



BRANCH LINE

NMRA'S FIRST REGION

USPS 870-060
ISSN 07449771
Volume 69 Number 4
October-December 2012



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Come to Iron Horse Express, PCR 2013, Dublin, CA, April 3-7

By Steve Wesolowski, IHE 2013 Publicity

Yes, It WAS in the last issue of Branch Line that we read why we should attend the 2012 Siskiyou Express, Medford's PCR/PNR Convention!

Medford '12 WAS great train fun for those lucky enough to go. Our Very Big Thanks to all the volunteers so we had train fun in Medford!! Including our PNR neighbors meant adding some more 'new' clinics by PNR presenters; a Train Mountain bus tour and rides complete with real weather, the MicroTrains and Campbell Scale Models tours, plus much more.

But PCR/PNR2012 was Then. IHE/PCR2013 is Now (less than 7 months away). Iron Horse Express, PCR 2013 in Dublin, CA, April 3-7 promises more Train Fun for all who attend! Visit <http://www.pcrnmra.org/conv2013/> to register and for current information. Every convention is different. PCR2013's home is Holiday Inn Express in Dublin, CA, 2nd, on April 3-7/2013, where all activities are based.

Our currently planned Outside Activities & Tours include Lawrence Livermore National Laboratory's National Ignition Facility (limited to 28, sign up quick!) (<https://lasers.llnl.gov/>). We also plan tours of Jacques Littlefield's Military Vehicle Technology Foundation in Portola Valley (<http://www.mvtf.org/>); Niles Canyon Railway Train and Speeder Rides (www.ncry.org/) and shop tours are planned.

Our Layout Tours and Operating Sessions chair is Bob Osborne. Contact Bob at brakemanbob@yahoo.com if you want your layout open for visiting during our convention. Bob already has several dozen layouts signed up with some listed already at <http://www.pcrnmra.org/conv2013/layouts.html>. Operating Sessions on many layouts are still being arranged. Stay tuned to our web site for more details as they become available.

YES, WE HAVE CLINICS-- Lots of Them! The Iron Horse Express will be an exceptional opportunity to broaden your knowledge and skills in our great hobby. An unbeatable list of over 40 Modelers and Historians have already agreed to provide clinics during the convention. The list of Clinicians reads like a "Who's Who" of West Coast Modeling and Railroading. There will be more really interesting and "must see" clinics than you will be able to take in, but it will be great fun picking and choosing, and you will come away



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Iron Horse Express (Cont.)

from the convention so much smarter!

If you have a clinic you would be willing to present you can still join this amazing list of fellow clinicians by contacting the IHE Clinics Chair, Dave Connery at dgconnery@sbcglobal.net or call him on 925-735-0134.

Non-Rail Activities are being planned by Nancy Stokely, who looks forward to seeing all the friends she's made over the years and making new ones. Non-Rails will have its own space for quilting, crocheting, puzzles, talking, classes and visiting. We are planning a Non-Rails luncheon (\$5 charge) and field trips, as well.

Yes, we will have Model and Photo Contests in all the usual categories. Once again, the indefatigable Giuseppe Aymar will be our Contest Chair, and he always is looking for new judges who want to learn how to become even better modelers. All required contest forms and more information can be found on

our web page at <http://www.pcrnmra.org/conv2013/contests.html>.

Please Remember, the Arts and Craft Contest is open to ALL convention registrants, not only Non-Rails. Entries can be turned in during the scheduled contest room hours (see program for exact times). The results will be announced at the Awards Banquet Saturday evening. Of course, Contest entry forms will also be available in the Contest Room, but if you fill forms out before IHE, you have more time to enjoy IHE!

Conference Registration on line is always easy and quickest at

<http://www.pcrnmra.org/conv2013/registration.html> or you

can use USPS to mail us a check if you prefer. (Registration form is on Page 33 of this issue of the Branch Line.) Both options are available on the above web page. Full-Fare registration is \$89.00 and Non-Rail registration is \$69.00. Register early and take advantage of the "Early Bird" special rate of \$79.00, available to those who register through midnight January 31, 2013.

Afterwards, normal full-fare registration will be \$89.00. The "Non-Rail or Spouse" fare of \$69.00 also applies to female or male spouses who are model

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PCR Convention Headquarters is the Holiday Inn at Dublin

Credit: Intercontinental Hotels Group



**Niles Canyon Railway on tour
RD #3 Steam at Sunol**

Credit: Pacific Locomotive Association, Inc.

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

Vol. 69, No.4

4th Qtr, 2012

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

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The Branch Line (USPS 870060, ISSN 07449771), is issued four times a year in the months of January, April, July and October. Deadline for all materials is the first of the month preceding publication. No material will be returned unless requested and sufficient postage is provided. Membership in the PCR is included in NMRA dues. A subscription to the BRANCHLINE is \$6.00.

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

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

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

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

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

Iron Horse Express (Cont.)

railroaders. Youth Fare is \$50, a Day Pass is \$35.00 (doesn't include the Banquet, and a Banquet Only fare is \$45.00.

