



# BRANCH LINE

NMRA'S FIRST REGION

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## Looking Back to a Great Joint Convention in PNR

By Chuck Harmon, Branch Line Editor

Many PCR members expressed their thanks to the folks who put on the Siskiyou Summit Convention, held May 2-5, 2012 at Medford, Oregon.

Here are some of the comments posted on the PCR Yahoo Group.



Steve Skold of Redwood Empire Division e-mailed, "I am surprised no one has commented on the Medford convention yet. Carol and I had a great time. We visited old friends in Grants Pass on the way and made some new friends in PNR and are thinking of going to the PNR Convention in Boise next year. Despite the weather, Train Mountain was everything I had heard it was. We almost made it back before the rain started. Buffet style banquets are the only way to go. The food is hot and you get as much as you want. Ed Liesse and Jim Providenza and their crew did a great job. The only disappointment was that the PCR Board Meeting and Annual meeting was longer than PNR's."

PCR President Pat LaTorres added his comments in response to Steve's. "Steve, I'll join in here, with

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## Thanks, Siskiyou Summit! Next Stop: Iron Horse Express!

By Steve Wesolowski, Coast Division & 2013 PCR Convention Publicity Volunteer

Despite a hacking cough, I had a Great time in Medford!

Thanks to all the Volunteers from PCR and PNR who mostly met in person only during the convention.

Everyone did a great job of working together smoothly, so I want to praise and thank you all for several fun train days together. I only wished we had a couple of more days to enjoy even more train fun together!

Since two of NMRA's best regions' volunteers put it together, SS '12 will be a tough convention to follow. But I promise you this much, Our Iron Horse Express (IHE) '13 volunteers will do our best to have even more train fun waiting for you in Dublin next April! Re-entering California from Medford, Oregon, I started focusing on next year's PCR Convention at the Holiday Inn in Dublin, CA, April 3-7, 2013. Of course, our team began planning IHE '13 long before SS '12, but when PCR/PNR 2012 ended we all shifted

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## Siskiyou Summit (Cont.)

a "those that didn't go, REALLY missed!" It was one of the best conventions (regional, or national) which I've made and it was great to meet all of the potential new friends from PNR, as well as re-aquaint myself with those PNR folks that I've met over the years. And yes, it was nice to see all of my friends from the PCR as well. As a follow up, based on what I recall Ed mentioning, EVERY division from both the PNR AND the PCR had representation, as well as folks from PSR, Alberta and two [Australasian Region members]. With well over 300 attendees, there were all kinds of people to meet, there was a range of clinics that had to be experienced. The tours and op sessions were great and the Train Mountain/Collier Museum trip was wonderful, in spite of the weather (and we had a great bus driver, which really helped). The contest room had a great selection of entries, both judged and non-judged (taking home some hardware didn't hurt). And the time to sit and talk with folks just added to the pleasure. As for the duration of the meetings... I'll blame the Board meeting on my mistake of allowing Bill Kaufman and Jack Hamilton to speak (right or not, I'll still blame them). The business meeting took longer because we actually conducted some business. The one that hit me was that 6:30 AM feeding time for the Hobo Breakfast. I have to say, it was nice to get back to work today, so I could relax a bit."

We also heard from Seth Neumann. "It was a very nice convention. The regional in some time, it felt more like a small national than a regional. Good people all around!"

Steve Williams added his comments. "Had a blast! Totally

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Branch Line

## Iron Horse Express (Cont.)

into higher gear.

First I recommend you "tune"(bookmark) your browser to <http://www.pcrnmra.org/conv2013/> You will be revisiting it often the next ten months to learn what's new about our 2013 PCR convention. Here's a taste of what's there already:

**Registration** - On the Iron Horse Express website, you learn if you register early, we offer a \$10 discount off full fare registration to all who register by midnight January 31, 2013, then full fare is \$89. Fare is \$69 Non-Rail and "First Timer" -- for PCR members who've not registered for the last 5 conventions. These fares include clinics, layout tours, operating sessions, and Saturday's awards banquet. Youth registrations at \$50 and 1-day fares at \$35 per day do not include the banquet.

The annual PCR Members Breakfast is not included, but is only \$5.00, and well worth it, I think.

**Our Hotel** - The Iron Horse Express 2013 Hotel is the [Holiday Inn Dublin](#), 6680 Regional Street, Dublin, CA, located near the interchange of I-580 and I-680, North of 580 and West of 680. Our convention rate is \$79/night, single or double occupancy. Reservations can be made online at the website and use group code "RRA" or call directly at 1-925-828-7750. If calling, use group block name "RRA".

As usual, we committed to a minimum number of room/days for our hotel to provide us space for clinics, contests, our banquet and other events, so we encourage you to stay at our convention hotel. I don't know of another place nearby that costs less. And, the 2012 convention reminded me nothing else helps you enjoy more train fun from 8 AM to

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**Siskiyou Summit (Cont.)**

inspired! What a nice bunch of folks to hang out with, and a real treat to have so many N-scalers there. Still trying to recover from the Liesse Brothers' "Track Warrants for Vampires" clinic."

In this issue of the Branch Lines you will find articles on contests, merit awards, and lots of photos. Thanks to all who contributed to a memorable convention! 🚂

**Iron Horse Express (Cont.)**

11 PM besides staying where the fun is happening! Plus, it's easier being with your train friends when you don't have to drive home.

**Activities Planned** - As always for PCR conventions, Iron Horse Express activities being planned will include enough world class clinics, nice layouts to visit, operating sessions to join, and more outside activities [so that] none of us can possibly enjoy them all, although some of us always try! ;-).

As usual, at this stage in our planning many details and exact schedules of convention activities are still being worked out. We are currently planning the following offsite activities: a tour of Lawrence Livermore National Laboratory, where I used to work and attend school. LLNL is an interesting laboratory where much more interesting research than just nuclear ordnance is conducted. The details of train and speeder rides on Niles Canyon Railway are being worked out by many of the same people who arranged similar prototype train fun for PCR's 2009 Rails Across the Bay. A tour of the Military Vehicle Technology Foundation in Portola Valley's collection of more than 250 military vehicles is also planned. Tours of the Eugene O'Neil house and local wineries are being planned for Non-Rails, but Rails are always welcome, too.

As I said before, check our website as more of our IHE '13 fun activities are confirmed and more are added.

**Calling Clinicians, Layout Owners and Operators** - Although we already have many experienced clinicians signed up clinic time slots are still available. In this issue of the Branch Line Dave Connery has written more about being an Iron Horse Express clinician. I encourage anyone who wants to share their train passions, skills and knowledge to contact Dave. If you have an idea for a new clinic, you still have time to "test drive" your new clinic at your division meets. Thanks to a suggestion from Joseph Aymar, I hope to present a new clinic at Iron Horse Express after I test it at a Coast meet. Again, stay tuned to our IHE website for more clinic details.

Although I know from visiting some there are exciting world-class layouts in every scale and gauge already signed up for IHE '13, but we always would enjoy more. This means you still have ten months to add more finishing touches to your layout before being open for IHE '13. Although I look forward to seeing some layouts again, I learn the most from seeing others for my first time. Please contact us if you have a layout we might visit. Since I missed visiting any layouts in Medford because of a bad cough, I'm really looking forward to visiting layouts during IHE '13.

Similarly, I'm also looking forward to operating on some layouts for my first time during a convention. We are lucky to have so many pleasant, talented and passionate SIG/OPS and Design/OPS people in our area. I'm

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## Iron Horse Express (Cont.)

certain anyone who wants to learn how to operate on any layout operating for IHE '13 will have exactly the help they want so they should have a good time.

**Models, Arts & Crafts, Photographs** - I encourage everyone to start planning and working on creating some new photographs, models and arts & crafts to share with us at IHE in 2013. You have 10 months to finish whatever you start today, so just do it! None of my model projects were ready in time for Medford, so I hope to have several interesting and fun projects to share in 2013. I brought some photos to share in Medford. One earned a red ribbon.

Personally, I thoroughly enjoyed helping Mary C. Moore-Compagna with judging most of the beautiful arts and crafts entries in Medford, in addition to the challenges of judging structure models. I can't say enough how much I learn that helps me become a better modeler whenever I volunteer to help judge models, arts and/or crafts. Some day I'll learn to judge photographs, too. If you really want to become a better modeler, volunteer to help Judge. You'll never stop learning, I promise.

**Volunteers, Swap Meet** - We always welcome your help as a volunteer with your convention. Your talents and experience will help us all enjoy even more train fun in Dublin, plus we'll enjoy your help. Check out the volunteer page on our website for who to contact for some ideas where we can use your help. More hands always makes any work load lighter and more fun. I can't say enough [about] how much more fun you will have at Iron Horse Express if you volunteer, even if just for an hour. One place to volunteer: We are planning a swap meet and could use some volunteers. Visit the swap meet information on our website for more information on who to contact.

**Come Enjoy Iron Horse Express 2013** - If you've attended a PCR convention, you should know what to expect from our experienced convention volunteers, clinicians, layout builders and operators in the Bay Area. You'll have several days of train fun, enjoyed with the great company of interesting and fun fellow modelers who live both within Coast Division and many other divisions and regions.

If you haven't attended a PCR Convention, I can nearly guarantee you this: if you enjoy trains, you will enjoy several days of train fun in the company of others who, like yourself, enjoy sharing their train fun and love of trains with others. I hope you'll start planning today to join us in Dublin, Wednesday April 3rd through Sunday April 7th, 2013. 🚂



Carol Skold and Diane Crawford bundled up for the train ride at the Train Mountain event at the Siskiyou Summit Convention

Photo by Gary Ray

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## President's Message

By Pat LaTorres, President, PCR/NMRA

Since I started my last column with mention of the Siskiyou Summit, the joint PNR/PCR convention, in Medford, Oregon, I'll go back there to start this one. For those that made this event, you will each have your own high points – and there were a bunch of them. For those who missed, for whatever reasons, I can only say that there was a lot to miss. This rates up there as one of my all time best NMRA conventions – national, or regional – and a grand time was had by all.

I won't spend a lot of time reviewing the convention, since there will



probably be more detailed coverage elsewhere in this issue of the Branch Line. But, I will say that the Siskiyou Summit had the one attribute that I feel marks all really good conventions, too many things to do and not near enough time to do them. There were over three hundred attendees and from what I understand EVERY division in both regions was represented, as well as some folks from the PSR and the Australasian Region. Not bad for a regional convention! I managed to work in two good

operating sessions at two totally different model railroads. The first one already had an operating history, yet we managed to work a change into its operating plan which the owner seemed to appreciate. The second railroad was new to operations (we were the third session on this road), but the owner is already on the way to really having a good system developed. I wanted to make yet one more session, but I had a clinic to give that same night and I felt it would be more prudent for me to attend that clinic. The trip to Train Mountain and the Collier Logging Museum was great (we ran THREE bus loads up), in spite of the weather (rain and hail at Train Mountain and snow on the way up and back). Again, everyone seemed to have a good time on this trip. There were a number of other prototype tours, but time just prevented doing everything. There were LOTS of clinics, covering an amazing range of information. The plus being that we PCR folks had an opportunity to see clinics by many PNR presenters and they had a chance to catch several presented by folks from the PCR. The only problem that I saw was that there were more opportunities than hours in the day. The contest room had a wide range of models, photographs and craft items – including a couple of models that traveled from the Hawaiian Division (and a few plaques and ribbons managed to come back to the PCR). Mike Chandler's presentation at the awards banquet was both entertaining and informative. And if that wasn't enough, there were lots of things to see and do in the Medford/Ashland/Grants Pass area away from the convention itself. I do hope that we have an opportunity to repeat this not too far out in the future, with either PNR or the PSR. THANK YOU to Ed, Jim and your committee. You guys done good!!!

For those that somehow managed to miss the memo, we have a new slate of Division Directors in the PCR. Again, my hope is that this is being covered elsewhere in this issue, but I'd like to take a few lines to thank all of the candidates that volunteered to run and help support the PCR. I look

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## President (Continued)

forward to working with these folks for the next year, at least, and perhaps longer if I get re-elected next year. I am a little disappointed by the low number of ballots that were returned and the regional BoD will be looking at ways to improve this.

