



SHORT LINE

Sierra Division * Pacific Coast Region * National Model Railroad Association



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INTRODUCTION TO JEFF LEMKE'S BUILDING BRASS MODEL TRAINS

by Gary Ray

Some of you may recall that **Jeff Lemke** wrote an article for the May, 2012, **Short Line**, describing how brass locos are manufactured in Korea. Most of the manufacturers are non-existent now, but to better understand the work that goes into building these beautiful miniatures and their value, Jeff has built an interactive web site with thirty pictures. As you click on each one, there is a lengthy description. If the site is well received, Jeff will continue to add to it.

The web site can be found at: https://www.flickr.com/photos/jeff_lemke/sets/72157664865492920

I really appreciate Jeff remembering our group and you might consider sending him a personal "Thank you."

Contact Jeff at **Twin Ports Rail History** <tprh@att.net>

(Permission granted to publish following photo and article)

BUILDING BRASS MODEL TRAINS

My story about people collaborating to create remarkable products is available now as an interactive photo journal. I'm sharing what I experienced first-hand in the factories in Korea, working side-by-side with the men and women who made these products by hand, in **Building Brass Model Trains by Jeff Lemke**.

See "Brass" - page 8

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SHORT LINE is published quarterly by the Sierra Division of the Pacific Coast Region of the National Association. Material may be reprinted with permission.

Articles, photos, tips, or ideas are heartily encouraged and will be enthusiastically accepted! The preferred format would be in Rich Text Format (RTF), with photos as JPEGs, but we will accept any format (from a PC or Mac; MS Word, Simple Text, typed, or handwritten). Send it to your editor by regular mail to **SHORT LINE**, 2260 Cherry Glenn Ct., Chico, CA 95926 or by email to :

From the Superintendent

Summer Is Upon Us Once Again

Summer is here with its valley heat and all the things that distract us – graduations, vacations, yard work, etc. Hopefully we'll all be able to find some time for our favorite hobby, model railroading, in between all the other distractions and commitments. If you can find the time, we have a really fun meet scheduled for August, but more on that below.

First I want to offer a hearty "Welcome Aboard" and congratulations to our new Director, Tom Van Horn and a strong and well-deserved "Thank You!" to outgoing Director, Mel Jones. Mel has served as director for four years, faithfully representing our division on the region board and looking out for our interests. It's a frequently thankless job that requires sitting through long board meetings (not the most exciting thing usually) that are held in diverse locations throughout the region. Thanks for a job well done, Mel! And thank you Tom for stepping up and volunteering for this important position.

For our May meet, we met once again in the morning at the Sacramento Model Railroad Historical Society's building on Grand Avenue for a fun and educational operating session on their magnificent HO-layout. They model the Southern Pacific and Western Pacific operation between Oakland and Keddie CA. It's a really great layout with large sections of scenery done but still more work to accomplish. They also just recently installed signals along most of the main line.

We had about 18 folks show up. Not all wanted to operate. Some just enjoyed watching the action. But for those who wanted a throttle and a highline (or yard), there was an SMRHS member to help them. It was fun and educational for all and all the SMRHS were helpful and knowledgeable about how best to accomplish whatever task we had signed up for. I suspect this will become a regular event for us as both groups have a great time. They cook some delicious hamburgers and hotdogs too.

After the op session and lunch, we moved to the First Christian Church on Folsom Ave. There was a short business meeting. At the last meeting, Al Rowe, our paymaster, brought up a point that we needed to establish a standard procedure regarding how the division will spend its funds when there is food involved. A committee of myself, Al, Scott McAllister, and Chip Meriam met by phone. (Tom Van Horn, our new director, also volunteered but your occasionally absent-minded superintendent forgot to send him the conference calling phone number). After some discussion, we agreed that the division should pay for purpose-related items such as renting space for meets and speaker fees and meal when an outside speaker is invited. If there will be a meal, such as a barbeque or banquet, the members who attend will pay for their own meals and individual expenses. For what we've labeled "favor accommodations" (things like donuts at the meet), someone will purchase the donuts and all members who take one are expected to chip in a dollar. If not enough is collected, the division will cover the balance so the member who bought is not burdened. This was presented to the membership and approved by vote.

(continued on page 3)

From the Superintendent, ctd.

Jim Dieckman updated us on this year's International Rail Fair. There was also a discussion of the recent PCR Convention that was sponsored by Sierra Division. Due to poor attendance, we did not meet the minimum for room use at the hotel so it is going to cost extra. Not sure who is paying at this point, us or the Region.

After the business meeting, we enjoyed another excellent presentation by Jim Zeek. This time Jim talked about the operation and modeling of a box factory. Since he had personal experience with lots of photos and examples from his time at the factory in Placerville, it was a very interesting presentation.