We really want to encourage ALL members to enjoy the Full Benefits of PCR and NMRA membership, which everyone on our committee believes can only happen to you IF you attend PCR conventions at least every few years. This is because it is 'New' friendships we make Plus the 'old' friendships we renew by enjoying some real Train Fun together which brings us all much more train enjoyment year round and even more access to Train Fun. So, to encourage Everyone to get reacquainted with other train friends and other train fun opportunities nearby. we offer the special "First Timer" fare of \$69.00, available for all PCR and NMRA members that have not registered for the past 5 PCR conventions.

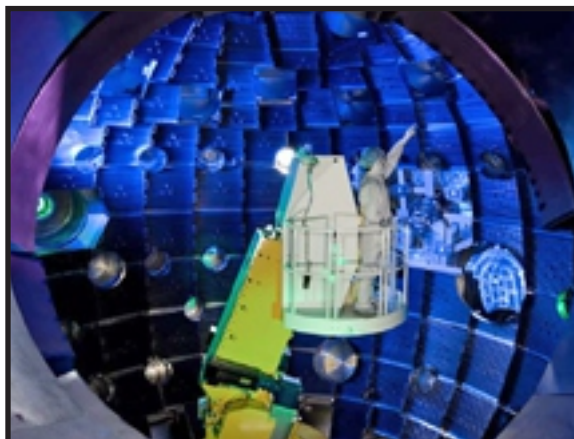
All fares include clinics, banquet (except the Day Fare), layout tours and operating sessions. Banquet not included with Youth and Day fares. The Annual PCR Members Breakfast is not included and is an extra-fare activity, but is only \$5.00 and well worth it!

Registering for the convention is a cinch: Just follow a few easy steps and you'll be registered before you know it! Again, visit <http://www.pcrnmra.org/conv2013/> to register and for current information.

Why Should YOU Attend Iron Horse Express/PCR2013? I believe PCR conventions, including IHE, are THE Most Cost Effective way to enjoy several days of Train Fun with the company and vast knowledge of other train loving people, and to easily make both new and old friends. I Know that enjoying the many clinics, tours, layouts, operating sessions, contests and contest entries WILL re-energize and re-inspire your train interests and train fun for years to come: It has been the friends I have met and enjoyed during previous PCR (and other train gatherings) who've increased my train enjoyment on a continuing and daily basis since I attended my first PCR convention in San Luis Obispo about 10 years ago.

If you have NOT attended a PCR Convention for the past 5 years, I sincerely hope you enjoy the First Timer Special: to connect with and/or reconnect with many other enthusiastic and talented fellow train lovers nearby. It is via these shared fun experiences together we make new and revitalize and sustain old friendships that last lifetimes and connect you with future opportunities to other fun train times.

Happy Trains To You. Until we meet again! 🚂



National Ignition Facility on Tour -
Technicians perform scheduled inspection and maintenance inside the NIF target chamber using a specially built lift inserted through the bottom of the chamber.

Credit: Lawrence Livermore National Laboratory

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President's Message

By Pat LaTorres, President, PCR/NMRA



As you folks read this issue's column, we'll be looking at summer in the rear view mirror and most of us will be planning our winter, indoor modeling activities. With all of the things going on during the summer months one of my favorite facets of the hobby, operations, got moved to a back burner.

Those of you that know me, know that I'll grab at pretty much any opportunity to work my way into an operating session. While I haven't had to opportunity to make any of the regional events that occur around the country each year (Sound Rail, Rocky Mountain Ops, Prairie Rail, etc.), there are usually enough Bay Area, Northern California sessions to adequately feed my needs. This year I've managed a couple of runs at on Rick Fortin's AT&SF 4th Sub, some time at Dave Houston's, a session on Walt Schedler's S.P. Shasta Division, a couple of sessions on Bill Kaufman's State Belt Railway, two sessions up at Medford as part of our regional convention, a session on Otis McGee's S.P. Shasta Division and a few sessions on Seth Neumann's U.P. Niles Sub, along with a few that may have slipped my mind – and maybe a few more will work in between when I write these words and when Chuck gets this issue of the Branch Line out – which is down a bit from the two to three sessions a month that I usually manage to sneak into. The point I'm aiming at here is, working an operating session gives one a chance to see a model railroad as just that, a model of a real railroad. Railroads were built for the purpose of making money, which they achieved by moving various items (either freight, or people), hopefully at some sort of profit. When we work an ops session, we get to see this action first hand by how well the railroad moves these commodities – in spite of the limitations created by some of the crews working these railroads (myself included).

Several of the layout owners in the PCR have taken a hold of the banner of operations and waved it high and wide. My first exposure to this world was through Jim Providenza and from him I met folks like Bill Kaufman, Rick Fortin and Seth Neumann and have now seen the affliction reaching out to infect such nice folks as Otis McGee, Jim Radkey, Dave Loveless and many more. These folks have also encouraged me to look to the far reaches of the PCR and beyond, where I've had the opportunity to run on railroads as far afield as Seattle, Washington and Vancouver, British Columbia to the north and Santa Barbara and Los Angeles to the south. But beyond getting the opportunity to operate some neat railroads, I've been blessed with meeting some REALLY great people, many of whom I now call FRIENDS, from all across the United States and Canada (and beyond!). This sense of community is one place where the NMRA has an opportunity to shine. The hobby of model railroading isn't just building models (though this is one aspect of the hobby), it is the community of model railroaders that we get to associate with. One could build models all day long, but until we take the opportunity to share what we're building we live in an isolated little world. When we start to share what we're doing through the hobby, we are

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President (Continued)

given the opportunity to grow as both modelers and people, to build a community. When one works at a model railroad operating session, by its very nature we are sharing what we're doing in the hobby with others, because an ops session involves sharing an experience with every other operator at that session.