I'll make my regular request for folks to step up and lend a hand in the running of our region. There are a number of jobs at both the divisional and the regional level that need filling and we would love to have new people with new ideas to step in and help. Please take a look at the Call Board in this issue and if you don't see a name next to a job, consider asking about what is covered in the job description.

Looking forward, we have the next two PCR conventions moving onto the calendar and they both look to be providing a good time for all of our members. The 2013 convention will be in Coast Division, in Dublin, California. The convention committee for this event has a great list of activities planned, including the regular schedule of clinics and contests and a variety of prototype tours (including the ever popular Niles Canyon). I'll leave it to Dennis Stokely and the committee to fill in the full list of details. The 2014 convention is scheduled for San Luis Obispo, in the same hotel that we used the last time we visited that town. Again, the committee has already planned for a wide range of activities. The highlight probably being Saturday at the Santa Margarita Ranch, which will include full size (narrow gauge) steam trains – including some of the original Disneyland passenger cars – and lots of other activities. Again, I'll leave it up to Paul Deis and his committee to speak more fully on this event – but a good time looks to be assured for all that attend.

Again, I'd like to apologize for having kept a low profile between March and May, but circumstances beyond my direct control required my being a bit less involved than I would have preferred. Now that I'm starting to get back up to speed, my hope is to make a few divisional meets outside the Coast Division, so you might see me show up at one of your local events. We'll have to see what opportunities present themselves.

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



**Sidetracks activities at Medford included working on Project Linus Blankets**  
Photo by Gary Ray.



**Another Sidetracks activity was making Yo-Yo Wreath Christmas Ornaments**  
Photo by Gary Ray

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## From the Fireman's Seat

By Ed Merrin, PCR Vice-President

Welcome back to my column.

Those of you who have been following my rants know that I have been badgering everyone about the aging of our organization and what that might mean for the future. First we had to take a look at some numbers to see how old we are, and then to see how old we were when we joined. I even threw in a couple of graphs so it looked official. My interpretation of those numbers was that we aren't getting enough people entering in behind us to keep the membership as a whole from aging. If that continues, it might get progressively more difficult to field enough leaders to keep the NMRA going.



As it turns out, I haven't been the only person around concerned about our greying membership.

Recently a vigorous discussion took place on membership age on the "Regions and Divisions" Yahoo group. Our Vice President for Special Projects, Bill Kaufman, has even begun putting together a focus group of "Generation Xers" (who aren't exactly young chickens, either, by the way) to get their input on what it would take to bring more of their compatriots into the NMRA fold to take over from the aging Boomers. There have been other exchanges about how to interest younger folks, even kids, with the idea of planting "seeds" for their later participation.

Similar discussions have also centered on how to recruit and retain new members in general, how to make meets and conventions more appealing, and so on. There have been proposed lists of what the NMRA is for, and what important functions it should be serving. Usually near or at the top is something about bringing people together, providing a social function, meeting new friends and forming what become life long relationships.

(Just as a brief aside, one of my favorite roles that the NMRA plays is putting on conventions. The Regions plan and implement them and the National provides liability insurance. The members get to go and have fun. Now back the main story.)

This facilitation of our social experience works best when there is an influx of younger people, even if we define younger rather loosely, backfilling behind to take over the reins as their predecessors drift off into the sunset. Without them, you have a club of progressively older people who have been on the ride together for years continuing to enjoy themselves with each other but who have less and less in common with folks needed to join up behind them and continue the mission.

That doesn't mean that there aren't younger people in the hobby. I see them all over the place. Just this month (June) I was part of a group operating on Gary Siegel's layout near Santa Barbara. There were several young men in the late teens/twenty-something category who were part of the regular crew. They performed important roles, dispatching, managing staging, and so on to keep the layout going during the session. I'm afraid I did not think to ask whether they were NMRA members. Nor am I aware of any information about what proportion of attendees at non-NMRA functions, such as

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## Vice-President (Cont.)

Prototype Modeler meets, Free-Mo clubs, and so on, are NMRA members. Perhaps someone else knows.

I'm going to assume that we should try to do something about all this, but you could make a case for doing nothing. Perhaps on its own the NMRA would morph into something else that we might not recognize today. An advisory council for industry is one possibility. Or it might disappear entirely. Either would leave the social function in the hands of local people and clubs in each community to do as they see fit. Some of these local organizations might evolve from the SIGs of today. Is this really a bad thing? Maybe, maybe not.

The alternative is to attract and retain more members somewhat younger than the average 60+ years we have now. Lots of ideas are floating around, such as reaching out to potential members to get them interested in joining, making sure that new members or "Railpass" folks feel that they are welcomed into the fold so they don't drop out, passing out brochures at modular shows, doing surveys to find out what current members want more of and what they want less of, being active in community events to elevate the public profile of NMRA and what it offers, and so on. Did I leave anything out?

To succeed we need to face some challenges. Attracting people from a different demographic group requires trying to think like them, not an easy task. Modelers in their forties and fifties, let alone even younger ones, had different experiences than we sixties plus people had. And I don't mean just train oriented experiences. They tend to have more comfort with computers, they listen to different music, they have different slang words, they might even dress and talk "funny." They also have a different perspective on trains - there were no steam locomotives around when they grew up, except in museums, and sometimes not even cabooses.

It's tough to get things started. All the ideas for sprucing up the local meets to get people coming back are good ones, but if newcomers are confronted by a room full of grandpa types, how much fun is that for them? Until you get some kind of critical mass of younger people in there, they'll tend to drift off.

So what's the answer? I don't pretend to really have one, but here are a few thoughts.

Focus groups are certainly a good idea. "Exit interviews" with people who pass on NMRA are another. But those things still require existing leaders to figure out from the information gathered what to do that's different. Not as easy as it sounds. A different slant would be to have the younger people we have now run the show and change things. Having organizational presence at train shows is good, but have them manned by younger people. At the grass roots divisional level look to new faces amongst the members we have to assume leadership posts, the younger the better. And when they get there they are in charge. Their ways of doing things prevail, even if we tried them already and can explain why they don't work. Let's encourage a revolution from within. 🚂

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## Call Board - Divisions (Cont.)

### RED (Cont.)

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Estate Counselor

Don Clauder  
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(no e-mail)

### Hawaiian Division

*(Hawaiian Division offices and positions are currently vacant)*

## PCR Membership Gauge

March 1, 2011—1,116  
April 1, 2011—1,127  
May 1, 2011—1,147  
June 1, 2011—1,152  
July 1, 2011—1,173  
August 1, 2011—1,369  
September 1, 2011—1,372  
October 1, 2011—1,362  
November 1, 2011—1,348  
December 1, 2011—1,339  
January 1, 2012—1,329  
February 1, 2012—1,323  
March 1, 2012—1,312  
April 1, 2012—1,151  
May 1, 2012—1,150  
June 1, 2012—1,140

## Achievement Program

By Jack Burgess, MMR, Manager, PCR Achievement Program  
Department

This month we will talk about the requirements for Master Builder - Prototype Models. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA web site. You can also get a copy of the requirements by calling me.



This was a natural category for me to qualify for, but others may feel that it is the most challenging category in the entire AP program. However, I think that it accurately reflects the trend in our hobby toward more prototype models and layouts. Note that the Prototype Models category has a number of requirements that seem similar to the Master Builder - Scenery category. However, there are

significant differences.

To qualify for the Master Builder - Prototype Models certificate, you must construct an animated or static model of a prototype scene containing at least six models of prototype equipment and structures. Of the six models, you must include at least four different models including 1) rolling stock; 2) a railroad structure; 3) a caboose or passenger car; and 4) motive power. Two of the required six models must be scratchbuilt and the remaining four models must be super-detailed. The prototype scene, with the six models in it, must be capable of winning a Merit Award, i.e., earning 87½ points.

While these requirements might seem very similar to the Master Builder - Scenery Category, the major difference that one might notice is that there is no minimum size requirement like there is for the Scenery category. Note too that the individual models do not need to be capable of winning a Merit Award. Instead, only the completed scene is judged but the entire scene must score a minimum of 87½ points. The prototype scene is judged using the following criteria:

- Terrain (35 points)
- Structures (35 points)
- Background (15 points)
- Lighting (5 points)
- Realism/Conformity (35 points)

In addition to building the models, you must submit 2 sets of photographs (or a video tape presentation) that will document the prototype being modeled and the model itself. In other words, you need to describe in photos and text how you have duplicated the prototype scene. You also need to prepare a written description which, along with photographs and possibly maps, shows how the modeled scene replicates the actual prototype scene. Include in the written description the intended setting of the model railroad and describe the scenic details used to achieve the desired effect. If at all possible, take pictures of your model that are from the same angle as pictures that you have of the prototype. That way you can have side-by-side pictures showing how well you have recreated the scene you are modeling. If you drafted your own building plans, include them along with a description of how you developed them. This is one category in which you cannot have too much documentation! Obviously, you need to model a scene for which you can supply prototype photos. Those same photos are essential to your

**Continued on Page 10**

# Calendar

**July 27, 2012** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

**August TBA, 2012** - 10:00 am to 5:00 pm (Sun. to 4:00 pm) - Summer Model Train Show, Tehachapi Loop Railroad Club, West Park, 491 West "D" Street, Tehachapi, CA. Come see operating train layouts in large scale, Lionel O gauge, N and HO modules. FREE!

**August 18, 2012** - RED summer meet and picnic at Ron & Pam Kaiser's Westside Farms, Healdsburg, CA.

**August 31, 2012** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**September 5-9, 2012** - Ventura 2012, Pacific Southwest Region Convention, Courtyard by Marriott, 600 East Esplanade Drive, Oxnard, CA.

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

Continued on Page 11

## Achievement Program (Cont.)

modeling efforts.

While the AP category might seem daunting to some, I see it instead as simply documentation of the ever-growing prototype approach to the hobby. For example, assume that you build some rolling stock, a structure or two, and a locomotive, of which two or three are scratchbuilt, all based on actual prototypes. If you enter each of them in a Divisional, Regional, or National modeling contest, so much the better...if they score Merit Awards, these awards can be used toward the other categories for Cars, Structures, and/or Motive Power. Then build up a module or diorama (or better yet, a portion of your layout) to duplicate a specific scene which could include these models (especially the structures!) and you might be on the road to award of this AP category. However, I must warn you (with tongue in cheek) that prototype modeling is addictive! First you find a few photos of your favorite prototype, then you find that you need more information, and you soon find that you are hooked!

Once you have satisfied all of the requirements, submit a Statement of Qualifications (SOQ) which includes the required descriptions and photos. 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!

I am happy to announce that Golden Spike Awards have been issued to the following modelers:

Tom Davis, Mariposa

Bob Jakl, Mariposa

Glenn Sutherland, Mariposa

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

Dennis Drury - Model Railroad Engineer - Electrical

Doug Wagner - Model Railroad Author

Dave Croshere - Model Railroad Engineer - Civil

Congratulations to all of you!

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 2. 🚂

**Train Mountain Rides at the Medford Convention were fun, in spite of Nature's fury!**  
Photos by Gary Ray



## Calendar (Cont.)

**September 15 & 16, 2012** - 11:00 am to 6:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**September 15 & 16, 2012** - 10:00 am to 4:00 pm, The Great Train Expo, Santa Clara County Fairgrounds, 344 Tully Rd, San Jose, CA. Adults: \$7.00, Kids under 12: Free!

**September 22, 2012** - Daylight Division Summer Meet, 9:30 to 5:00 pm, Kelcy's Restuarant, 110 W. Tehachapi Blvd., Tehachapi, CA. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours.

**September 28, 2012** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**October 11 to 14, 2012** Annual Conference, Southern Pacific Historical & Technical Society, Ventura Beach Marriott, Ventura, CA.