This was followed by our usual contests and the raffle. No one entered the modeling contest (diesels) and since he was the only entrant and had three photos from his N-scale layout, Tom Van Horn walked away with all three ribbons. They were excellent photos, by the way.

Next month we're going to meet in two locations again. In the morning, starting at 10:00AM, we'll meet at Fair Oaks Library in Fair Oaks for a short clinic and our usual contests and raffle. (See contest categories elsewhere in this newsletter). Around 11:30 we'll move to Hagan Community Park (just a few miles away in Rancho Cordova) for a barbeque lunch of hamburgers and hotdogs (and possibly some hot links for those who like it spicy), chips, fruit salad, and soda. It will be \$8/person for all you can eat. The cooking will be done by Dan Moody who is an exceptional chef. I have enjoyed lunches several times that were cooked by Dan and they were always delicious.

Hagan Park is the home of the Sacramento Live Steamers and we have reserved their steam train from noon to 3pm. So plan to attend and bring family so all can enjoy the cooking, the company, and the rides.

So far I have sent one email to all members asking for responses so we know how many will be attending and Dan can plan how much food to get. You can reply to that email or send one direct to me at jimcol@charter.net. I'll be sending more notices with reply requests over the next month or so.

See you all in August!



(editor's note: you'll find maps to Fair Oaks Library and Hagen Park on pages 14 & 15)



From the Editor

Makers, Meets, and Contests

Recently I've been following a PCR Yahoo Group thread about Maker Faires. The Yahoo group's consensus is that participation in Maker Faires might be a great way to attract new model railroaders – adult, young adult, and teens. I have to admit, I agree with the group. What's more, there is an upcoming Maker Faire in Rocklin on October 1. Perhaps one or two Sierra Division members that live near Rocklin might want to check this out.

Here is a definition from the Maker Faire website (www.makerfaire.com):

"Part science fair, part county fair, and part something entirely new, Maker Faire is an all-ages gathering of tech enthusiasts, crafters, educators, tinkerers, hobbyists, engineers, science clubs, authors, artists, students, and commercial exhibitors. All of these "makers" come to Maker Faire to show what they have made and to share what they have learned."

I had no familiarity with the Maker Culture other than picking up a copy of Make Magazine once to read an article about servos (Make Magazine is the primary sponsor of Maker Faires). The further I followed the Yahoo Group thread, the more I began to realize that I am a maker – and always have been. I just didn't know it. Take a moment to re-read the definition above. I think you'll recognize yourself, too!

One of the many components of the Maker tool set is 3-D printing. I just attended a Jack Burgess 3-D printing workshop at the PCR Convention in Modesto. Be sure to take a peek at my review of the convention beginning on page 10.

Haven't been to a division meet recently? Here's what we have to offer:

August 13 - Fair Oaks and Rancho Cordova – Morning meeting featuring a modeling contest (Maintenance of Way Equipment), a photo contest (Working on the Railroad), a short clinic on "Roast Scenery" with a Maker/scavenger contest, and door prizes. Afternoon excursion featuring a gourmet barbecue and live steam operation (see "From the Superintendent" for more details).

October 8 – Chico – Tour of a prototype rail car service facility, open house at an old-fashioned layout, afternoon meeting featuring a modeling contest (Any Equipment or Structure), a photo contest (Any Subject), door prizes, and clinic/presentation to be determined. Also, Gary Ray's Gerber Subdivision layout will be open for anyone wishing to drive up to Magalia.

February 2017 – Date, Location, and Program(s) Pending – Modeling contest (Steam, Traction, Self-propelled Cars), and a photo contest (Trains in Action).

Contests are a fabulous opportunity for you to hone your modeling skills and sharpen your camera eye with one project. In August, for example, you could kit bash a model of a steam locomotive tender that has been converted to a weed sprayer and photograph it as it sprays the right of way.

For your reference, here are the contest guidelines:

Modeling and photo contests are limited to three entries per contestant.

Entries cannot have previously won any other contest.

Photo entries must be at least 5" X 7" but not larger than 8" X 12".

Photos need not be mounted, but if mounted the mounting should not exceed the photo size by more than 2" for each dimension.

I look forward to seeing you, and your contest entries, August 8.



May Meet—Sacramento, CA

By Jim Collins

The Sierra Division held its spring meet, on May 7, 2016. The meet was split between two locations. In the morning we met at the Sacramento Model Railroad Historical Society (SMRHS) for an operating session and then, after lunch, convened at The First Christian Church on Folsom Blvd in Sacramento. We had 18 people for the operating session and 20 at the meeting.