I'm going to take this opportunity to shout from my little soap box, when given a chance to operate take advantage of the opportunity to learn and share with others. Make some new friends and grab at yet one more form of enjoyment of life that is available to all of us in the hobby. Meet some new folks and perhaps make some new long term friends.

With that, I encourage everyone that reads these words to come and join us at the joint meet early next year when the PCR, the Layout Design Special Interest Group (LDSIG) and the Operations Special Interest Group (OPSIG) present our annual LD/OPSIG Weekend. This event always falls on the weekend between the last NFL playoff game and the Super Bowl and will be somewhere in the southern part of the S.F. Bay Area. The weekend features a Friday night dinner and social get-together and a layout or two are generally open that night. Saturday will be an all day series of clinics and presentations on layout design and operating concepts, followed by an evening of layout tours (and sometimes an ops session or two as part of these open houses). Sunday features a number of layouts throughout the Bay Area being open for operations, with priority booking being given to those that are new to operations. Pretty much all of the layouts that are open have a cadre of experienced mentors on hand, so those new to operations won't feel that they're being thrown into the deep end of the pool. Everyone involved has the goal of making this aspect of the hobby an enjoyable experience, so we don't want anyone to feel that they're at risk of drowning, or looking foolish (anymore than most of us do at our regular sessions).

Please watch these pages, as well as the PCR Yahoo! Group and also check the PCR, OPSIG and LDSIG websites for updates and registration information. We'd love to see you there! Speaking of the PCR Yahoo! Group, I just saw a posting a few days ago where one of our long time members just "discovered" the group. Several of us have been singing this group's praises for five years or more and yet some members STILL don't know that it's out there. This group is for the use of all PCR members to talk about our involvement in the hobby. If you just want to talk about a model that you've recently finished, line up a group for a railfan trip, or just want to talk about activities going on somewhere in the PCR, this group is there for you to use. PLEASE let all of your PCR friends know that it's out there to be used. This is a tool for all of us in the PCR to keep in touch with our fellow members across the region.

On other matters, I've recently had a great illustration of how far reaching the world of the NMRA is and how much the internet has done to shrink that world. I received an email from Eric Gonzales, a former student member of the San Leandro club, who I had the pleasure of watching grow into the hobby of model railroading. He is now living in Council Bluffs, Iowa (right across the state lines from Omaha, Nebraska) and was looking for some advice and ideas involving a model RR club that he was getting involved with. Well, on the other side of Iowa there happened to be another friend, one Doug Harding, who is very involved with the NMRA and is trying to bring

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President (Continued)

his division back to life. When I forwarded their respective contact information to Eric and Doug, it seems that Doug was familiar with this particular club and knew some of the members and was able to give Eric some initial input and ideas. But, it gets even better, it seems that one Steve "Breezy" Gust was also involved with this club when he was working as a dispatcher for the U.P. in Omaha. There are 500 people in the world (or the NMRA) and they all seem to know someone that we know.

Well it looks like by getting these two friends together, steps may be taken to help bring life back into a semi-dormant model railroad club and two modelers have now possibly started yet another friendship through their common NMRA bond. I'll still be working long distance to help Eric with his project of revitalizing his club, but more importantly he may be on the road to broadening his modeling horizons. Anyone who downplays the importance of the fellowship side of our organization is letting a great asset slip past.

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

From the Fireman's Seat

By Ed Merrin, PCR Vice -President

Here we are again, and I almost missed the boat! Yes, I came dangerously close to forgetting to write my column. Is this another age-related event? Well, probably not, I hope. I have been consumed and overwhelmed by what I tell my wife is my "electrical problem." That's about as far as I can go explaining it all to her. But to you all I can go a little further.

Some months ago I decided to replace a single crossover at the throat of my staging yard with a double one to give me some added flexibility. This was done in violation of my usual code of following the KISS principle. Everything seemed to work pretty well at first, but not perfectly. Seems I had neglected to realize that I was basically putting it into the middle of a continuous loop. That means effectively creating reverse loops on both sides. The more I tried to make it better, the worse it got, despite endless research on the web, diagram making, countless suggestions from friends, even an on-site consultation. Close to the edge of just slapping a single crossover back in I still persist, searching for the holy grail.

So I didn't have the Branch Line on my mind recently. I apologize. Now I'm back on track, still grappling with the cold hard facts of an aging membership. No, I haven't come up with a solution, but I do have some thoughts.

Thanks to Russ Clover, I was directed to another hobby organization with the same issue. Turns out that the venerable San Francisco Model Yacht Club, the one that sails boats on Spreckles Lake in Golden Gate Park, has had similar problems. In their July newsletter, their "Commodore" discusses some insights in his column gleaned from a book written by a Harvard political science professor, Robert D. Putnam, titled "Bowling Alone, the Collapse and Renewal of American Community." In essence, what we might

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Vice-President (Cont.)

be experiencing is a growing lack of involvement in community activities that affects society across the board. Younger folks may be less inclined to join things. I'd like to modify that a bit to fit our purposes. I would say the younger folks may be less inclined to join *our* thing. Why is that? Simple, because it's ours and not theirs. Different clothes, different music, different language, just plain different.