**October 26, 2012** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**October 27 & 28, 2012** - 10:00 am to 5:00 pm, Annual Fall Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

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Jul-Sep 2012

## PNR/PCR Siskiyou Summit 2012- Contest Report

By Giuseppe Aymar

Contest Managers are, in their own way, a peculiar lot. They bring with them a split personality, schizophrenic if you will. On one hand they will prepare for a gargantuan number of contest entries, while at the same time worrying that the entries' lot could be meager at best. Surprise, surprise! At Medford, OR PNR & PCR produced enough entries to make me smile from ear to ear for two solid weeks. We topped 135 entries for all the categories in the contest from a pool of 105 entrants. I am so proud of all of you who took the plunge entering models, photos and arts & crafts; it is through your participation that Contest was a resounding success and I hope the contest gave you back the success you worked so hard to achieve. The contest room was buzzing with activity during the entire Convention. We were busy, busy, busy.

PCR showed up en force and received the lion's share of awards. All five Divisions were represented. Here is a list of the recipients and the awards:

**Pat la Torres** (Coast) **1<sup>st</sup> place** in model "diesel & others" - Logging wooden body Box-cab speeder (see photo on p. 16)

**2<sup>nd</sup> place** in model "diesel & others" - Logging steel body box-car speeder

**3<sup>rd</sup> place** in model "freight cars" - Wooden logging disconnects

**1<sup>st</sup> place** in photo "working on the RR" - Working south Dunsmuir (see photo on p. 24)

**2<sup>nd</sup> place** in photo "general RR topic" - Coal train

**1<sup>st</sup> place** in A&C "Railroadiana original" - Portland rose celery dish (see photo on p. 14)

**2<sup>nd</sup> place** in A&C "Railroadiana original"- Columbine bread plate

**Steve Wesolowski** (Coast) **2<sup>nd</sup> place** in photo "track & structure" - Or & L, Ewa, Hi

**3<sup>rd</sup> place** in A&C "Railroadiana original" - Honorary Raildog- Fresno

**Ronnie LaTorres:** (Coast) **2<sup>nd</sup> place** in photo "working on the RR" - Time check V & T

**2<sup>nd</sup> place** in photo "model scene" - WP loco in yard

**3<sup>rd</sup> place** in photo "working on the RR" - Come ahead #4

**2<sup>nd</sup> place** in A&C: General original - Brotherhood collection

**Diane Crawford:** (Coast) **1<sup>st</sup> place** in A&C "needlework original" - Quilt with railroad motif

**Popular vote** in A&C - Quilt with railroad motif (see photo on p. 14)

**Chuck Harmon:** (Daylight) **1<sup>st</sup> place** in model "passenger cars" - Drover caboos (see photo on p. 18)

**1<sup>st</sup> place** in model "caboose" - NC & StL outside braced caboos (see photo on p. 14)

**Paul Deis:** (Daylight) **2<sup>nd</sup> place** in model "non revenue equipment"- MOW water/fire car

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Branch Line

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## Calendar (Cont.)

**November 3 & 4, 2012** - 10:00 am to 5:00 pm, Annual Fall Show, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA.

**November 10 - 11, 2012** - Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, 36th Annual International Railfair, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA. Co-sponsored by PCR Sierra Division.

**November TBA, 2012** - 9:30 am to 5:00 pm, Daylight Division Fall Meet, Santa Barbara area. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours.

**November 16 - 18, 2012** - Friday: 8:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**November 23 - 25, 2012** - Friday: 2:00 to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**November 30, 2012** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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## Contest (Cont.)

**Steve Biggs:** (Daylight) **2<sup>nd</sup> place** in model “Structures” - sub divided Warren truss bridge

**Bruce Ultsch :** (Hawaii) **1<sup>st</sup> place** in model “non revenue equipment and Ingenuity Award - BAR loose moose bar car (see photo on p. 17)

**3<sup>rd</sup> place** in model “ non revenue equipment - BAR barrel car

**Ed Merrin:** (RED) **1<sup>st</sup> place** in photo “model scene” - Cumberland blues (see photo on p. 18)

**3<sup>rd</sup> place** in photo “model scene” - Locomotive

**3<sup>rd</sup> place** in photo “track & structures” - Healdsburg throat

**Stu Benson:** (RED) **3<sup>rd</sup> place** in model “diesels & others” - Southern Pacific F7 ABA

**3<sup>rd</sup> place** in model “diorama” - Schoolhouse

**Giuseppe Aymar:** (RED) **1<sup>st</sup> place** in model “Structures” and **Best in Show** - SECO SP oil loading facility for tank train (see photo on p. 14)

**Bob Ziegler:** (Sierra) **1<sup>st</sup> place** in photo “track & structures”- Stub switch-Nev Cty RR museum (see photo on p. 20)

**Popular vote** in photo - UP 844 Feather River Canyon near Portola

**Kenneth Martin:** (Sierra) **Best in Show** in “photo “ - Nevada Northern coal tower (see photo on p. 14)

**2<sup>nd</sup> place** in model “ passenger cars” - CB & Q mail car 2234

**Jim Petro:** (Sierra) **Honorable mention** in model “structures” - Denver Union Terminal tower A

**Carolyn Weber:** (PSR) **1<sup>st</sup> place** in A&C “General original” - Old barn near Fort Bragg

**2<sup>nd</sup> place** in A&C “needlework original” - Southern Pacific Herald

**PCR received Nine Merit Awards.** ( score of 87.5 or better –Important for those involved in the AP)

**Paul Deis** - MOW- water/fire car (see photo on p. 18)

**Jim Petro** - Denver Union Terminal Tower A (see photo on p. 20)

**Jim Petro** - D&RGW Box car

**Jim Petro** - Shot gun house

**Chuck Harmon** - NC & Stl outside braced caboos (see photo on p. 14)

**Pat LaTorres** - Wooden logging disconnects (see photo on p. 21)

**Steve Biggs** - Subdivided Warren truss bridge (see photo on p. 24)

**Bruce Ultsch** - BAR loose Moose Bar Car (see photo on p. 17)

**Giuseppe Aymar** - Seco oil loading facility for tank train (see photo on p. 14)

**PNR** did very well by scoring: Best in Show trains, Best in Show A&C, six 1<sup>st</sup> places, five 2<sup>nd</sup> places, three 3<sup>rd</sup> places, popular vote in trains, popular vote in model, Levity award and eight Honorable Mentions. In addition PNR received Ten Merit Awards.

As you can see from this list, each category was represented in depth with more than three entries per category thus creating competition the likes of which has not been seen for a few years.

Continued on Page 13

## Calendar (Cont.)

**December 28, 2012** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**March 8 to 10, 2013** - Kern County Layout Tour, Model Railroads of Southern California Yahoo Group, in conjunction with GEHAMS Train Show. Also a railroad museum and Tehachapi Loop.

**March 9 & 10, 2013** - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 S. P Street, Bakersfield, CA.

Admission is \$7.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days.

Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Train rides for railfans of all ages (\$2.00 additional charge)  
Contact info: (661) 331-6695; email: [carldw@aol.com](mailto:carldw@aol.com)

**April 3 - 7, 2013** - Iron Horse Express 2013 PCR Convention, Holiday Inn Dublin, Dublin, CA

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

Continued on Page 14

Jul-Sep 2012

## Contest (Cont.)

At this time I need to step back and thank the three individuals from PCR that made the contest run as smooth as a skate on ice.

Carol Alexander ( RED Div. ) who developed the electronic program used in registering entrants and entries, tabulations of scores, assignment of awards and compilations of reports. She made it such a simple task even a Neanderthal would have been able to run it from his cave (if only he had electricity).

Carol Skold ( RED ) who spent her entire convention working the front desk unselfishly maintaining order, logic and symmetry, all the while utilizing her "royal" calm and confidence gained from many years of experience, during particularly overwhelming moments while at the same time registering entrants, answering questions and directing us all. It took devotion to sit at the desk eight hours a day to enter all this information. Carol, you are now elevated to "Sainthood".

Dave Grenier ( Daylight Div. ), the GREAT PUBAH ( a la John Allen in the electronic media ) who through his wizardry gave us all the documents, forms and certificates we requested and then some, all at the drop of a hat! One could find Dave working tirelessly at the computers and printers past closing time. Never once I heard him complaining. Always smiling. Another "Saint".

From PNR, I need to recognize the great work done by John DeSteele, my co-chair, for his expertise and guidance, who allowed the contest to be above potential differences in methodology discovered between the two Regions, while putting together the framework for a successful joint contest. Thank you, John.

Very special appreciation goes to the more than twenty judges who volunteered their time and expertise. We were able to have full teams of three judges plus separate judges for A&C and photos. Kudos to all of you. You were GREAT!!! Judges from PCR included Chuck Harmon, Dennis Drury, Keith Hall, Steve Biggs, Carol Alexander, Dick Foster, Steve Skold, Steve Wesolowski, Ken Martin, Dave Croshere, Ronnie LaTorres, Mary Moore-Campagna, and Giuseppe Aymar (alternate).

You know, no matter how prolific the number of entries, the contest would not be successful without the overwhelming presence of the convention attendees. A rather large number of you came in to the contest room and even voted for "popular vote" and asked modelers lots of questions, thus showing interest and creating excitement, It is to you that I now give thanks and express my hope that we will see you again. Maybe, just maybe this contest was the spark you needed to enter a model or photo or arts & crafts at the next Divisional, Regional or National Contest. 🚂

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Branch Line

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**Thousands of negatives still need your positive support.**



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

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

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

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

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

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

**Make a contribution that will make a difference for decades.** Visit [www.nmra.org/diamondclub](http://www.nmra.org/diamondclub) or call HQ at 423-892-2846 to contribute.



## Calendar (Cont.)

**July 14 - 20, 2013** -Peachtree Express 2013 NMRA National Convention and National Train Show, Cobb Galleria Centre, Atlanta, GA

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

**October 3-5, 2013** - Annual Conference, Southern Pacific Historical & Technical Society, Radisson Hotel and Conference Center, Fresno, CA.

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

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

**2015** - 35th National Narrow Gauge Convention, Houston, TX

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

**2016** - 36th National Narrow Gauge Convention, Augusta, ME

### *In Memoriam*

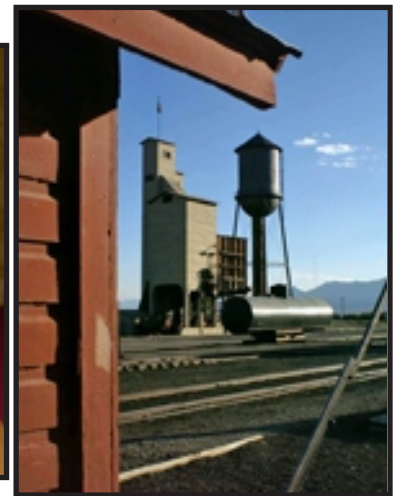
George Freisleben,  
Belmont, CA; Joined  
1/1/1982

## Contest Photos



First Place in "Structures" Best of Show, and Merit Award went to Guisepppe Aymar for his model of the SECO SP Oil Loading Facility for Tank Train.

Photo by Ken Liesse



Best of Show Photo: Ely Towers by Ken Martin  
Photo by Chuck Harmon



Pat LaTorres Entered this Portland Rose Celery Dish in the Arts and Crafts "Railroadiana Original" category and took First Place.