The SMRHS has both an HO-scale layout (modeled on the Southern Pacific and Western Pacific railroads between Oakland and Keddie, CA) and an HO_n3 layout (which models a mix of western and CA narrow gauge prototypes). We operated with them on their magnificent HO-scale layout. All Sierra Division members that

wanted a chance to operate were assigned to various yards or trains along with an SMRHS member to guide and help them. Everyone said it was a great time and we all learned a lot as the trains are run prototypically with signals (mostly but not quite all completely installed) and phone communications with the dispatcher.



Keddie Wye at Spanish Creek—photo, Jim Collins



Dispatcher's Panel—photo, Jim Collins



Sacramento Roundhouse—photo, Jim Collins



Sacramento Yard Crew—photo, Jim Collins



May Meet—Sacramento, CA, ct'd.



Table Mountain—Oroville—photo, Jim Collins

This is the second time in recent history that we have visited and operated on their layout. As both times were resounding successes and both sides enjoyed themselves so much, I suspect this will become a regular event every year or two.

Around noon operations wound down and we all enjoyed a delicious barbecue lunch of hamburgers and hotdogs with chips and sodas that SMRHS people provided (for a small fee).



The Ever-Accommodating SMRHS Provides a Barbecue Lunch—photos, Jim Collins

After lunch we moved to the First Christian Church. A brief business meeting was held first. At the previous meeting, a point had been raised that we needed to decide on a standard process for meal payment. A committee of Jim Collins, Scott McAllister, Al Rowe, and Chip Meriam met by phone to discuss options. A process was determined and agreed on by the committee and presented at the meeting. The process was voted on and unanimously approved. Short version – the division pays for all items that meet our purpose (room fees, guest speakers, etc.), the members pay for all meals and individual items (such as the BBQs this month and next).

May Meet—Sacramento, CA, ct'd.

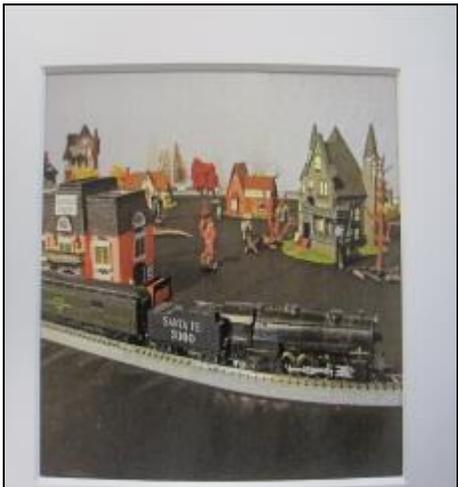
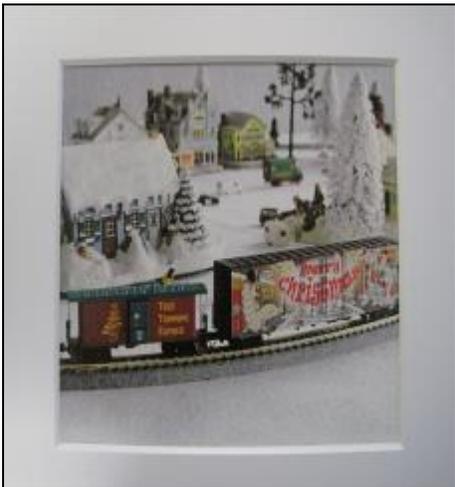
Jim Zeek provided a fascinating presentation on operation and modeling of a box factory. Jim worked at the one in Placerville and had many photos from his time there along with sample boxes and one of the band saws blades used. He also had information on the factory layout and how the whole process worked. Having worked there, he had plenty of interesting and funny anecdotes. I'm sure OSHA and similar folks would have heart attacks over the way things were done back then. After Jim's excellent presentation, we held the model and photo contests.



Jim Zeek Thinking Inside the Box (factory) - photo, Gary Ray

Model Contest: Diesels. There were no entries for the model contest.

Photo Contest: Model Scene. Tom Van Horn swept the field taking first, second, and third for the photos from his N-scale railroad.



First, Second, and Third Place Photos—All by Tom Van Horn—photos, Gary Ray



As always, the meeting ended with a raffle for various door prizes.



Even though today's Korean-made brass model train products are generally considered to be the finest ever made in that country, when this marketplace dwindled 10 years ago, the indisputable fallout was a significant drop in new model production. There's also been a nearly-wholesale changing of the guard within this industry. Many of the players in this space have scaled back, moved on to other things, retired, or sadly---have passed away. It's no secret that virtually all of the 1st generation pioneers are gone now. But very few of the 2nd generation importers are around to tell their stories either---and this is where the historical bulk of Korean production occurred. The irony is that the people who accomplished the most have been heard from the least.

How did higher levels of importer competence create better models?