We've been struggling to figure out how to make membership more attractive to "younger," e.g., under fifty years old, people. One approach I've seen heavily promoted is the use of focus groups. The idea here is to find out from them what would make our organization more appealing. Note that I'm not saying make model railroading more appealing, but the organization called NMRA specifically.

This isn't a bad idea, but it has a couple of flaws. One is that by asking advice from folks involved in our hypothetical focus groups suggests that we are pre-selecting people who are either already members or somewhat open to joining. The second is that the new ideas are heard, screened, and acted upon by the same old us. We need to have younger people in leadership roles to reshape the intangibles that will make the organization more appealing to their compatriots. That will require older leaders to be looking to step aside.

Here's another angle that struck me recently. I decided, after years of procrastination, to join the OpSig. Part of my motivation is that I keep getting more involved in operations. Or, maybe I wanted a chance to buy one of those really neat green aprons so I can keep my hands free when I'm operating. I'm tired of dropping car cards on the floor when fumbling around with throttles and clipboards.

At long last my first electronic edition of the Dispatcher's Office arrived at my computer. This is a great publication, with lots and lots of photos. Many of these photos included members operating on layouts. From what I could tell, there was quite a broad age range of operators. This led me to wonder what proportion of OpSig members are also NMRA members; I presume the majority, but I don't know. Of those who are NMRA members, how many actually do anything as part of the NMRA structure, whether divisional, regional, or national? In fact, I could ask how the age distribution of OpSig matches up to that of the PCR. Perhaps some of you readers know the answers to these questions.

While we're on this question thing, I'm beginning to wonder where model railroaders come from. For example, I've been impressed by how many current or former law enforcement people seem to be railroad modelers. And electrical engineers for that matter. So much so that I'm beginning to wonder about what kinds of backgrounds in general have modelers come from. Perhaps an anonymous survey of members' occupations would tell us something that would help target recruiting efforts.

In a couple of weeks from this writing the Santa Rosa Fairgrounds is hosting its annual Home and Garden Show. Included is a separate train show that is becoming bigger, more exciting, and attention grabbing each year. The local division, the RED, will have a table set up at the show and will be making every effort to snag would be members of all ages from the unsuspecting browsing public. If we are successful it will be because we will be selling the fun of railroad modeling and the opportunity to share it with other train fanatics. The big challenge will be to convince them that the NMRA is the way to do that. ■■■

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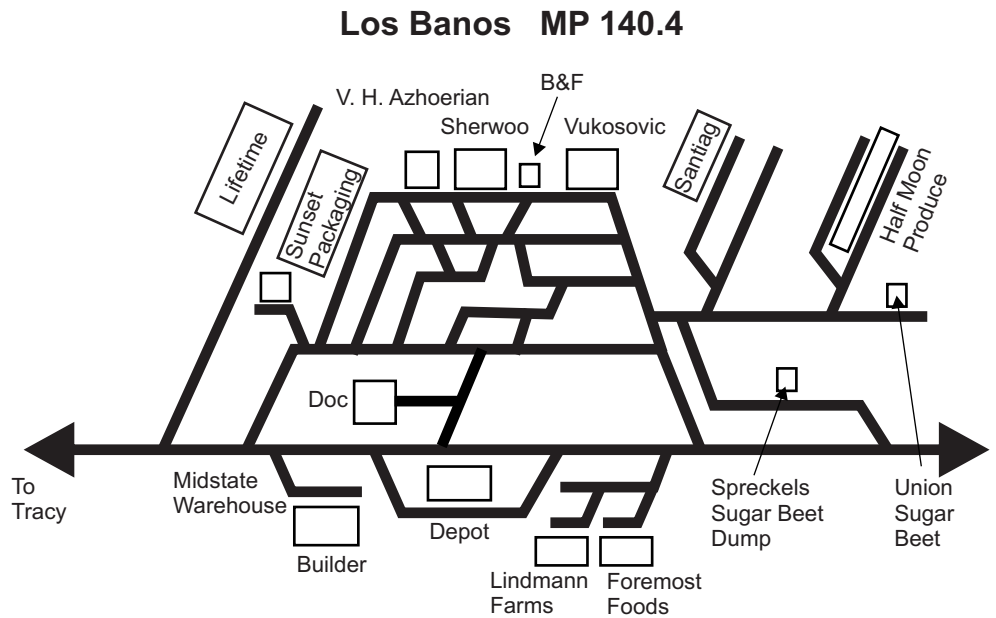
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The Answers Are Out There

By Bob Pethoud, Daylight Division Member Services



In the last issue we talked about **selective compression** as a technique to change a prototype track arrangement into something more easily modeled. SP trackage through Los Banos in the 1980s is shown above and it is clearly a candidate for such treatment (it took three pages in the SPINS book), unless you have a warehouse to devote to this one town.

The obvious method for cutting this track plan down to size is to start with a photocopy of the complicated actual plan and use a pair of scissors to cut away the unwanted tracks. After you've eliminated the less important or duplicated tracks, whatever is left is what you will model. Your focus in this process is on what is unimportant so that you can remove it.

