Raposa, “Speeder at Water Tank”

3<sup>rd</sup> Place: Eugene Brichacek, “U.P. Right of Way”

The Photo Contest categories for upcoming meets are: June 2011: Diesel Locomotives September 2011: Caboose December 2011: Steam Locomotive March 2012; Railroad Structures”

### Show and Tell: by John Sing

Frank Markovich – 1/48 Scale Caterpillar & Bulldozers from Tamiya military models.

Giuseppe Aymar – UP SD60M in HO

Gordon Searle – N scale SP PA2 'superdetail in process on a Con Ceor / Kato model mfg'd in 1970!"

Stephen Williams – MKT Lockhart, TX station mockup from a Google Sketchup 3D CAD model.

Terry Hurley - Arts & Craft house being built for BAGRS traveling exhibit.

Howard Lloyd - “Single Structures” from feature article July 1999 Model Railroader.

Bill Swindell – Rio Grande large scale Rail Truck w/sound. (John Sing provided the following explanation! This model was " proto-lanced". As in, not freelance, not prototype, but a freelance model but based on a prototype flavor. I personally love it!)

### “John Allen's Timesaver” Switching Contest: by Steve Peters Junior Brakeman

1 <sup>st</sup>	Jim Smyrak	13:44
2 <sup>nd</sup>	Eugene Brichacek	9:41
3 <sup>rd</sup>	Heinz Brinks	5:17

### Senior Brakeman

1 <sup>st</sup>	Steve Williams	5:39
2 <sup>nd</sup>	Tom Crawford	5:32
3 <sup>rd</sup>	Tom Van Horn	5:17

Our next meet in on JUNE 12, 2011 -  
location:, Congregation Etz Chaylm, 4161 Alma Street, Palo Alto, 94306.

I would like to thank -Steve Peters, Tom Crawford, John Sing, Mary Moore-Campagna and Keith Wandry for contributions to my article! It is great to have fellow model railroaders you can depend on!



# Daylight Division Report

George Pisching

The Daylight Division met in Exeter California on February 26<sup>th</sup> for another great event.

First, it was the presentation on the historic Kingsburg Depot restoration. A

monumental effort to restore a bit of Southern Pacific Railroad history and create a "living museum" is underway. The site and then village was originally Kings River Switch which grew into Kingsburg, California.

Also at the meet, Scott Hamilton of Visalia demonstrated his tree making skills and let several attendees build some for themselves.

Then brunch, expertly prepared by Brewster and Sally Bird, was a tasty hit to cap the morning.

Then and further on down the line from Kingsburg is Visalia and Exeter. I had not realized the railroad historic value of Visalia and Exeter towns. I have read of the Visalia Electric Railroad and seen diagrams of the routes when it was bought by the SP. But, to actually walk and see the rails and one of the engine maintenance facilities was eye opening. The meeting was held at the Exeter Scout Shack just across the street from the San Joaquin Valley Railroad Shop which had been the Visalia Electric's Shop before.

Then we visited the Exeter and Tulare museums featuring the VE. We capped the day with talks by several of the former employees of the railroad.

On top of that, a visit to Butch Crowley's American Flyer collection brought nostalgic memories of my youth back to mind. All in all a great day and certainly well worth the trip off the well beaten interstate highways. Now I'll certainly have to explore them all again.



Kingsburg Depot is being restored.

Photo by George Pisching



The view across the street from the meet was incredible!

Photo by Ed Hall



More SJVRR Shops  
Photo by George Pisching



Scott Hamilton's trees  
Were easy to make.

Photo by George Pisching



Butch Crowley collects anything  
AC Gilbert.

Photo by George Pisching



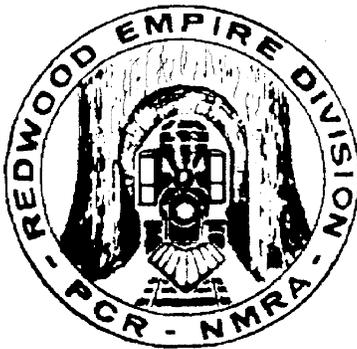
SJVRR Power on the move!  
Photo by George Pisching

Continued on Page 35

## Daylight (Cont.)

Donor List for Daylight Division meet in Exeter on Feb. 26, 2011:

1) Geoff Worstell/**Tom's Trains** of Fresno: Santa Fe Porcelain Enameled Advertising Sign. 2) **Doug Wagner** of Bakersfield: 2 books entitled 'Essential Model Railroad Scenery Techniques' and 'Classic Railroads You Can Model. 3) John Houlihan/**Irish Tracklayer** of Fresno: HO scale CP Valves (Right Hand, Left Hand, and Center Point). 4) Roy Ogle/**Roy's Trains & Things** of Clovis: Walthers Gold Line HO scale Thrall 89' Tri-Level Auto Carrier (2-Pack; BNSF). 5) **Dave Grenier** of Clovis: HO scale SBHRS 2005 Commemorative Boxcar X 2 and a book entitled 'How to Build Realistic Layouts 4.' 6) John Roberto/**Central Valley Tile Cleaning** of Fresno: Tenshodo Switch Machine X 3 and a Throttle Pack. 7) Dave and Terri Baker/**Terri's Timeless Treasures** of Clovis: #80 .0135 Diameter Drill Bits (2 Pk) and HO scale Accurail 50' AAR Steel Boxcar Kit (MOPAC).



## Redwood Empire Division Report

Steve Skold

RED's Winter Meet was held at the home of the Napa Valley Northern [on February 19, 2011]. The Special Door Prize was donated by Napa's Loose Caboose hobby shop and was won by RED Director Carol Alexander. Nominations were the order of the day. Nominated for Superintendent was Stu Benson of Sonoma and nominated for Chief Clerk/Paymaster was Ed Zakarekis of Fairfield. Ballots will be in the next issue of the CALLBOARD and votes will be counted prior to the May meeting in Santa Rosa on Saturday, May 21st.