The most successful businesses that imported brass model trains always did their best when they had a strong team of helpers. Not just in Korea but here in North America too. All of the dominant importers had employees. They hired staff to help bring their model plans to reality. There were researchers, photographers, draftsmen, designers, mechanical engineers, painters, repairmen, accountants, front office personnel, warehouse and shipping staff, and in many cases---one or many prototype experts. Even the smallest of importers had some of these experts helping them and those people had real influence on production. On any given project the expert probably had more influence on the final look of a model than any importer will ever admit to because most of the time the expert knew the prototype better than anyone else. Sometimes those experts were on staff. Sometimes they simply donated their time in order to help a project get made.

Can we move past traditional barometers of value?

I would like to create a more comprehensive understanding of how brass model trains were built so that every modeler, operator, or collector of brass models will appreciate them more. If this understanding is not passed on to future generations---then frankly---none of us should be surprised to discover that the younger generations will have no reason to be interested in this topic.

Ultimately it is a higher level of appreciation that drives true collector value in any given piece. When we truly know what it is that we are holding in our hands and how these things came to be then this new inspiration can begin to bolster the traditional value-barometers of condition and production quantities. There's so much more to it than that. I believe that a deeper understanding of brass model train construction needs to be encouraged across the board to help everyone more fully appreciate what the craftsmen went through to make these models. These little works of art are under-appreciated in the broader collector market because of---at least in part---a comprehensive

lack of understanding of what it took to produce them.

I don't so much like the term "value" though. I think a more appropriate term is "esteem" as people clearly hold certain models in much higher esteem than others, even when they are of the exact same prototype, but from different builders or eras. I'd like to help define where this higher level of model esteem comes from.

What do Twin Ports Rail History and Brass Models have in common?

As most of my friends and colleagues know, many of the prototypes I chose to design and market for production were prototypes from the Duluth-Superior area that covered a variety of railroads from the upper Midwest. My most recent success story was the Great Northern F-Unit Heater Cars that were produced by OMI a few years ago. I drew the plans for that model in 1989 and just look how long that one took to get done! I did projects for a variety of importers through a number of different builders. Challenger's GN C-1 0-8-0 #841 in HO was a project that Robert Hundman and I created for Al Icholson's company. The PSC/Samhonga DM&IR M3 and M4 2-8-8-4 Missabe Yellowstones in HO and O scale is easily my most famous steam project and that came in multiple runs.

While most of my work came into this country as R-T-R brass diesel and rolling stock models, some arrived as craftsman kits, part sets, decals and paint, and even plastic R-T-R models. Kato USA's EMD NW2 was a project that Jerry Stewart and I helped bring to market when that company was just starting out. So it wasn't exclusively a brass thing. But this is how Twin Ports Rail History and Building Brass Model Trains came to co-exist. It all started with a dream of building highly accurate scale model trains that my friends and I could operate on our layouts based on Twin Ports prototypes. But none of it could have happened without first finding the photographs, drawings and data for each of the models that I knew I wanted to have made---and needed to have made to complete our layouts.

The two Charlies, and Norm

For the record, I know for a fact that I am not alone in this multi-dimensional process of helping companies to get scale models manufactured. Far from it. Providing this kind of enlightened assistance to manufacturers has been the inspiration for countless others who stepped in to help their favorite importers make the models of their dreams too. The late, great gentleman, Charles T. Felstead was easily the most gifted steam locomotive darkroom magician that I ever had the pleasure to know. His 8x10 steam photographs were unrivaled during his era. They still are to this day. I was a good customer of Charlie's. He lived in Chicago and I lived in the far western suburbs. But frequently, we talked about the latest brass models that he

helped to get produced. Charlie had a large layout in his basement and every week his friends came over to test out the latest new brass models that arrived at his home from virtually every importer. If you look at the advertisements in the model magazines throughout the 1970s and 1980s you'll find hundreds of his images credited in those adverts. Charlie had those models running on that giant brass train test track in his basement. It was a fun place to learn about which brass models operated best and pulled the most cars. He should have invited all of the importers over to learn what his friends already knew about their competition!

Two more wonderful promoters of the hobby were the late, Charles F. Martin and Norman C. Keyes, Jr.. Charlie founded the Fraternal Order of Empire Builders that later became the Great Northern Railway Historical Society. He showed me how he drew-to-scale and then hand-built many one-of-a-kind HO scale brass Great Northern steam locomotives that he operated on his Interlake Vulcanian Railway layout in his home in Evanston, Illinois. I'll never forget operating his double-motored GN M-2 2-6-8-0 and GN N-3 2-8-8-0 that could each pull 100 cars. Charlie always wondered why the importers didn't put two motors inside every articulated model so that each driver set was realistically independent.