I've found, though, that with track plans of the complexity of Los Banos and larger there are so many features that even after eliminating the clearly secondary tracks there are still too many left to model effectively. In these cases I like to try a variation on the technique that I call **selective accretion**. The end result is the same, but the process is reversed—instead of cutting away the dross, I build up the yard one track at a time. If I were only going to use one turnout to create Los Banos, which one would it be? One end of the house track that goes behind the depot? A spur to serve one of the beet dumps? How about a long spur to serve the five or six industries on the east side of the yard (top of the drawing)? Then I add a second and a third, and so on, either until I feel I have captured the essence of the prototype or until I have used as many turnouts as I can afford.

There is a nearly unlimited number of different ways of modeling Los Banos with, say, ten turnouts (instead of the 40 on the prototype). The designer must decide which scenic and operational features to include and to what extent, so there is much scope for creativity here.

That's all for this time. As always, feel free to write with questions and/or comments. Send them to pethoud@comcast.net. 🚂

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(Cont.)**

RED (Cont.)

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Hawaiian Division

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

**PCR Membership
Gauge**

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
July 1, 2012—1,134
August 1, 2012—1,118
September 1, 2012—1,118

**What goes trough the mind of a Contest
Manager during down times?**

By Giuseppe Aymar, Manager, PCR Contest Department

Oh my, give me a break. It's only September and you want to talk about Contest at the next PCR Convention? Geeeeeze!!! That's next year, I mean 8 month, or better 32 weeks or even better 224 days, make that 5,376 hours or 332,560 minutes To top it "eons of seconds" from now.

A few Branch Lines ago I referred to an Aesop's fable about the ant and the grasshopper, do you remember it? The zest of the story was: do not wait till winter is on top of you to get ready for winter. Same goes for the Contest. Start preparing for it now, while time is plentiful and you can enjoy the process. Remember that you do not necessarily have to start from scratch on your project. It could be something already completed that you feel comfortable will fare well in the Contest, or a project that needs a few extra touches to make it a truly standout entry. Sometimes we get lost in the idea of having to bring something totally new. It can even be an entry that has won 2nd or 3rd place in previous contests; as long as it was not 1st place it can be entered again. I would suggest making a few additions so as to improve your score and you could be looking at first place!

What about if it has won 1st place, let's say in structures? Now what? Well, bring it back as a diorama where you now have this structure in a place setting. How about a car or engine? Bring it back with other cars and engines as "favorite train!" How about bringing it back as non judged and go for "popular vote?" Just look at the website under Contest and carefully examine the list of categories. You'll figure out there will be a place somewhere for your entry.

An often overlooked area of contest is Arts & Crafts. Most of us middle aged males disdain the idea of Crafts. "I took shop in school, not crafts," "Crafts is not manly, you know." Hogwash, say I. In our hobby, we are all craftsmen (craftswomen) in as much as we build beautiful scenery (that's crafty, we hear) we paint backdrops, we make trees, rivers, mountains, meadows, we populate them with people, animals, flora etcetera. I call that crafty, do you not agree? Now put that crafty mind to work and create something that would fit into one of the Arts & Crafts categories. Ok, OK, it might not fit into the needlepoint category but it could fit into Railroadiana Original. See my point? Let's be creative and show that we think outside the box for a change. Or we'll all be aging ungracefully doing the same thing over, and over, and over, and over..... No wonder the younger generations don't find us exciting enough to join us. We are BORING!!!! And PREDICTABLE!!!! No FUN!!!! So, tell a story with pictures, or railroad pins or whatever strikes your fancy. My friend Steve Wesolowski entered a picture of a jacket given to him by a UP crew ("Heavy steel gang - RAILDOG") It honors him for having spent time with them, part of Steve's Railroad experience. So, he entered it rightfully in Railroadiana Original. Way to go Steve.

Looking back at the non judged category, this is really an open invitation to bring out those models dear to you that are stored in your closet or on display at your home. No one but you or the few guests that visit your

Continued on Page 10

Calendar

October 4 - 8, 2012 - 4th Annual Central Coast Railroad Festival. "ALL ABOARD!" for a variety of FREE events and activities held at numerous railroad, historical and educational locations throughout San Luis Obispo and northern Santa Barbara Counties, organized and presented by numerous area historical and community organizations. Festival office: (805) 773-4173.

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

October 13 & 14, 2012 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. \$4.00 per Adult, Kids under 16 Free.

October 20, 2012 - 1:00 pm, PCR Board of Directors Meeting, at Holiday Inn Express, 6680 Regional St, Dublin, 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.

Continued on Page 11

Contest (Cont.)

home will ever see them. Why not bring them in the Contest room and share them with the rest of us? It reminds me of the art collector who keeps that beautiful Matisse painting hidden in his home. Much better to have that painting displayed in a Museum, don't you think?

BE C-R-E-A-T-I-V-E, show the world you can still dance!!!! 

Pacific Coast Region SIG Report for Third Quarter 2012

By Seth Neumann

Summer was pretty quiet here in the PCR but many of us traveled to Grand Rapids, MI the last week in July for the NMRA national convention where the Layout Design and Operations SIGs had a comprehensive program.

LDSIG hosted a clinic track over five days including "Operations Boot Camp," several clinics on dispatching, several clinics on layout design including my "Yard Design and Operation," and "Planning for Signaling." We held the annual Layout Design SIG layout tour featuring 18 layouts including Bruce Chubb's Sunset Valley Oregon System on Wednesday. We hosted the SIG Banquet on Friday night featuring Doug Harding speaking on "Who are you listening to?" We thank the many volunteers who organized the events including Wyatt Playford and Thom Vanderlip who set up the LDSIG Tour. A whole host of members manned the SIG room and provided consulting services.