Photo by Ken Liesse

Diane Crawford's Quilt with Railroad Motif Won First Place in the Arts and Crafts "Needlework Original" category

Photo by Ken Liesse



First Place in the Caboose Model Category and a Merit Award went to Chuck Harmon for his NC&StL Outside Braced Caboose  
Photo by Ken Liesse

Additional contest photos are on pages 16, 17, 18, 20 and 24



Branch Line

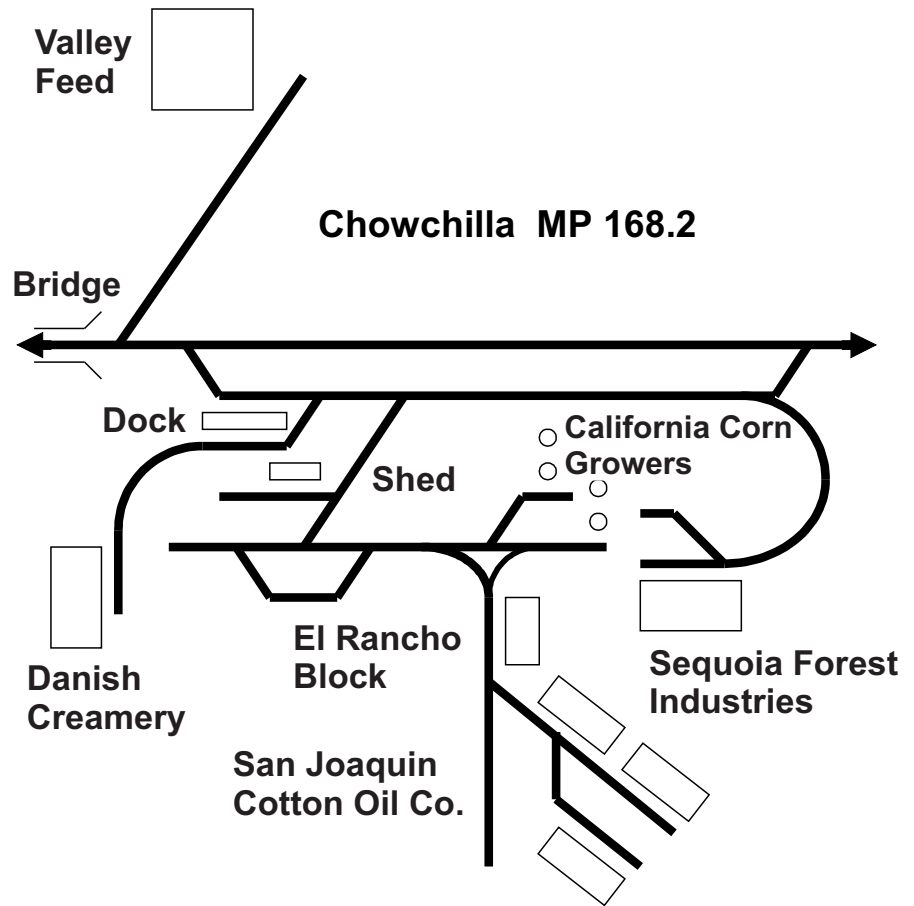
## Membership By Divisions

As of June 1, 2012

Hawaiian – 18  
 Daylight – 145  
 Redwood Empire – 151  
 Sierra – 310  
 Coast – 516

## The Answers Are Out There

By Bob Pethoud, Daylight Division Member Services

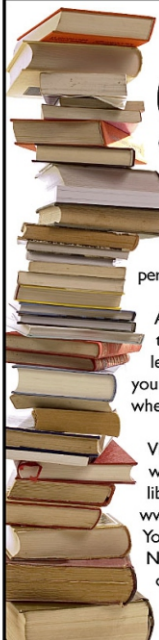


Based on a SPINS (Southern Pacific Industrial Numbering System) document from the late 1970s, the sketch above is a prototype track arrangement to inspire you and to illustrate a strategy in model railroad track planning. Chowchilla, CA, is at milepost 168.2 on the old Southern Pacific east valley main line. Clearly, with 17 turnouts, eleven spurs, a siding, a runaround, a wye, a 90° curve, and a 180° curve, a scale model of this area would fill a garage. Even by shortening all of the tracks and using sharp radius curves, Chowchilla would consume most of a good-sized room.

If you wanted a model of Chowchilla as one part of a larger model railroad, a strategy to help you reach that goal is **selective compression**. Selective compression is what turns a four-story, 400-foot long factory into a three-story model only 200 scale feet long. The compression part is usually easy; it's the selection that is difficult. Compression in track planning means that we take a spur half a mile long (enough to hold sixty-six freight cars, each 40 feet long) and shrink it until it barely holds four model cars. Selection, however, means that we compress some features to zero length, i.e., we omit them altogether. That's the tough part: what do we eliminate? There is never only one right answer to this question; it all depends on what we want most on our model, given that we can't have it all.

Now take a look at Chowchilla and start selecting. What will stay and

Continued on Page 16



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

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

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

Visit one of the world's largest train libraries at [www.nmra.org](http://www.nmra.org). You'll find that the NMRA has a lot to offer modelers.

**We make it even more fun.**  
[www.nmra.org](http://www.nmra.org)  
 423-892-2846

Check it all out!

## Answers (Cont.)

what will go? Let's say your goal is to create a representation in miniature of the trackage here that gives a flavor of the prototype while doing these things:

Using a lot less space

Maintaining or enhancing operational interest

Facilitating easy maintenance of the finished layout

I might look first at cutting down the number of spurs. In particular, some of the doubled spurs could become single. On the other hand, a large industry can justify the many car spots on two spurs and sometimes a car that has just been unloaded at one spot may need to be respotted elsewhere at the same industry for loading. This is a great operational benefit you may not want to lose.

Next, the 180° curve on the spur at the east end of town would devour an enormous amount of real estate. But do keep in mind that because the curve is on an industrial spur it can be much sharper than a main line curve. It might even be possible to make the radius as small as 12 inches in HO scale if you restrict access to this spur to short 4-axle diesel switchers or two-truck Shays.

The wye is another space-eater and could easily be discarded. But on the other hand, if you keep the wye and discard instead the short runaround just west of it, then the wye can serve as a runaround itself. Interestingly, it will reverse the locomotive's direction each time it is used and will thus add to the operational challenge.

Some of the other features are definite keepers. The long siding attached at both ends to the main line provides a place to leave most of the train while the crew switches the many industries and, at other times, facilitates meets and passes on this busy single-track main line. The straight secondary track containing the runaround and wye and off of which most of the spurs branch is central to the character of the whole track

arrangement. It is reminiscent of John Allen's "Timesaver" or the "Switcheroo" of a couple of columns back and is what makes this town's trackage unique. Finally, the curving spur to the Danish Creamery features multiple industries, brings the track out at an interesting angle, and allows for another extra-sharp curve, perhaps this time requiring the use of idler cars as a handle to reach where the locomotive cannot go.

At the same time as you are deciding which features to include and which to exclude you need to think about what the overall shape of the modeled area will be. Chowchilla doesn't look like it will fit on a narrow shelf, what with the spurs protruding like cactus spines from the east valley main. At this point in the design process it may be a good idea to plan for facilitating easy maintenance, briefly mentioned above. I have some rules of thumb for this goal, just as I had in the last issue for the goal of interesting operation:

**1. Everything should be within easy reach**, say within about 30 inches of wherever the operator/repair technician can comfortably stand.



Pat LaTorres' Model of a Logging Wooden Body Box-Cab Speeder was awarded First Place in the "Diesel and Others" category.

Photo by Ken Liesse

## Improve your modeling with a few sheets of paper.

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

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

Visit [www.nmra.org](http://www.nmra.org). Then improve your skills. And your hobby. [www.nmra.org](http://www.nmra.org)  
4 2 3 - 8 9 2 - 2 8 4 6





## Answers (Cont.)

**2. Minimize the number of turnouts.** Turnouts are the major source of expense and maintenance costs in both time and effort. Notice how neatly this rule conflicts with my first rule of thumb for interesting operation: maximize the number of spurs.

**3. KISS: keep it simple, stupid.** Multiple level benchwork, slip switches and other fancy trackwork, and lift-out sections and the like are just accidents waiting to happen. Yeah, I know, sometimes I use these, too.

**4. Build the layout close to eye level.** This enhances the appearance of the layout a great deal, but it also makes it easier to get under the track for maintenance and repair.

As you see, there are many things to take into consideration and there will be many possible selectively compressed versions of Chowchilla. If you're inspired to draw up a model version, email it or send it via snail mail and perhaps we can publish it in a future issue.

That's all for this time. Feel free to contact me with comments and questions at [pethoud@comcast.net](mailto:pethoud@comcast.net). 🚂



**Bruce Ultsch won First Place in the Non-Revenue Equipment category with his model of the BAR Loose Moose Bar Car. He also received the Special Ingenuity Award and a Merit Award.**

Photo by Ken Liesse

## Op session photos by Gary Ray



**Members Greeted each of us as we entered**

**Siskiyou Summit Attendees enjoyed Op Sessions at the Rogue Valley Model Railroad Club in Medford.**



**Club member served as Pilots for those who were first-time operators on the Pacific and Eastern Railway**



**Continued on Page 18**

# Pacific Coast Region SIG Report for Second Quarter 2012

By Seth Newmann

Our big news for the second quarter was the annual Joint PCR/PNR Convention "Siskiyou Summit," in Medford, OR on May 2-6, 2012. About 100 members from both regions participated in our Layout Design and Operations clinic program and our room was busy all night Thursday for the SIG Meetings, Friday for the clinic track and then down stairs into the late night as former dispatchers Steve Gust and Rick Kang continued with dispatching clinics. We also were fortunate that the Rogue Valley Club in Medford, George Booth in Grants Pass and Ron Harten in Jacksonville opened their fine layouts to convention-goers interested in operating. About 60 operators participated! Dave Parks arranged for drive out layout visits in the Rogue Valley, Dunsmuir and Colusa for those returning south and we thank those owners for opening for us!

We had a number of out-of-town operating opportunities this Spring, in part because of the BayRails group's outreach. SoundRail, a group based around Puget Sound, had their first meet in March and 60 operators from around the country attended. I was able to run on 4 great layouts ranging from N scale to an amazing ON2 Gilpin Tram. This meet is designed to go opposite years from our own BayRails. A group based in Simi Valley hosted their inaugural "SoCalOps" meet the first weekend in June, and 8 Bay Area and 2 Central Valley operators made the trip. We expect this to become an repeating odd-year event in the future. Finally, a Phoenix and a Tucson group are teaming up to hold DesertOps at Phoenix in even years, at Tucson in Odd Years, late in October. The first DesertOps is this October in Phoenix.

**Looking ahead** - NMRA National Convention "Grand Rails, 2012", Grand Rapids, MI July 29 – August 4, 2012, see the [gr2012.org](http://gr2012.org) website for information on LDSIG and OPSIG events.

November 3-4 - 24 Hours of Tehachapi, La Mesa Club, Balboa Park San Diego, CA.

Annual PCR/Layout Design/Operations SIG meet, bye week between football playoffs and the Super Bowl, 2013, location TBD.

Contact me ([sneumann@pacbell.net](mailto:sneumann@pacbell.net)) if you are interested in attending any these events. Of course you can just sign up for SIG events at GR2012! 🚂



Paul Deis received a Merit Award for his MOW Water/Fire Car.  
Photo by Ken Liesse



Chuck Harmon took first place in the "Passenger Car" Category with his Drover Caboose.  
Photo by Ken Liesse

Ed Merrin took first place in Photo "Model Scene" with his picture called Cumberland Blues  
Photo by Ken Liesse



## Branch Line Deadlines for 2012 & 2013

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

**JAN-FEB-MAR Issue:**  
Articles due by  
**December 10, 2012**

**APR-MAY-JUN Issue:**  
Articles due by  
**March 10, 2013**

**JUL-AUG-SEP Issue**  
Articles due by  
**June 10, 2013**

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

## CLINICS AT 2013 PCR CONVENTION

Dave Connery, Iron Horse Express Clinics Chair

We already have a dynamite selection of Clinic presenters for next year's PCR Convention. I will be sharing more of what you can expect in future issues of the Branch Line. There is, however, room for more, and I urge you, if you have a topic you think you might like to present, to contact me. Why would you want to present a clinic? Here are a few of my thoughts:

1. It is a way to give something back to the hobby I am sure you have learned and been inspired by others at clinics and through articles – you can provide the same service to fellow modelers.
2. It is an opportunity to share the things you have learned and your enthusiasm for railroading and modeling with a friendly audience.
3. If you want to become an expert in some aspect of the hobby there is no better way than preparing a clinic on that topic – getting ready to teach others is a wonderful development tool.
4. If you are interested in the NMRA Achievement program check out the requirements for Author and Volunteer and see how presenting a clinic can help you with these achievement areas.
5. Most clinicians find putting on a clinic is great fun, one that often leads to new acquaintances and lasting friendships.