Then I visited Norm and his wife in their home in Baltimore. Norm was the guy behind much of the prototype data that the FOEB used to publish its reference sheets in the early years of that society. You see, Norm and Charlie were close pals. They were both scholars on the topic of Great Northern. Norm helped me to understand how prototype information was useful in determining which prototypes represented the true essence of the GN---the stuff that should be made---because these were the things that GN used every day to move freight across the northern tier of states. Charlie and Norm introduced me to others with this same research mindset---the ability to see fads and trends in sets of data.

Thanks to the encouragement that I received from the two Charlies and Norm, I went on to enjoy working with many independent researchers and prototype experts. These people worked tirelessly for the betterment of this hobby of prototype-based model railroading. And that's really what brass model trains have always been about. Everyone helping to make better models from their knowledge of the prototype, their imaginative modeling ideas, and their open-minded approach to problem-solving. This collaboration was the springboard that got many of us involved in the brass model train industry.

What would you like to know?

As you read through my first series of short stories please feel free to suggest other topics. I might not cover a future topic unless you suggest it to me as there are so many facets to consider, so many things that I could illustrate and write about. So if there's something that you'd like to know then please ask about it. I'll try to work it into my story or answer your question directly. I hope you like what

I'm creating.

Please remember to subscribe to this monthly e-Newsletter to stay connected on these topics. There are links in the introduction for you to use.

~Jeff Lemke

*(editor's note: My profound thanks to Jeff Lemke for sharing this with us. And also a big thank you to Gary Ray for arranging for publication in **The Short Line**. Much appreciated, gentlemen, much appreciated.)*

NMRA National Convention



Jul 3—10, 2016 Indianapolis, IN
www.nmra2016.org/

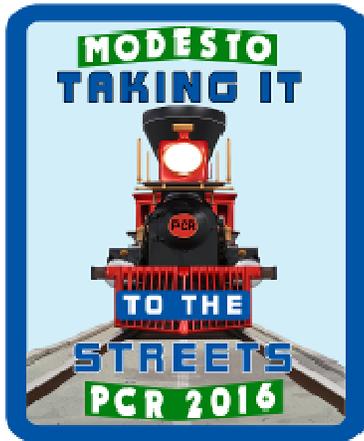


Switched Your Internet Provider? New email? New Mailing Address?

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Chico, CA 95926**

Modesto Convention Thoughts

Story and photos by Chip "First Timer" Meriam



As noted in the by line, the April PCR convention in Modesto was my first. Odd, perhaps, because I've been an NMRA member for just over 24 years (June 1992). But not all that uncommon, I suspect, because many NMRA members are supportive rather than participatory - likely due to circumstance. In my case, though, I just did it anyway. And I'm glad I did.

My thanks to the 2016 Convention Committee Staff (listed at right). They put together an excellent convention with plenty of workshops, layout tours, outside and prototype activities, as well as a contest format and an awards banquet. Most of my dealings were with Scott McAllister, Jim Dieckman, Mary Moore-Campagna, and Jim Collins—but two longs, a short, and a long to everyone on the committee. These are the folks who truly participate, and they deserve our complete support. Job well done, people!

My arrival at the Doubletree Inn was routine and unremarkable, except for all the baggage I hauled out of the back of my car. I packed

2016 COMMITTEE STAFF

Convention Co-Chair	Scott McAllister
Convention Co-Chair	Eugene Vicknair
Facilities	Scott McAllister
Treasurer	Al Rowe
Registrar	Jim Dieckman
Registrar Assist.	Richard Klammer
Publicity	Steve Wesolowski
Webmaster	Jim Collins
Clinics	Mary Moore Campagna
Contests	Bob Schott
Layout/Prototype	Scott Inman
Tours	
SIG Activities	Seth Neumann
Operating Sessions	Scott Inman
Non-Rail Activities	Nancy Stokely
	Mary Moore Campagna
Timetable	Tom Campbell
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Hobo-in-Charge	Bob Cable
Company Store	Scott McAllister
Volunteer Coordinator	Dan Evans
Banquet	Scott McAllister
PCR Contest Mgr.	Giuseppe Aymar, MMR
PCR Convention Dept. Mgr.	Ray deBlieck

Modesto Convention Thoughts, ct'd.

only a small carry-on with a change or two of clothes and the normal travel toiletries, but I filled up the entire roller cart with boxes of handouts, visual aids, props, poster display, tools, camera, tripod, lap-top computer, and a pair of easels. You see, I needed all this stuff for a pair of clinics I was to give the next day. Despite my eclectic load, the hotel staff were non-plussed. I'm sure they have seen lots of strange belongings hauled around on their carts, and since the hotel was swarming with other model railroaders at the time, I didn't appear out of place.