OPSIG's Andy Keeney did a super job of arranging for Op Sessions for all of us and I personally enjoyed running and dispatching on Bruce Chubb's SVOS (above), Andy Keeney's Nashville Road, Preston's C&NW, Thom Vanderlip's B&O Grafton Division and Tim Verberg's CSX. There were many more options such as the white Creek 7.5 inch gauge railroad and The Operations Road Show, but time and conflicts with other convention responsibilities prevented me from going as crazy as I like to. I have termed out of the OPSIG Board after seven years but Jim Dalberg, John DePauw, Will Jordan, Doug Watts and our own Otis McGee are carrying on!

As summer rolls into fall we're into prime operating season and most of the local layouts, including mine, are running regularly. The out of town meets are in season from now until about Thanksgiving and I just came back from the "Great Basin Getaway" in Utah and am looking forward to "Desert Ops," a new meet in Phoenix (alternating with Tucson in opposite years) and the La Mesa Club's 24 hours of Tehachapi. Please let me know if you are interested in these visiting meets as we often have slots for them and just recently I had to release some for a St Louis event as I didn't have folks to use them.

We've just held the planning meeting for the annual PCR/LD/OP SIG meet to be held in Santa Clara January 25-27. (This is the bye week between NFL Playoffs and Super Bowl so you won't have to miss your Super Bowl party!) The schedule will be Friday night dinner (new location TBA, watch the PCR web site), Saturday clinics and panels (please let me know if you are interested in presenting), Saturday night South Bay Layout Tours and Sunday

Continued on Page 11

Calendar (Cont.)

November 2 - 4, 2012 - High Sierra Model Railroad Tour, presented by PCR Sierra Division. Info: Jim Petro, jepetro@sbcglobal.net

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, 2012 - Noon to 4:30 pm, Open House, Silicon Valley Lines, 148 E. Virginia St, San Jose, CA. No entry fare, donations welcome! Contact: svl@siliconvalleylines.com

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 10 & 11, 2012 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. \$4.00 per Adult, Kids under 16 Free.

November 17, 2012 - 9:30 am to 5:00 pm, Daylight Division Fall Meet, Gary Siegel's house, Santa Barbara. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours.

Continued on Page 12

Oct-Dec 2012

SIG (Cont.)

Op Sessions. These Op Sessions are designed for new operators so you can feel comfortable even if you've never operated before.

Looking ahead:

La Mesa Club 24 hours of Tehachapi (San Diego) November 3 and 4 - contact me for sign up information

PCR/LD/OP SIG, Santa Clara January 25-27

PCR Iron Horse Express, Dublin, April 3-7. SIG Clinic Track and SIG roundtables, Thursday April 4, OP Sessions available most days.

You can contact Seth at sneumann@pacbell.net. 🚂

Tales of the Santa Cruz Northern

Backyard Archeology, or "Whose rocks are these anyhow?"

By: Jim Providenza (Photos by the author)

Not for the first time, I'm puzzled. Well, that is not all that uncommon, I guess. But sometimes reflecting on the root causes of 'puzzlement' can be entertaining, even beneficial.



Jim dug up 4 kinds of rocks in his backyard.

Occasional readers of this column may recall that every once in a while it strays from the path of righteousness and detours from the Santa Cruz Mountains to the State of Maine. More specifically, that part of Franklin County in northwestern Maine slowly being replicated in my backyard in San Rafael. This encompasses the Sandy River and Rangeley Lakes

RR, and currently the area around Strong, Me.

Now Maine, along with the rest of the New England states, is well known for its rocky soil. And so it is not surprising, at least to me, that working with the California adobe clay in my backyard should bring to mind the conditions folks in that part of the country deal with.

By my estimation I've moved something in excess of 16 cubic yards of fill, adobe clay, decomposed granite and rocks in the six years I have been slowly recreating Strong in Proto 20.3n2. Now the first three make sense. Fill, aka: rubble and waste dirt 'cause I needed to add a flat spot to the hillside. I already had adobe clay 'cause that is what the rest of the hill is made of, decomposed granite as the sub-grade, and ballast for the SR&RL.

But ROCKS? Now let me clarify. I don't mean respectable New England rocks, those that you can gather up individually with your two hands and carry someplace. No, I mean small, fiddly rocks. Ornamental landscaping type stuff, or construction 'blue rock'.

Our house is only about 55 years old, and we've owned it for almost half that time. Yet in various parts of the backyard there are three, even four

Continued on Page 12

Branch Line

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Calendar (Cont.)

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 24 & 25, 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!

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.

December 1, 2012 -
Fresno/Clovis area layout tour.
Contact Gary Saxton at 559-
235-8140.

December 1 & 2, 2012 - 10:00
am to 4:00 pm, Model Railroad
Open House, Carquinez Model
Railroad Society, 645 Loring
Ave (across from C&H Sugar),
Crockett, CA. \$4.00 per Adult,
Kids under 16 Free.