If you have an idea for a clinic, I would love to talk to you about it. Anyone who has been in the hobby for even a year or two probably has learned some things others would find interesting. Perhaps I can help with some ideas of how your interest can be most effectively presented. We are striving to include clinics in four broad areas: Local Railroad History, Prototype Modeling, Layout Planning and Operation, and Improving Modeling Skills. I am confident each of you have a great clinic inside you the rest of us would love to see. Contact me at [dgconnery@sbcglobal.net](mailto:dgconnery@sbcglobal.net) or (925) 735-0134. 🚂



Several Siskiyou Summit Attendees learned about Weathering with Chalks in this Clinic by Walt Huston

There were Lots of Clinics in Medford Photos by Gary Ray



Dick Witzens Presented his Clinic on Open Car Loads



# NMRA InfoNet News

e-mail from Gerry Leone, MMR, NMRA Communications Director

Welcome to the April 2012 InfoNet News eblast!

Fundraising has begun for the "**Magic of Scale Model Railroading**" gallery at the California State Railroad Museum in Sacramento, CA. As your members will probably recall, this gallery will introduce the Museum's 600,000 annual visitors to the hobby, as well as give them a sense of its history. One of the highlights of the gallery will be actual portions of the finest model railroads ever built. The Museum has donated the space rent-free to the NMRA for the purpose of promoting the hobby. It's estimated that the cost to build the exhibit will be approximately \$750,000, and no NMRA dues or monies will be used; instead, it will be entirely funded by donations. To date, over \$100,000 has been raised, and an anonymous donor has agreed to match donations, up to \$250,000.



Bob Ziegler won First Place Photo "Track and Structures" category with his shot of a Stub Switch at the Nevada City Railroad Museum.

Photo by Ken Liesse

Any NMRA member (or non-member, for that matter) who would like to donate to the funding of the gallery should send his or her tax-deductible donation to NMRA Headquarters at 4121 Cromwell Road, Chattanooga, TN 37421-2119, and mark it "Gallery donation."

In the February edition of the *InfoNet News* we reported the **agreement of cooperation between the NMRA and the [Hasea.com](http://Hasea.com) Model Railroad Association of China**. This July we'll be seeing the first fruits of that "Hands Across The Ocean" agreement as a group of teenage Chinese modelers and railfans visits California with the purpose of seeing layouts, prototype trains, and the California State Railway Museum. Several Pacific Coast Region members are helping to organize this 2-week event.

Grand Rails 2012, the upcoming NMRA national convention, has announced their **commemorative convention car**. Grand Rapids, Michigan, was once known as The Furniture Capital of the World, and appropriately the model was inspired by a postcard photograph of a turn-of-the-last-century furniture manufacturer's wood-sided boxcar. This replica, produced by Accurail, comes complete with a Grand Rails 2012 logo "poster" which can be applied by the modeler. Visit [www.gr2012.org](http://www.gr2012.org) to see a shot of the prototype.

The folks at Grand Rails 2012 have posted a **preliminary clinic schedule** for the convention in PDF format, downloadable at their website. Among the clinicians are NMRA Worldwide Director Tony Koester, Jim Six, Jim Sacco, and a group of clinics by the Layout Design Sig.

**Grand Rails 2012 is looking for volunteers** who'd be willing to donate an hour or two of their time at the convention doing things like contest room security, helping with registration check-in, silent auction set-up and tear-down, and bus loading. If you're interested and have an hour or two you'd like to donate, contact Mark Baldwin, Vice Chair of Volunteers. Just use the "Contact Us" link on the Grand Rails 2012 website at [www.gr2012.org](http://www.gr2012.org).

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at [www.nmra.org](http://www.nmra.org) or in NMRA Magazine. 🚂



Jim Petro earned a Merit Award with his model of the Denver Union Terminal Tower A.

Photo by Ken Liesse

# Tales of the Santa Cruz Northern That Old Saw – Fellowship

By Jim Providenza

Before we tackle fellowship, let's start with another old saw – 'a picture is worth a thousand words.' Can one picture stand in place for an entire convention? Can it represent a year or more of work by a group of guys, some of whom had only met each other once before? Can it span decades?

Let me propose that this one picture does all of that for me personally, and by extension, has meaning for all of us in the PCR, whether you were able to attend Siskiyou Summit 2012 or not.

So, the personal side first. Let me introduce the cast, left to right. Left front, Linton von Beroldingen, best man at Terri and my wedding, long time operator on the SCN. On Linton's left, Dave Clune, retired SP / UP engineer and a consummate On3 modeler. I've squeezed into the middle for the photo. Then on my left, Steve 'Breezy' Gust, now retired Train Dispatcher for the SP and UP, one of the culprits in "A Tale of Two Dispatchers" if your copies of the Branchline go back a decade or so, and a well-known clinician. And Rick Kang, former SP train dispatcher, medium format railfan photographer, and my mentor in operations.

I first met Rick in 1977. He lived and worked in Eugene, OR where he built his operations oriented Vegetable Northern. His apartment became 'the destination location' for a number of railfan/modeling trips from the Bay Area to Eugene in the late 1970's and 1980's. Along the way Rick introduced me to several other local modelers/railroaders including Breezy and Dave Clune. But I always seemed to miss meeting this other guy, Linton 'whatever his name is.'

In 1983 Rick and I made arrangements to get together for one of our now routine pre-WinterRail railfan trips. We decided I would take Amtrak up to Klamath Falls. Rick would drive south to meet me and we would spend several days railfanning the Espee's Modoc Line, returning to the Bay Area via Donner Summit. Traveling to Klamath Falls I changed from BART to the Starlight in Richmond, meeting Terri, my future wife at the turnstile exiting from BART. At WinterRail that weekend Rick introduced me to Linton, who was by then living in Santa Rosa. Linton and I became close friends – and yes he was the best man at Terri and my wedding in 1986.

So here is a group of modelers who have known each other, railfanned with each other, operated on each other's layouts, shared meals and tall tales for 35 years. And yet... the joint PNR – PCR Siskiyou Summit 2012 convention in Medford was the first time we have ever all been together at the same time. Ever. In 35 years.

It wasn't until Friday during the convention that we realize this. We had certainly looked forward to seeing each other, but had never made the leap that this was such special occasion.

So, does this picture do all those things for me? Oh yes!

Beyond its personal side, or more accurately **building upon** that personal side, the picture really does represent a big part of what



Jim Providenza relaxes with his friends at the Medford Convention  
Photo submitted by Jim Providenza, but who snapped the shutter? (Jim is in the Picture)



Pat LaTorres earned a Merit Award with his Wooden Logging Disconnects.  
Photo by Ken Liesse

Continued on Page 22



### **HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.**

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

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

All from the comfort of your very own couch.

Visit [www.nmra.org](http://www.nmra.org) and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



**We make it even more fun.**  
[www.nmra.org](http://www.nmra.org)

Then, get that popcorn ready.

## **Tales (Cont.)**

the convention, our organization as whole, and what the work of all the volunteers who made the convention such a success are all about.

I cannot tell you how many times I overheard attendees introducing one friend from the PCR to another from PNR. Or the times that old friends, one of whom had moved either north or south, finally had a chance to see each other again.

There was of course a great leavening of ideas with clinicians from both regions and the chance to try out different ways of doing some things and new events.

Was the convention a success? My Co-Chair, Ed Liesse and I certainly think so. While there were some glitches here and there, such is the nature of putting on a convention. Overall, things went the way they were supposed to. We would certainly recommend the PCR and PNR look to holding a joint convention again at some time in the future.

But these are things, and details. For me, and I think for many who attended, and whom I suspect have similar photos or memories, the real success of the convention is measured in a single photograph.

## **Made in the PNR**

### **A Visit to the Campbell Scale Models Plant**

Story and Photos by Chuck Harmon



**Russ Campbell welcomes guests  
in the Saw Room**



**Russ Campbell Explains the  
Plastic Injection Molding Machine**



**The Kit Packaging Area was  
Packed with Guests!**

At the Medford Convention I attended a clinic called “Construction & Weathering Techniques for Craftsman Kits” by Duncan Campbell of Campbell Scale Models. I have always enjoyed building Campbell kits and have some 18 of them on my layout, plus a few more in my “stash.” Little did I expect to receive an invitation to visit their plant at the end of the clinic!

We drove only a few miles from the convention hotel to reach a modest metal industrial building next to a residence on an Oregon hillside, which was the Campbell factory. Duncan welcomed us warmly and showed us the process of creating a Campbell building kit from a plank of select pine to finished sticks and siding, to final packaging with plastic injection-molded windows and doors, all created in that building. Moved from their previous location in Colorado, there were specialized saws to rip the strip-wood into various thicknesses, sanders, shapers, and injection molding machines, many going back to the original Southern California plant over 50 years ago!

The most remarkable thing to me was the kit packaging area, with a work area for each kit. Parts were placed in cubby holes rising to the ceiling just above the work space. Boxes were included in the cubby holes, about 2 dozen for each kit. I could see how quickly workers could put together several kits for an order from an individual or from a distributor. Parts were made ahead and bagged for each kit. As the cubby holes emptied out, an order for more parts went to the fabrication area, keeping a steady flow of kits.

Duncan explained how he and his wife worked in the Colorado facility for two years to learn the business and to earn credit toward purchasing it. Duncan pointed out that the hobby market is one that businesses serve out of devotion rather than for big profits. Thanks to the Campbells and others who serve the hobby.

To learn more about Campbell Scale Models and their offerings go to [www.campbellscalemodelsonline.com](http://www.campbellscalemodelsonline.com).

# Unusual Open House

By Jeff Dippel, Daylight Division

In April the Goshen & Goosechase Short Line Railroad held an Open House & Seminar at the home of Master Model Railroader Marlin Costello.

There's nothing unusual about having an Open House & Seminar except that in this case the *Model Railroading for Dummies* seminar was directed towards an atypical audience - the New Guy. Instead of being a typical talk about tree-making, mountain-building, track ballasting or other advanced topic, *Model Railroading for Dummies* was an entry-level discussion about model railroading for people who knew little or nothing about the hobby, but who wanted to learn.

It all came about when several of the Goshen & Goosechase regulars found that nearly all of them had had conversations with guys, and gals, who said that they had always been interested in model railroading, and that "one day" they were going to get involved, but they didn't know where to begin.

*Model Railroading for Dummies* was organized to help those people get started in the hobby.

The seminar, led by Carter Braxton, began with an overview of the state of the art of model railroading today, particularly regarding DCC options and layout operations. It then explored questions about where to build a model railroad, what kind of railroad to build, where to buy materials and especially where to get advice and assistance. Participants met the Goshen & Goosechase regulars as well as visiting railroaders from other local layouts, all of whom made themselves available to help the newcomers get started in hobby.

To promote *Model Railroading for Dummies* flyers were distributed to local hobby shops, senior centers, service organizations and the local VA hospital. In addition, KSEE Channel 24 included a seven minute segment on the Open House & Seminar on their popular *Central Valley Today* program. As a result, about a dozen potential new model railroaders attended the seminar and

took part in the day's activities. 🚂



**Marlin Costello Shows Guests around the Goshen and Goosechase.**  
Photo by Chuck Harmon



**Carter Braxton explained the State of the Art of Model Railroading to interested visitors.**  
Photo by Chuck Harmon



**Guests were seated in the middle of the layout on the raised dispatcher's platform with the Tehachapi Loop on the Left and Walong on the Right.**

Photo by Chuck Harmon

# Looking Back

## The Start of the NMRA

By Dave Connery, PCR Historian

*I thought I would write a bit of our history and see if this was interesting to PCR Members. My plan is to cover different aspects of PCR history in coming issues of the Branch Line. If you have ideas, comments or suggestions, please write to me at [dgconnery@sbcglobal.net](mailto:dgconnery@sbcglobal.net).*

I will start the series on the PCR with a brief recap of the history of the NMRA, since it came first, in 1935.