Once I got to my room and unloaded the roller cart, I went to the window to have a look. Voila! I had a bird's eye view of the L Street grade crossing. Just imagine: A room with a view in Modesto - of all places!!

My next task was to stop by the registration table to pick up my convention packet and then locate the conference rooms where I'd be "performing" the next day. As luck would have it, my room was at or near the upper level of the northwest corner of the hotel. The conference rooms were at the lowest level of the southeast corner of the hotel. Short of lodging on the roof, it was not possible for me to be staying farther from the meeting rooms. This arrangement actually proved to be beneficial because I got a lot of healthy exercise making the trek, to and fro, over the weekend.

During one trek, I was approached by a woman who wanted to read my name tag (I was given a name tag in my convention packet). Apparently, and possibly thankfully, I was not the person she was seeking. But she did explain that she was trying to check the names of everyone with Western Pacific attire. I just happened to have been wearing a polo shirt sporting a WP logo. (*Hint to you single guys: Just wear a polo shirt with a WP logo and maybe you'll attract a woman who will want to see your name tag.*)

Another trek included a stop at the contest room. This was a very well lighted conference hall filled with modeling exhibits of all scales, photography displays of all types, and rail related crafts. One of the fun features of the contest room was the invitation to cast at-large votes for your favorite entries from each category. This allowed novice judges to participate without gumming up the works. I thoroughly enjoyed identifying and recording (voting for) my favorite entries. I'm almost certain that I would not have looked as closely at each and every entry were it not for the at-large vote.

Friday morning I went to the bell station and "borrowed" another roller cart similar to the one I'd used when I arrived. I told the bellman that I would be using it to move a bunch of stuff from my room to a meeting room and that I would



Room with a View!!



The Guy in the WP Shirt



The Contest Room

Modesto Convention Thoughts, ct'd.

return it shortly. Well, I returned it alright – just not shortly. In truth, I kept that cart in service all day as a rolling parking place for all my workshop hardware, handouts, etc. This was especially helpful because I offered the workshop twice that day; once in the morning and once again at the end of the afternoon. All I had to do was roll the cart into the meeting room, set up my displays, and hook up the lap-top for the Power Point presentation. At the end of the session I just reloaded the cart and pulled it out into the hall where it could await the second workshop. I cannot imagine making numerous trips, the full length (and height) of the hotel, hand carrying all my gear to and from the meeting room. So thanks, Doubletree, for the use of the cart. Much appreciated!

In all, I attended five workshops while at the convention. In addition to the two I gave on Simulating Stucco Siding, I took in Robert Pethoud's Portable Switching Layout, which was an in depth study of his Fall Creek Branch that had just been featured in the March 2016 Model Railroader; Bob Chaparro's Right of Way & Trackside Details that provided an exhaustive exhibit of prototype and modelled "railroad" details that can help develop a sense of railroad atmosphere; and a fascinating presentation on 3-D printing given by Jack Burgess. Jack's contest entry, a Yosemite Valley Railroad M.O.W. car, included several 3-D printed parts that were used as examples in his presentation. You can see a photo of this car Page 4 of the July-August-September 2016 PCR Branch Line.



Ready for Show Time



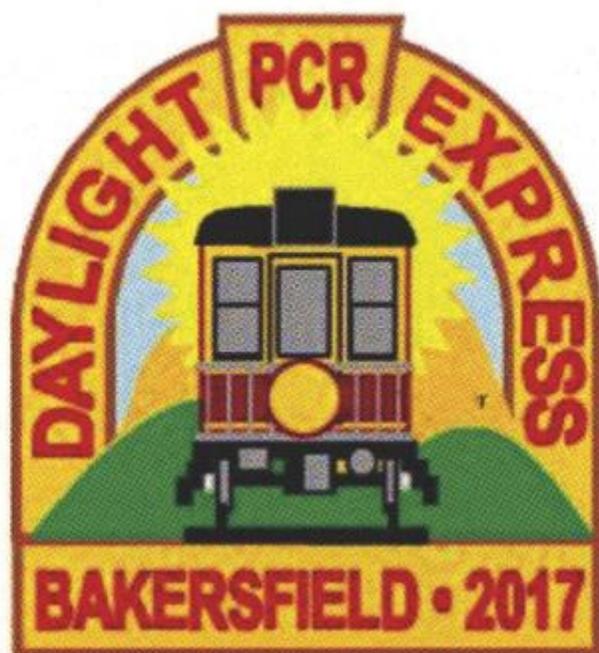
Jack Burgess Tells His Audience Where to Go



3-D Printed Parts by Jack Burgess

I learned so much from Pethoud, Chaparro, and Burgess. I came away itching to try all sorts of new things. I can only hope that my workshops provided similar inspiration for others.