Our favorite part of the meeting was the show and tell portion. Bringing items for show and tell and getting an additional door prize ticket were: PCR President Ron Plies, Director Carol Alexander, Superintendent Steve Skold, Stu Benson, Brice Benson, and PCR Contest Chairman Giuseppe Aymar.

Wayne Monger then did a clinic on the Pros and Cons of Live Loads on you layout. He described the difference between live and dead loads. One of the live loads was a sugar beet car with seeds from a dwarf pomegranate. A train load of them were running on the NVN layout which was viewed after the clinic. Also running were coal trains with real coal and the famous pipe loads on flats. Live loads can also add to your scenery if cars derail and deposit beets, coal or iron ore on or next to your right of way.

This is RED's 50th anniversary year and we will be celebrating at our Spring Meet a week after the PCR Mini in May. There will be free pizza and dessert during the meeting. This will be after the show and tell portion which will include prize winners from the previous week's PCR Contest.

The Summer meet is tentatively scheduled for August 20th and planning for that will be at the RED Staff meeting at the Skold residence on April 19th at 7:30. Finally, RED has been invited to the Sonoma County Home Show and 3rd Annual Train Show on October 14, 15, and 16. Planning for that will begin in June after the dust settles on the PCR Mini Convention.

# Sierra Division Report

Bob Warner



Sierra Division went High-Tech at its February 12<sup>th</sup> meeting. The members on the west side of the Sierra's meet at the Rancho Cordova Library, while those on the east side of the snow covered Sierra's were in Reno. We were all connected through Skypes network, so we could see and hear each other. This was a first try of this system and it worked pretty well. The meeting started at 1:30 and Superintendent Jim Long welcomed everyone to this new way of letting more members "attend" the meeting.

Jim encouraged all members to vote and return the PCR ballot for PCR President and Vice President. Next year the Sierra Div. Director's job will come up for vote. Mary Moore-Campagna has served grandly in this position, but has termed out. We will open nominations for director at the November meeting. Please consider running as this is our connection and voice to the PCR.

The next meeting will be April 9<sup>th</sup> (location to be announced). We will have Ed Asunms there with a clinic on railroad photography. We will follow this with our June 4<sup>th</sup> meeting which will include a guided photo shoot along the Feather River Canyon. Then at the October meeting there will be a photo contest for the great train shots that we all took in the Feather River Canyon in June.

Gary Ray is always looking for stories, items and pictures for the Short Line, so keep him loaded with material.

Sierra Division needs a volunteer to be the representative to International Railfair. Remember this is our main source of income each year. We also need someone to be the contest chairman. He decides what the contest is about and hands out the prizes and ribbons.

A proposal was made to purchase a video projector for \$600. We have been borrowing or renting one for our meetings. The proposal passed and Jim made the purchase.

Jim reminded everyone that the PCR's Convention, Sonoma Short Line, is May 13-15 in Santa Rosa.

The NMRA X2011 Convention is coming to Sacramento in July 3-9. They will need our help with volunteers. Signup and enjoy a great convention in our backyard while you help to make it a great experience for the hundreds that will come here from across the country and the world. Go to [www.pcrnmra.org/conv/2011](http://www.pcrnmra.org/conv/2011) for more details on both conventions.

Our clinic was given by Steve Gust, a dispatcher for Union Pacific RR. He had lots of great stories to tell and really went through the system of how and why trains are dispatched. It is an extremely important link that keeps the trains moving at maximum speed and safety. He did a great job of explaining all of the aspects and their consequences.

We finished the meeting with the weathering contest on the old convention refrigerator cars.

It was a very nice first try of our dual meeting location system and we will likely continue to use it especially during the winter months.

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# 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](mailto:glslewis@comcast.net) Web: [www.pleasantonmodelrr.org/index.html](http://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](http://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](mailto: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](mailto:pray59@sbcglobal.net) Yahoo group: [groups.yahoo.com/group/BAZ\\_modules](http://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](mailto:loggingrr@aol.com), [bob@bob2sell.com](mailto:bob@bob2sell.com) or [lambert5522@att.net](mailto:lambert5522@att.net)

## COASTAL VALLEY LINES

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

Lewis (707) 527-0396. Web: <http://cvl.hobby-site.com>.

## EEL RIVER VALLEY MODEL RAILROADERS

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

## ELSIE

The Left Coast (Elsie) HO<sub>N</sub>30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-664-8614 or Ken Lunders in Cupertino, 408-777-9572.

## EMPIRE BUILDERS MODEL RAILROAD CLUB

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by 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](mailto:carldw@aol.com) GEHAMS web: [www.gehams.com](http://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](mailto:publicity@gsmrm.org). Website: [www.gsmrm.org](http://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.

**Continued on Page 39**

## Clubs (Cont.)

### MOTHER LODGE MODEL RAILROAD CLUB

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

### NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

### Nn3 ALLIANCE

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

### SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOOn3 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 3<sup>rd</sup> 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, tinsplate, and even LEGO trains. The monthly meetings include model and prototype activities, videos, and discussions. A separate business meeting handles show planning and club management. The SLOMRA is open to new members who have a love of trains. The general meeting is the third Monday of every month at 7:00pm at the Oceano Depot. For more information visit [www.slomra.org](http://www.slomra.org) or email [info@slomra.org](mailto: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](mailto:svl@siliconvalleylines.com) Web: [www.siliconvalleylines.com](http://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

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

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BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

## **Clubs (Cont.)**

### **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](http://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](http://home.earthlink.net/~pesce/westbay.htm).