Pat LaTorres took first place in Photo "Working on the Railroad" with his photo titled "Working South Dunsmuir." Photo by Ken Liesse



Steve Biggs' Sub-Divided Warren Truss Bridge was Given a Merit Award. Photo by Ken Liesse

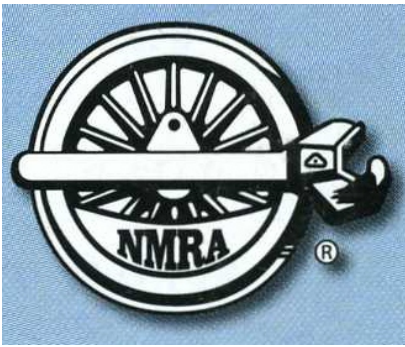
It wasn't created by a group of folks deciding, "Wouldn't it be fun to have an organization to hold meets and conventions, print a magazine and have contests?" All that came later, but what did bring model railroader's together was frustration. In the late 1920's and early 1930's model railroading was becoming a very popular hobby among men. Most were modeling in O scale and in many of the nation's larger cities model railroad clubs were being formed and club layouts built. But each club made their own decisions about how to build their railroad. In addition, each of the budding model manufacturers were also making their own decisions on how a model railroad would be built. As a result, equipment was built to run on a wide variety of voltages, everywhere from 6 volts DC to 115 volts AC and nearly everything in between. Some used two rail, some three, some inside third rail and some outside third rail pick-up. Wheel contours and rail profiles and gauges were grossly inconsistent and so when a member from one club tried to run their equipment on another club, all hell broke loose.

It was in this milieu that the Model Railroad Club of Milwaukee invited model railroaders to a convention they would host on Labor Day Weekend of 1935. Over 70 modelers came and the prime issue was the need for the development of standards. It was decided to form the National Model Railroad Association and everyone in attendance signed on to the new organization. They planned for a second national gathering on Labor Day weekend 1936 to be held in Chicago and established sub-committees to develop a constitution, promote organization membership and most importantly, develop a set of standards for O scale and report back at the end of the year. The choice to head the standards effort fell to Harry Bondurant, who was also elected association secretary and an apparently good choice for this key responsibility.

In Chicago in 1936 over 200 members showed up and the NMRA was definitely under way. A concise constitution and by-laws were adopted and the O scale standards that had been developed laboriously over the past 12 months by Bondurant were accepted. At the time, HO had a relatively small number of adherents but a small informal committee adopted a set of tentative standards, looking forward to greater experience with the scale using these as a working basis for final standards. Detroit was the site of the convention in 1937, with over 250 participants. Final approval for some adjustments to the previously set standards were agreed to and several organizational issues

Continued on Page 25





The Drive Wheel and Coupler Logo lasted from 1937 until July 2010.



**Lost Coupler**

Everyone seems to still be smiling at Train Mountain as crew and visitors search for the maintenance gon's missing coupler which was found back by the switch stand. This is one of three trains that made the trip that included buffet lunch.

Photo by Gary Ray

**Looking Back (Cont.)**

were resolved. While a growing number of Canadian modelers were now joining, it was decided to retain the word National in the name although it was explicitly understood Canada was in the field of the organization. It was also in Detroit the drive wheel and coupler NMRA emblem was adopted, a sign of the organization until just the past few years.

Buffalo was the location for the 1938 gathering and is noteworthy as being the first convention where manufacturer displays were set up directly outside the meeting room, a very popular development among both attendees and manufacturers. It was also decided that in the future the election of officers and approval of standards would be done by direct mail so members not able to attend the convention would retain a say in the organization. The 1939 convention stayed in New York State but moved to the opposite end, convening at the World's Fair grounds in New York City. Bondurant turned over the chairmanship of the Standards Committee to M. E. Smith of New York. Two items needing standards work were the development of a book of symbols for model railroaders to use for electrical schematics, which was completed during the year and automatic couplers for HO, which seemed to plague the association for the next 30 years!

The convention moved back to Milwaukee in 1940 and it was here that the HO coupler battle really took hold. It was also when Al Kalmbach stepped in to "rescue" the NMRA Bulletin and create a much more professionally printed magazine and the introduction of addressograph plates for mailings. That year was also the introduction of the NMRA Directory that included lists of all members, clubs, approved standards, the constitution and by-laws. In 1941 there was a spring regional gathering (in a blizzard) in Washington, DC and the Labor Day convention in Peoria, where the first model building and model photo contests were held. By 1942 war greatly impacted the convention in Rochester and this was when a contingent from Los Angeles first proposed the idea of formal regions. At the 1943 convention in Cincinnati the changes to include separate Regions was written into a by-law revision and standards for "S" scale and the use of 12 volts DC for HO, OO and O were recommended.

It is with this background that we will pick up the PCR history next issue. 🚂

**Welcome New Members**

(Listed by Date Joined)

Phil Keys	San Luis Obispo, CA	Daylight
Steve Fischer	Tulare, CA	Daylight
Tom Zamaria	Martinez, CA	Coast
Dan Parker	Sunnyvale, CA	Coast
Jonathan Kwei	South San Francisco, CA	Coast
Cole Kurin	Los Altos Hills, CA	Coast
Andy Thomas	Valley Springs, CA	Sierra
Frank Bailey	Santa Rosa, CA	Redwood Empire
Bob Jakl	Mariposa, CA	Daylight
Tom Davis	Mariposa, CA	Daylight
Norman Alexander	Sacramento, CA	Sierra
Fred Beckman	Mountain View, Ca	Coast
Chris Stewart	Sacramento, CA	Sierra

# PCR HONORS 2012

By Dave Connery



**Carol Alexander presented the RED Member of Year award to Dick Foster**  
Photo by Dave Connery



**Ed and Gay Liesse Received the John Allen Award**  
Photo by Dave Connery



**Jim Long received his award from Mary-Moore Compagna at a Sierra Division Meet**  
Photo by Gary Ray

Within the Pacific Coast Region we have three levels of Honors. A Division Member of the Year is selected by each Director based on contributions at the Division level. This year the Division Members of the Year are:

- Coast - Mark Schutzer
- Daylight - Gary Siegel
- RED - Dick Foster
- Sierra - Jim Long

The PCR Presidents Award is presented by the PCR President for service to the Region. This year's recipient is Dennis Stokely, our Region Convention Chairman.

The final award is the prestigious John Allen Award, which has been presented every year since 1973 in honor of John Allen. The awardee(s) were originally selected by the Gorre & Daphetid Operators and are selected on the basis of someone who has made a positive impact on Model Railroading. It is not based on a person's modeling but rather their service to, and support of others in the hobby. The award is now presented by the aggregate of all past John Allen Award winners. It was announced that two John Allen Awards were being presented in 2012. One award was presented to Ed and Gay Liesse during the Banquet at the Siskiyou Summit Convention in May. The second will be announced in these pages once the Award has been presented. 🚂



**Dennis Stokely received the 2012 President's Award. Dennis is pictured at a recent Daylight Meet with his White Elephant winning, a genuine, rare Blue Box Kit!**  
Photo by Mike O'Brien




**Rod Smith presents Coast Member of the Year award to Mark Schutzer**  
Photo by Dave Connery



**Gary Siegel was named the recipient of the Daylight Member of the Year award. (Award to be presented at a future Daylight Meet)**  
Photo by Chuck Harmon

# 3D Printing - That Unavailable Detail

Article and Photos By Seth Neumann



**The best gift card you'll ever give.**  
(Or receive!)

When you give the gift of an NMRA membership, you're giving someone a gift they can use all year long. From accessing our online photo archives to getting special deals on books, to attending Division and Region meets, an NMRA member has a wealth of benefits to take advantage of.

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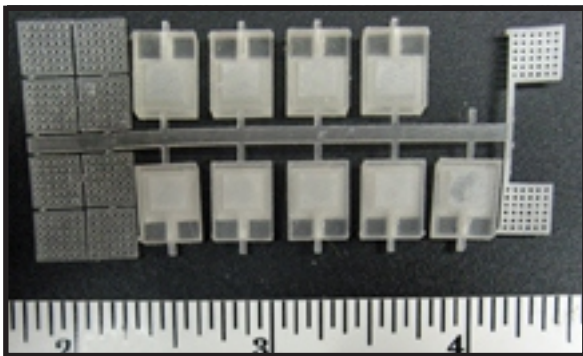
This year, give a card they'll treasure all year!

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423-892-2846

Have you ever needed a small detail part and found that it doesn't exist in the catalogs? I had that problem while building some modern industrial buildings behind Milpitas yard on my "Union Pacific in Niles Canyon" layout which is set 1999. I needed some modern exterior light fixtures and some of the video surveillance cameras which seem to sprout from every building you see in an industrial park. After considering scratch building dummy fixtures from styrene, I thought it might be fun to design working parts using Google's SketchUp and then use one of the 3-D printing services such as ShapeWays ([www.shapeways.com](http://www.shapeways.com)). First I had to get accurate dimensions for the fixtures but that was difficult because they are typically 10 to 15 feet up in the air. In the end I took a photo and asked my friend Sam Romerstein, who is a retired architect, to see if he could find some data sheets for similar fixtures. I chose a prototype from Hubbell Lighting that was available in both building mounted and light pole configurations so it could also be used to light my parking lots.

René Gourley published an article in Railroad Model Craftsman in March 2012 about using 3-D printing to make HO rolling stock and I got a tutorial from René on using Google's free SketchUp program to do the design last fall during a trip to Vancouver. There is a simple three-step process to get from SketchUp to an STL file which can be submitted to ShapeWays so you can get your parts printed. Even so it was a little daunting for my first project and I procrastinated. About a month ago I was having lunch with Jason Hill of Owl Mountain Models and I mentioned my project to him. Jason has a

background as a 3-D CAD draftsman and he offered to design the parts in a commercial solid modeling package, SolidWorks. As it turns out Jason's rates are quite reasonable for noncommercial hobby work and he was able to do my light fixtures in about two hours. Jason designed my fixtures with a cavity to accept a 603 (60x30 mil) surface mount Light Emitting Diode so I could have working lights. Having agreed that the drawing was a good representation of the prototype fixture, Jason then put 10 of them on a sprue-like arrangement along with 10 diffusers and four "video cameras." This allowed us to make 10 parts of the light plus the four cameras for one five dollar up charge. I was able to upload the model to ShapeWays and it passed their design rules test on the first try. I placed the order for three sprues and within two weeks I had my parts.



This is the "sprue" note that one of the fixtures has fallen off. You can see the fine detail on the diffusers (egg crates on the ends) and the outlines of the light cavities inside. Fixture size is about .375 deep by .300 wide by .120 high.

We had the details printed in a material called "Frosted Ultra Detail" which can resolve details down to about a 10th of a millimeter, which is adequate for most HO purposes. The parts had resin residue on them and I was able to get most of it off using an ultrasonic cleaner and detergent. Gentle scrubbing with an old toothbrush and some household cleanser removed the rest. The Frosted Ultra Detail is translucent and whitish, so I elected to paint the outside roof brown which looks like the anodized metal finish of the prototype part and left the inside unpainted. The part is lit by gluing a 603 LED with magnet wire leads (from LEDBaron - <http://stores.ebay.de/ledbaron> - as suggested at the

Continued on Page 28

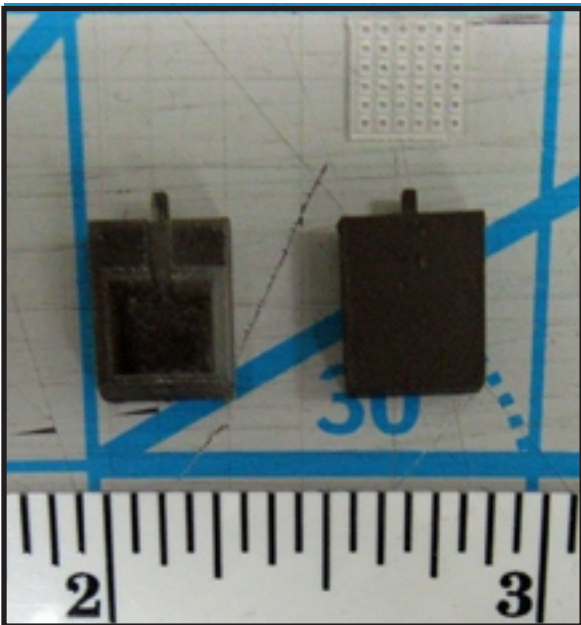
### 3d Printing (Cont.)