Meanwhile, the next PCR convention is already well along in the planning stage. It will be in Bakersfield in April 2017. If you're going, I hope to see you there. I'll be the guy with the WP shirt. If you're only thinking about going, just do it!



Daylight Express, the 2017 PCR Convention will be held April 19-23, 2017 at the Doubletree by Hilton Bakersfield. Planners are working on tours of Tehachapi and local layouts, with a full slate of clinics. In addition, the NMRA's popular Modeling with the Masters program is expected to return.

SIERRA DIVISION

Next Meeting: **Saturday, August 13**

FIRST STOP—10:00AM

Fair Oaks Library

11601 Fair Oaks Blvd. - Fair Oaks

SECOND STOP—11:00-11:30AM

BBQ Lunch at:

Hagan Community Park

2197 Chase Drive—Rancho Cordova

Sac. Valley Live Steamers

TIMETABLE

Aug 13~ Sacramento

**July 2016
NMRA Convention**

Oct 8 ~ Chico



SHORT LINE

Sept. 10 for the Oct. Issue

Dec. 10 for the Jan. Issue

Mar. 10 for the April Issue

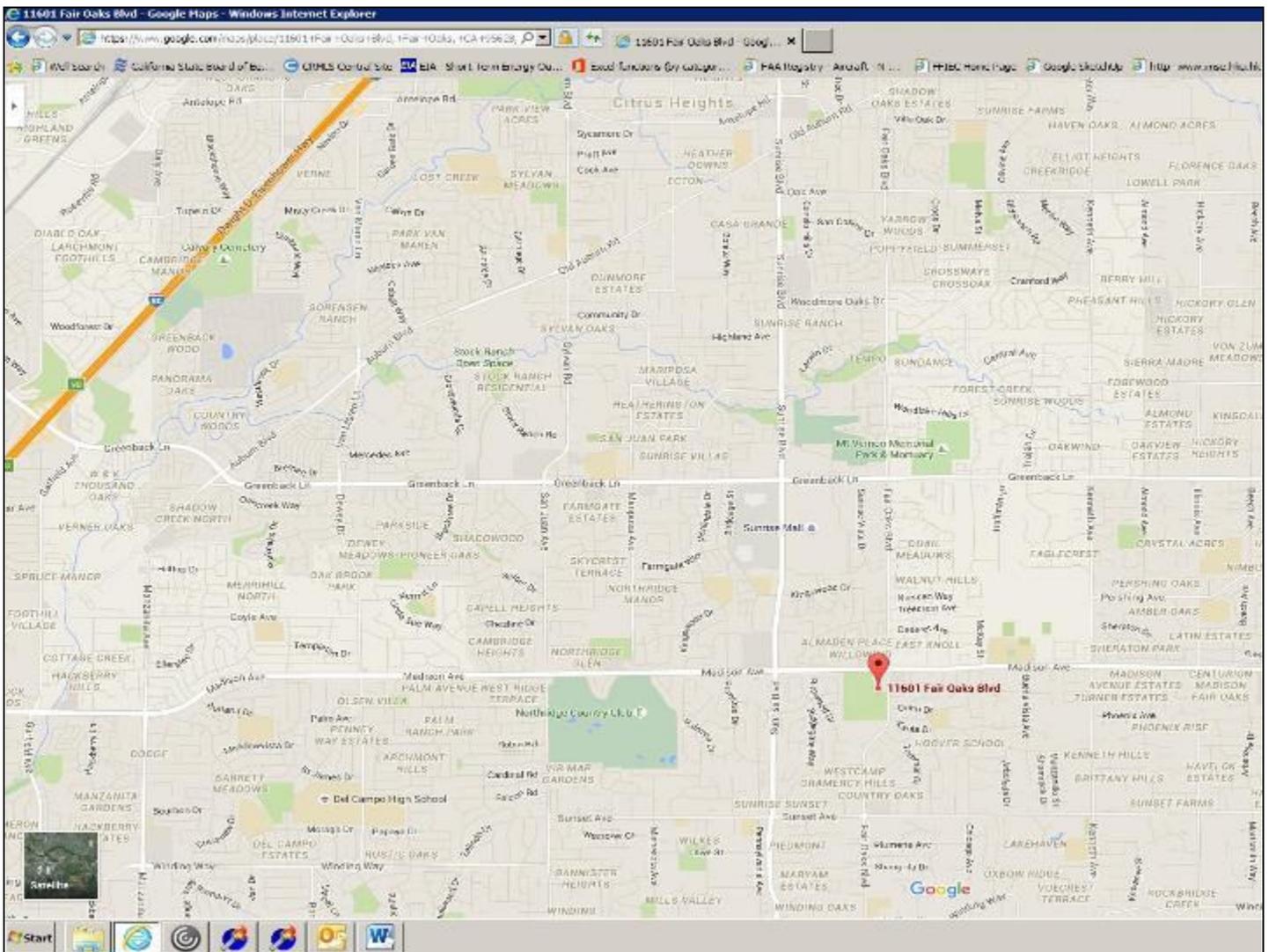
June 10 for the July Issue

August Contest Categories:

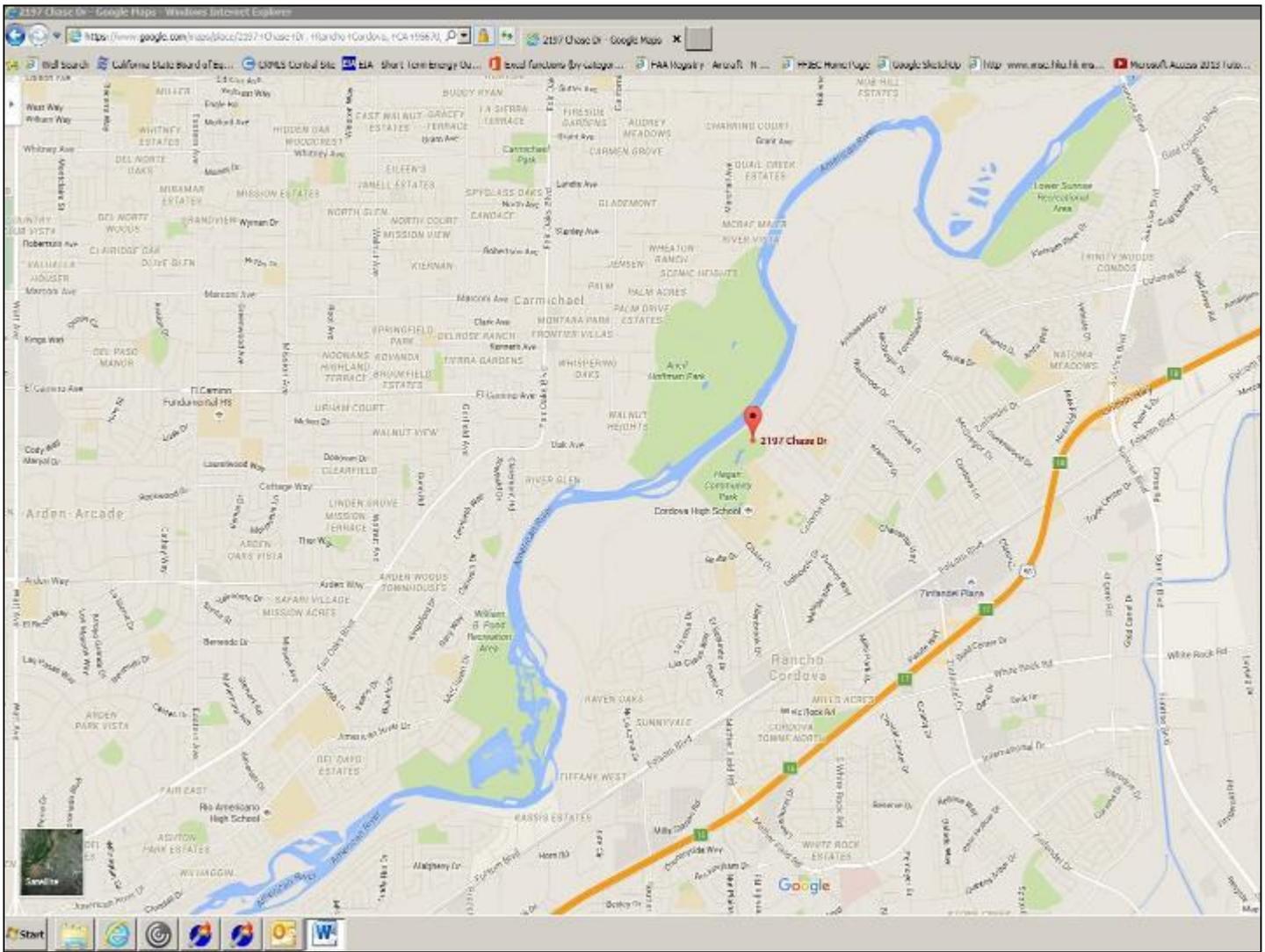
Modeling— M.O.W.

**Photography— Working On The
Railroad**

*(limit of 3 photos—at least 5 X 7 but
not over 8 X 12)*



11601 Fair Oaks Blvd.



2197 Chase Drive



<http://www.svlsm.org/>