December 25, 2012 -
December 28, 2012 - 8:00 to
10:00 pm, Model Train Show,
Walnut Creek Model Railroad

Continued on Page 13

Tales of the SCN (Cont.)

layers of rock. Maybe construction base, or 'blue rock' on the bottom, followed by plastic sheeting, then a layer of small round stones – ½ to 1" in



Ties can be stairs, too.

diameter. Then more plastic sheeting if we are lucky, and then larger sharp edged rocks – 1 to 2 or so inches across. Sometimes one or two of these layers of rocks, with or without the plastic sheeting, are buried in several inches of adobe clay with another layer of rock on top of, or worse mixed into the clay. Finally we have the 2 to 4 inch diameter flat rounded river rock.

Having brought none of these rocks into the backyard, I can only sit and wonder – how did all these different types of rock end up here, and why would anyone 'landscape' like this? The best guess is that previous owners just kept adding one layer on top of the next rather than doing a "remove and replace". Too much work? I can only speculate. More to the point, how do I make sense of this mish-mash of styles/types and create a cohesive landscape that compliments the railroad?

The good news is that I could use some of the river rock to help create a streambed for the Sandy River. Not a water feature, though it does provide drainage during the winter.

During this last August and September I have been building/rebuilding people access to the top of the slope where the SR&RL's F&M Branch will eventually run. This involved excavating more adobe to create footings for cut up prototype ties. The mix of smaller rocks became backfill and pathway base.

It was when I was using the mattock to dig into more clay on one side of the backyard to create the footing for another step that I came across a fifth sample. It took me a while to realize I had hit some of the rubble I had mortared in place as the foundation for the curved retaining wall on the lower F&M turnback loop six years ago! My first thought, "How the heck did I forget that was there?" My second? "Finally, rocks of my own doing!"

A bit more self-reflection followed. I am once again struck by the range of experiences we can have in model railroading. How much working on the SR&RL is both very much the same and very different from working on the SCN. Peeling back the layers of experience, finding new uses for the various rocks on the SR&RL is not so much different from recycling wall paneling into sub-roadbed on the SCN. Learning about the effects of slope and drainage in the real world over the last six years has given me a better appreciation of what the cuts and fills, drainage ditches and ballast slope on the SCN really should look like. The mattock, sledge hammer, shovels, tamper and air compressor I have pressed into service on the SR&RL this summer have moved me one step closer to an experiential understanding of the work of the Engineering and Maintenance of Way Departments on any

Continued on Page 13

Calendar (Cont.)

Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

January 19 & 20, 2013 - 10:00 am to 4:00 pm - The Great Train Expo, Cal Expo, Sacramento, CA. Adults: \$7.00. Kids under 12: Free!

January 26 & 27, 2013 - 10:00 am to 4:00 pm - Model Railroad Days, San Luis Obispo Model Railroad Association, Oceano Depot, Oceano, 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

March 23 & 24, 2013 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana RR

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Oct-Dec 2012

Tales of the SCN (Cont.)

railroad. I certainly feel a closer connection to the photos of men like Lin Haley on the SR&RL section crews. And the fictional workday of "Foreman Juan Gonzalez on the motorcar" on the SCN comes a little closer into focus... 



Jim calls this photo "Toothpick Factory and Stairs."

Memories of the Gorre & Daphetid

John Allen's Humor

By Rod Smith

A narrow gauge modeler in the San Francisco Bay Area, Charlie Trombley, held an open house get together every year in October. He had a nice layout in his basement – yes, they do exist in the Bay Area! Basements that is, we have lots of nice layouts. John was a regular attendee. Sometime in the late 60's, probably 67 or 68, John asked a group of Charlie's friends to come down to Monterey for a weekend. The group included Dave Grandt, Cliff Grandt, Charlie of course, and I think there may have been Bill Reynolds, John Arata and myself. May have been others, I can't remember. Anyway, we all met and carpooled to John's. We arrived in the early afternoon, and since we planned to stay overnight, we had our camping gear along – sleeping bags, tooth brush, etc. You know, the bare essentials men carry when sleeping over. We operated the railroad most of the afternoon, and all went down to Cannery Row for dinner. John dearly loved a place called Neil deVaughn's where they served turtle soup. We then returned to Johns for more trains and talk. Went well into the evening until we finally decided to call it a day.

Now, you remember, John was single. He didn't use the living room much, though there were a couple of couches; maybe even a chair. John really lived in the kitchen, the basement and his bedroom. The bedroom contained his adjustable bed, his TV (mostly for football games) and his stereo setup. He did have speakers in the living room, but the controls were all in the bedroom.

Well, we all rolled out our sleeping bags and settled down, prepared to get some shuteye. John had other ideas! In that era, Mobile

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Branch Line

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 NMRRA 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 NMRRA 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 NMRRA's 75th Anniversary commemorative painting, and have your name and photo printed in NMRRA Magazine.

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



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Calendar (Cont.)

Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. Swap Meet 7:00 to 10:00 AM on Saturday only. Open House 10:00 AM to 4:00 PM on Saturday; 1:00 to 4:00 PM on Sunday. Admission \$2.00 for adults. Vendor table info: events@santasusanadepot.org or David Putnam, (661) 753-6006.

April 3 - 7, 2013 - Iron Horse Express 2013 PCR Convention, Holiday Inn Dublin, 6680 Regional St, Dublin, CA.