"Modeling with Micro LEDs" clinic in Medford by Geoffrey Bunza) into the cavity and then covering it with the diffuser. I was able to purchase 30 of these LEDs for about €17 = US \$21.76 or \$0.73 each delivered to California.

For the surveillance cameras I simply cut the gates off the sprue, cleaned the parts and painted them white. I drilled a hole with number 75 drill bit and inserted some .020 wire for a bracket and the NUMMI auto complex was secure.

For detailed information on how the process works with SketchUp I direct you to René's fine article in March 2012 RMC, I'd also recommend perusing ShapeWays excellent website ([www.shapeways.com](http://www.shapeways.com)) to see what they can do. I will be making these parts available through the ShapeWays store so you can see what they look like and purchase them if you like.

Short run 3-D printing, while a little expensive on a per unit basis, (about \$15/sprue) is very economical compared to making conventional dies so it's an attractive way to get the unique part you really need to complete your model. Individuals like Jason who have extensive experience designing parts offer a very quick and inexpensive way to design your part as they can get you to a suitable product much more quickly than you can by trial and error. Jason can be reached at [owlmodels@yahoo.com](mailto:owlmodels@yahoo.com).



Light Fixtures after painting. Outside of fixture has been painted, contrast is better.



Light Fixture in Service. Shows light on.



Fixture installed on tilt up in Milpitas.

# New Directors Take Seats at Medford

By Chuck Harmon and Dave Croshere

Photos by Chuck Harmon



**Redwood Empire Director Dave Croshere**



**Coast Director Mark Schutzer**



**Sierra Director Mel Jones**



**Daylight Director Paul Deis**

As is the custom at PCR conventions new officers are seated during the board meeting. On the even years we seat new directors, and during the odd years we seat the President and Vice-President. This year's new Directors are Mark Schutzer (Coast), Dave Croshere (RED), Paul Deis (Daylight), and Mel Jones (Sierra).

As editor of the Branch Line I hope to feature a little bit of wisdom from each of the Board members each quarter. Dave Croshere is the featured Director for this issue.

Dave wrote, "As a new Director I was asked to write an article thanking the membership for their support electing me to this important position. That is not exactly how it went in my case; I was asked if I would be a candidate for the office of Director. I turned down the offer, then thought about it for a few days. After some thinking, I concluded it was time to do my part and I agreed to become a candidate. At the time I was told there was another candidate. Later the mysterious candidate disappeared and I was running unopposed. Thanks to the back room strategies of Steve Skold and Carol Alexander, I am your new director. I think I was railroaded, but what else should I expect from this group. The truth be told, I am honored by their confidence, happy with my election, and I take the job seriously."

"I was also asked to give some thoughts as to my expectation and or desired contributions as a new board member. I think the one area where I would like to see more involvement is in the AP certification of West Coast members. If you look at the NMRA magazine and the number of certificates received each month, the West Coast lags far behind our friends to the East. This gives the appearance we don't measure up as modelers. I know that isn't correct, but it is the way it appears. For some reason modelers on the West coast don't readily participate in this fine program within the NMRA. The funny thing about the Achievement Program is two years ago I would have asked why do I care about this type of recognition? I find this to be a common question with many modelers. Having already wired my layout I knew I would qualify for the Electrical certificate. I applied and found it was relatively easy. That made me interested in some of the other certificates. Knowing what some of the other requirements were I became more conscientious about my modeling so I could qualify for other certificates. I am becoming a better modeler because of the Achievement Program. Many, many modelers have also done all the required work for a specific AP certificate and they only need to fill out the application. The hobby of model railroading has many aspects to it. The Achievement Program can be very rewarding and ~~leaving~~ in addition to this hobby we enjoy."



## Coast Division Report

By Darrell Dennis, Chief Clerk

The last Coast Meet was held on June 10, 2012 at Boy Scout Headquarters in San Leandro. It was enjoyed by 72 Coast Division members, 4 Redwood Empire Division members, 4 Sierra Division members, 1 Mountain Division member, 1 Guest, and 6 First Timers for a total of 82.

For clinics Frank Markovich presented "Weathering Wood Techniques," and Jim Eckman presented "Figure Painting."

The Round Table was moderated by Howard McKinney.

The business meeting portion of the meet was called to order by Mark Schutzer, Coast Division Superintendent, at 12:10.

Mark gave thanks to all who helped with the PCR/PNR Medford Convention. He noted that he is the new Coast Division Director, in spite of his "Vote for the other guy" campaign. Mark will be doing double duty, Superintendent and Director, until his Superintendent position runs out next March. He suggested that anyone who is interested in running for superintendent next March should talk to Dave Connery. The September Meet location is still up in the air. Don Shortt said that Buchser School was still being renovated, and the schedule was uncertain. Mark asked for ideas and locations. Please check the web site for information!

Pat LaTorres, PCR President announced that the San Leandro Railroad Historical Society layouts are open around the corner until 3:30 or so. He reported that the Medford Board meeting resulted in an idea to put advertising in the Branch Line newsletter to offset rising costs. If anyone wants to help sell advertising please contact Pat. He commented on how good the Medford Convention was. Pat had Rod Smith, the out going Director, give the Directors Award to Mark Schutzer. Pat expressed his appreciation for years of hard work to the PCR by presenting the President's Award to Dennis Stokely.

Dennis Stokely, 2013 PCR Convention Chairman, reminded everyone of the 2013 PCR Convention, "Iron Horse Express", is in Dublin, CA, April 2 thru the 6<sup>th</sup>, 2013. All the information is online, <http://www.pcrnmra.org/conv2013/>.

Steve Williams, acting Layout Tour Chairman, announced that we have layout tours this weekend, June 16 / 17, 2012. Information will be online tonight. <http://www.pcrnmra.org/coast/layout.shtml>.

Mark introduced the guests and first timers. Mark noted, at 12:22 pm, with no other business or announcements, the Auction would begin in 10 Minutes.

Before the contest results, Steve Wesolowski wished to thank his helpers (since he did both the Photo and Model contests for the respective chairs who could not make the event) Tom Crawford for his photographing of the entries, and Mark Schutzer and Tom Vanden Bosch for helping with set up.

**Model Contest Results:** Theme is Structure, Display/Diorama, Self-propelled cars & traction

**Structure:** 1<sup>st</sup> Place - Eugene Martin, "McCullom's Surplus Store" (This model was A/P Judged by Tom Vanden Bosch and Bob Wirthlin, MMR for a total of 120 points!!)

Continued on page 31



## Coast Report (Cont.)

2<sup>nd</sup> Place - Tom Vanden Bosch, "Scale Track" (a Car Weighing Scale with the Weigh Master's Shelter, and the weighing track alongside.)

**Display/Diorama:** 1<sup>st</sup> Place - Earl Girbovan, "Hart's Transfer" (Excellent modeling!)

2<sup>nd</sup> Place - Paul Ingram, "Shihfen Waterfall" (This model was A/P Judged by Tom Vanden Bosch and Bob Wirthlin, MMR for a total of 88 points !)

**Self Propelled Cars / Traction:** 1<sup>st</sup> Place - Bob Wirthlin, MMR "SP10, and RDC-1" (excellent interior detailing!)

2<sup>nd</sup> Place - Bob Wirthlin, MMR "Toonerville Trolley" (A whimsical model based on a comic strip)

3<sup>rd</sup> Place - Kenneth Martin, "CB&Q #9509 Gas Electric"

4<sup>th</sup> Place, Honorable Mention - Pat LaTorres, "W.P. RDC"

The Modeling categories for upcoming meets are: September 2012: Steam locomotives, Diesel & other locomotives, passenger car. December 2012: Favorite Model (Open Category) March 2013: Maintenance of Way, Caboose, Freight Car. June 2013: Structure, Display/Diorama, Self-propelled cars & traction.

**Show and Tell:** Pat LaTorres, On30 "Metal Body Box Cab Diesel" and an On30 "Wood Body Box Cab Diesel" Both with sound and lights!

Howard Lloyd, "Claremont Storage Company (Warehouse)" Well detailed diorama!

Paul Ingraham, "Sunnyvale Station in 1956" Great N Scale model which will be placed in the Sunnyvale Museum as part of a permanent diorama!

**Photo Contest:** "Diesel Locomotives" 1<sup>st</sup> place - TIE VOTE! Kenneth Martin, "BNSF Diesel" and Tom Vanden Bosch, "San Jose, Oct. 1971"

2<sup>nd</sup> Place - Tom Vanden Bosch, "No Stop in Atherton"

3<sup>rd</sup> Place - Pat LaTorres, "Santa Fe Freight, Mojave Desert at Sunset"

The Photo Contest categories for upcoming meets are: September 2012: Caboose December 2012: Steam Locomotive March 2013: Railroad Structures" June 2013: Diesel Locomotives,

**Switching Contest:** Steve Peters was in India and was unable to attend. Also, it was noted that Steve will be moving to Colorado and we need a new Switching Contest Chair! Call Mark if your interested!

Stephen Williams of the The Silicon Valley Free-moN group was represented Sunday by Dave Falkenburg, Scott Forrest, MC Fujiwara, Richard Murphy, and Steve Williams.

We had a great time showing the modules off in the "floor to ceiling scenery" of the lobby. (The Scouts have an awesome climbing 'rock' walls where the modules where located! Darrell)

The auction had a total of 207 Items.

Our next meet in on September 2, 2012 location TBD. Please check at <http://www.pcrnmra.org/coast/> for all future Coast Division events and information. 🚂



## Daylight Division Report

By Dave Grenier, Daylight Division Superintendent  
Photos by Mike O'Brien

The Daylight Division held its Spring Meet on June 2, 2012, at the home of Glenn and Kathy Sutherland, nestled amongst the oak and pine trees in Midpines, seven miles north of Mariposa on the way to Yosemite National Park. There were 27 Daylight Division members, 1 Coast Division member, 1 Pacific Southwest Region member, 5 non-member spouses, and 3 First Timers, for a total of 37 attendees.

After a welcome by Superintendent Dave Grenier and hosts Kathy and Glenn Sutherland, we went into the "clinic room" for two clinics.

The first clinic was a PowerPoint presentation by Glenn Sutherland on the colorful Sierra Railway, often described as the "perfect prototype." After a brief overview of the entire Sierra Railway, Glenn described and showed historic photos of the Angels Branch and its colorful history. Then he described how to model the branch, using examples from his own HO scale prototype-based Sierra Railway layout (circa 1923).

The second clinic was presented by Dave Tadlock, a long-time volunteer at Railtown 1897 in Jamestown, CA, with experience in all aspects of Railtown's operations, including being a conductor on passenger excursions, running both steam and diesel locomotives, putting in thousands of hours of mechanical maintenance on the steam locomotives, and serving as Railtown's steam locomotive hostler. Dave's PowerPoint presentation focused on the care and feeding of steam locomotives year round, and what it's like to work inside the historic roundhouse.

After Dave's clinic concluded we enjoyed an onsite lunch prepared and served by the spouses of our host and co-hosts Bob Jakl, Tom Davis, and Paul Claffey.

Following lunch, we moved back upstairs to the side deck for the quarterly Daylight Division business meeting. It was announced that Paul Deis of Paso Robles had been elected Daylight Division Director, replacing John Houlihan. Congratulations, Paul. Thanks, John, for your service to the Division.

It was also announced that Gary Siegel of Santa Barbara had been named the 2012 Daylight Division Member of the Year during the Awards Banquet at this year's convention in Medford, Oregon. Congratulations, Gary. You deserve it for all that you do for the Division and the NMRA.

Three Daylight members earned Achievement Program Certificates of Accomplishment since the last business meeting. Mike O'Brien received his Master Builder Scenery certificate, Doug Wagner received his Model Railroad Author certificate, and Dave Grenier received his Model Railroad Author certificate.

At the recently completed PNR/PCR Siskiyou Summit 2012 Joint Convention in Medford, Oregon, three Daylight members earned awards during the separate AP Assessment or Judged Model Contest. Steve Biggs received a 2<sup>nd</sup> place and merit award for his sub-divided Warren Truss Bridge, Paul Deis received a 2<sup>nd</sup> place and merit award for his MOW Water/Fire Car, And Chuck Harmon received a 1<sup>st</sup> place for his Drover Caboose and a 1<sup>st</sup> place and merit award for his NC&StL Outside Braced Caboose.



Glenn Sutherland (left) greets Daylighters and guests at his home in Midpines, CA



Dave Tadlock relates his experiences as Hostler at Jamestown.



It was hot on the deck for the business meeting while we waited for the all important door prize drawing and White Elephant Auction!

Continued on page 33

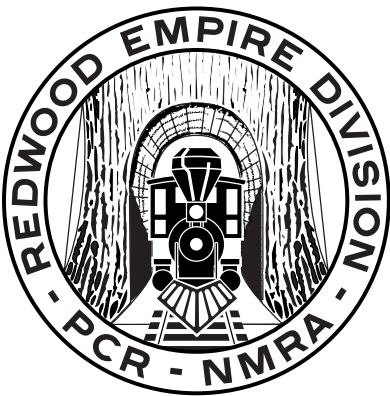




Glenn Sutherland modeled the Sierra's double switchback crossing of the Stanislaus River.



The engine terminal area is progressing Paul Claffey's Sn3 layout.



## Daylight Report (Cont.)

Congratulations to all those who earned AP Certificates and Merit Awards. Each certificate is one step closer to MMR.

Doug Wagner spoke about the next Daylight meet on September 22, 2012, at Kelcy's Restaurant in Tehachapi, CA. More information and particulars about the meet will be posted on the Daylight website, [www.pcrnmra.org/daylight/nextmeet.html](http://www.pcrnmra.org/daylight/nextmeet.html).

Visiting Coast Division member and Convention Chairman Dennis Stokely spoke about plans for next year's Iron Horse Express 2013 PCR Convention being held in Dublin, CA.

After conducting Division business, the meeting concluded with drawings for door prizes and the white elephant auction. Our host, Glenn Sutherland, briefed us on the layouts that would be open for us to visit, starting with his HO layout directly beneath us. Besides his, there were three other layouts, Bob Jakl (O), Tom Davis (Lionel O), and Paul Claffey (Sn3). All four layouts were a treat to visit. Thanks to all the layout owners for opening their layouts to us. Thanks especially to our hosts, Kathy and Glenn Sutherland, for their hospitality and opening their home to us for the meet.

Our next meet is on September 22, 2012, at Kelcy's Restaurant, 110 West Tehachapi Blvd, in Tehachapi, CA. Join us early for a hearty breakfast. For more information on this meet and future Daylight Division meets, check the "Next Daylight Meet" page on our website at: [www.pcrnmra.org/daylight/nextmeet.html](http://www.pcrnmra.org/daylight/nextmeet.html)

See you in Tehachapi! Come join us for an unforgettable day of Daylight Division hospitality! You'll be glad you did. 🚂

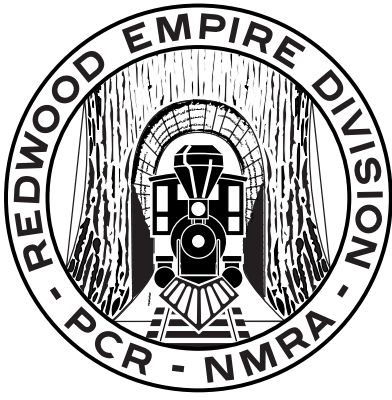
## Redwood Empire Division Report

By Verne Alexander

Things are stirring up in the RED. There is still a lot of momentum from the joint Convention with the PNR up in Medford. RED members played important roles in the success of that Convention. Chief among them was co-chairman Jim Providenza. Not only was Jim co-chair, he also wore the hats of Moderator of the LDSIG/OPSIG Forum and of Clinic Presenter—two different clinics! He used his in-progress garden railroad to illustrate "finer than fine scale" modeling in planning and building the city of Strong, Maine in Proto 20.3n2. Masochism is alive and well in the RED! Jim then frowned his way through a clinic/debate on check box train orders with good friend Dave Clemens. He became a convert at the end, with the symbolic changing of hats.

Joining Jim in the presentation of clinics was our new PCR director Dave Croshere, who demonstrated his exquisite craftsmanship in presentations on how to build track switches in place on the layout, and how to construct inexpensive under-the-table turnout controllers. Ed Merrin twice presented the historical modeling of the Northwestern Pacific RR, using his own layout as an example. And finally, Steve Skold, Carol Alexander, Ron Kaiser and Tom Swearingen presented the ins and outs of Round Robin groups, using the Sonoma County Highballers as an example. For those keeping score, Dave and Ed are also members of the Highballers.

Continued on page 34



## RED Report (Cont.)

The presence of RED members was also felt in the Contests. Giuseppe Aymar's oil loading facility was probably the hit of the show. Ed Merrin swept the color model photo category, but he was quite surprised that what he personally thought was his weakest entry took first place! Our president Stewart Benson placed in his category, and there may have been others to whom I must apologize for having forgotten. My mind, once Velcro, is now Teflon!

On the home layout front, Carol Alexander has begun bench work on her new Great Western layout, which is to be a double decker in her double garage. Tom Swearingen, having seen the light, recently tore down his old layout, constructed an addition to the room, and has his SP Oakland to Sacramento layout up and running. Last week he hosted the Sonoma County Highballers at what he emphasized was not an operating session, but a bug hunt. Granted, he did take nearly a page of notes on various bugs, but it was a very close simulation of an op session and it unfolded very smoothly. Roy Anderson has made some revisions in his layout that result in a more coherent operating theme. Ron Kaiser has put a new mountain on his Western Pacific, and perhaps too many new freight cars from Poggies' Vallejo Train Show in mid-April. A host of new structures has flocked onto my own Colville, Republic and Palouse RR, chiefly through the ministrations of Peter Barnes, newly moved into the area.

The formal RED business meeting in May was moderately well attended (24), but was thoroughly enjoyed by all. Noteworthy is the fact that several of these folks were first timers or returning expatriates! Extremely encouraging was the fact that 10 of the 24 attendees brought models or photos to our "show and tell" session. That is a high percentage of participation! Everyone had a really good story to go along with the model. Then Dave Sheber and Kent Hinton put on a lively clinic on how to construct a static grass planter for about \$35.00 - significantly less than what the commercial models cost. A parts list and instructions were promised to be posted on the RED web site. Worth checking out.

Among the other signs of renewed life in the RED is the construction of a modular HO 1950's NWP layout, Petaluma to Willits, to be housed in the former NWP freight depot in Healdsburg. Mark Poggendorf, of Poggies Hobbies, is the president of this group, The North Coast Model Railroad Historical Society, and Dave Sheber can probably be described as the chief cook and bottle washer. Use Google or some such service to check out their web site.

Another group with residence in the RED is the North Coast Narrow Gaugers, who have been invited to bring their modular layout for display at the National Narrow Gauge Convention in Seattle (Bellvue) in September. Word is they will do just that.

The HO Coastal Valley Lines has also received an invitation from out of town, and will be running their layout in December at the Museum in Yountville.

My apologies to any people or projects that I have inadvertently left out of this report. Sly Steve Skold just recently sluffed this job off on me and then stealthily sneaked off to Alaska. I'm just getting my bearings and putting up my antennae. However I think the point is made: active interest in model railroading is on the upswing in the RED. 🚂

# Sierra Division Report

By Gary Ray



The joint **PCR/PNR Convention** in Medford was a great opportunity to see some unique clinics due to the combined nature of the convention, operate on two wonderful layouts, travel over part of the thirty actual miles of track on Train Mountain for three hours, tour manufacturing facilities, and make new friends and visit old ones. It is estimated that thirty Sierra Division members were among the over 300 attendees. Many thanks to all who volunteered to make this such a successful convention.

The Sierra Division had their quarterly meet in Folsom on May 12. Twenty-eight members attended Dick Witzens clinic giving an inside look at the 37 years the members of the **Sacramento Modular Railroader's Sacramento Central Railroad**. The club has some unique ways of setting up and operating their layout that can grow to 25' x 60' and beyond. The club owns the 36' of yard modules, corners, and two reversing loops so now critical modules are missing when they meet. Members' 15-20 pound modules are jig built several at a time and then given to members as they are needed.

The Sacramento Central Railroad was set up in our meeting room. Nearby the **European Train Enthusiasts** and the **Northern California Narrow Gaugers** had modular displays. Outside there were speeder and streetcar rides along with other displays and music.

**Mel Jones** is the new PCR Director, taking over from **Mary Moore-Campagna** who reached her term limits. Mary presented Sierra Division Superintendent **Jim Long** the Sierra Division Member of the Year Award. Three lucky attendees won door prizes and Yard Office Kits were handed out for our Build and/or Modify Yard Office laser kit project. Forty-four members are participating and will be sharing their work in August. **Jim Dieckman** has volunteered to be our representative on the **International Railfair** planning committee.

**Jean Oriol**, owner of **North Eastern Scale Models** in Chico, CA, is looking for ideas for new laser cut industrial models. Here is a chance to get your favorite industrial model made. Jean needs either blueprints or pictures of all four sides. If he produces the model from information you shared, you will be given two laser-cut kits. Contact at [jean@nesm.com](mailto:jean@nesm.com) or call 1-800-840-0028. Besides doing laser cutting for his own kits, Jean does it for **George Sellios' Fine Scale Models** and others. 🚂



Sierra Div. member Gene Meyer preparing to pull coal drag with NKP 772 in the Sacramento Central's yard.

Photo by Gary Ray



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

**Registration Form**

Last Name		First Name		First Name (for Name Badge)		
Address			City		State      Zip Code	
Home Phone	E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) Model Railroader      Non Rail      Youth				NMRA Region (if other than PCR)		
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times:						
I can help More. Have a Volunteer Coordinator contact me						
Primary Scales and Interests		HO    N    Z    S    O    G    Narrow Gauge    Other:				
<b>ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)</b>						
Last Name		First Name		First Name (for Name Badge)		
Registration Type (Please check one) Modeler    Non Rail    Youth			E-Mail (if Different)		NMRA #	
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times:						
I can help More. Have a Volunteer Coordinator contact me						
Primary Scales and Interests		HO    N    Z    S    O    G    Narrow Gauge    Other:				
<b>All Fares, except Day Fares, include Clinics, layout tours, &amp; Saturday Night Banquet</b>						
<b>FARES: Please fill in and total</b>				<b>QTY</b>	<b>Unit Cost</b>	<b>Total</b>
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** Make Checks Payable to: "PCR Conv 2013" <b>No Refunds After March 15, 2013</b>						

# 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://www.cvlrr.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 I-580 and 35th Ave. Dues \$10! Call Ted Moes at (510) 749-7099 for an invite to see/[chat/join](http://www.ebmrc.org). <http://www.ebmrc.org>.

## GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

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## Clubs (Cont.)

### LAKE COUNTY MODEL RAILROAD CLUB

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

### MOTHER LODE MODEL RAILROAD CLUB

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

### NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

### Nn3 ALLIANCE

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

### SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HO<sub>N3</sub> 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

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BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

## Clubs (Cont.)

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>

### 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](mailto:bcantu@SQ50.com)

### TRI-CITY SOCIETY OF MODEL ENGINEERS

The TCSME is located at 37592 Niles Blvd. Fremont CA 94536 in

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

### WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: [www.wcmrs.org](http://www.wcmrs.org). The club is also open on select week-ends as follows: Winter Holiday Open House on the week-ends before and after Thanksgiving, Nov. 16, 17, 18, 23, 24, 25. 2012 Week-end Schedule: Jan. 14-15, Mar. 17-18, May 19-20, Sep. 15-16, Nov. 16-18, 23-25, 2012.

### WEST BAY MODEL RAILROAD ASSOCIATION

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