May 25 & 26, 2013 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana RR Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. Swap Meet 7:00 to 10:00 AM on Saturday only. Open House 10:00 AM to 4:00 PM on Saturday; 1:00 to 4:00 PM on Sunday. Admission \$2.00 for adults. Vendor table info: events@santasusanadepot.org or David Putnam, (661) 753-6006.

June 6 - 9, 2013 - Rails Along the Rio Grande 2013, Rocky Mountain Region Convention, Albuquerque Marriott Pyramid

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Memories of the G&D (Cont.)

Fidelity produced some fine vinyl records of train sounds and John obviously had some. One in particular was a long recording of a train approaching up a valley, starting a good way off so the chuffing was almost imperceptible. John put that record on his stereo and applied the needle to the disk. Even in the quiet room, we could here nothing. Some of us were asleep by then. As the train climbed the valley, of course it got closer to the microphone and louder. Pretty soon, we were all awake listening to the rhythmic chuffing as the engine approached. Louder and louder it became.

When it was getting to its' loudest and we were all waiting for it to pass. Well, the recording must have been made from the only grade crossing for miles around because there was this almighty whistling, and high decibels, which startled everyone as the engine passed through the room. Stereo, you know and good fidelity. It then faded away (much faster than it had come) and all was quiet again. There was no appearance, or guffaws by John until the next morning. He probably denied any knowledge of the train on Carmel Hill, but I heard it and know it was there. Never heard it again though. Wonder where it went? 🚂

Meet Your Board

By Paul Deis, Daylight Division Director

Hello Fellow Model Railroaders or Railroad Modelers, which ever applies to you. I was just in my train room working on my railroad when the calendar on my phone chimed with a reminder. I need to submit my article for the Branch Line. It wasn't the first reminder. Chuck had already emailed me twice. So why was I writing at the last minute? I was having a hard time deciding what to write and wanted to spend as much time as possible working on my layouts. Why the pressing need to work on the layouts you might ask? It is the time honored tradition of trying to get everything done before you are on a layout tour. I will be open on October 6 for the Central Coast Railroad festival. So what does this have to do with finally getting down to writing this article? Well as I was crawling under the layout



to drill a hole for installing a turnout motor I this thinking how much harder this is now then just a few years ago. Then I started to think about how much easier and faster everything used to go when building the railroad. Of course you all know why. It is that old age thing. Now before those who know me fall down laughing I will admit I am not that old, I am probably the youngest officer in the region. I am, however, older then I was yesterday, and quite a bit older then when I started my first layout. While I was thinking about this old age thing a light went on and it wasn't the LEDs on my OptiVisor.

So lets talk about the graying of our hobby and what we can do about it. There are the mechanical things we can buy to help us. I mentioned the LEDs on my OptiVisor. My old eyes need both the magnification and

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Calendar (Cont.)

North, Albuquerque, NM. Info:
Al Hovey, RARG 2013
C h a i r m a n ,
alhovey@comcast.net

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

June 22, 2013 - 9:00 am to 5:00 pm, BAPM 2013 - San Francisco Bay Area Prototype Modelers Meet, St. David's School Hall, 871 Sonoma St, Richmond, CA 94805. For more information, please visit our website. Admission: \$10.00

August 24 & 25, 2013 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana RR Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. Swap Meet 7:00 to 10:00 AM on Saturday only. Open House 10:00 AM to 4:00 PM on Saturday; 1:00 to 4:00 PM on

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Paul Deis (Cont.)

brighter light. We can design our layouts without any duck-under. As we age it does get harder to bend and to get up and down. We can change scales to a larger scale. I now model in both HO and 1:20.3 Fn3. A lot has been written by others on these topics but I want you to think about another way to work around the age related difficulties.

Bring in some younger people to the hobby! I always thought about the need to bring in younger people to replace the gray hairs as they catch their last train ride. Now lets think about why else you should dedicate some of your valuable time recruiting new, younger members to the hobby.


A chance to spread our love of the hobby. How did you get interested in Model Railroading? For me it started with my Dad's Lionel layout in our basement. My Dad wasn't a serious model railroader. I think he just had the trains to mostly enjoy watching his kids play with them. So why did I stay in the hobby? One of the reasons was a neighbor who had a wonderful HO layout in his attic. I don't remember much but it did have a very large trestle that he scratch built. He passed away when I was young but he helped plant the seed. How can I carry this forward? When I have an open house I make sure to meet all of the kids who come to visit. With my garden railroad I will watch for the child who is fascinated with the trains but shows some respect for other people's property. I will then ask them if they would like to run the train. I have my engines programed so they can't go too fast. I will show them how to sound the whistle. You can imagine the joy on their faces. I now have 2 neighborhood boys who will come help me set up for open houses. As I start the next phase of the railroad I will see if they want to help. I am going to buy a couple of simple wood structure kits and let them try to build them. Who knows? Maybe they are a couple of future Master Model Railroaders.

About 15-20 years ago, one of my fellow Thursday Night Boomers, Hilding Larson, brought his nephew Matt to one of our club runs. Matt showed great interest and he wasn't a pain in the neck. I would let Matt run my trains and I was one of a few club members who encouraged Matt in the hobby. Matt is now an adult, a fine modeler who has won a modeling contest at the SPH&TS convention. Matt is building a Hon3 layout in his home. A few years back I taught Matt a little about hand laying turnouts. Matt is now the only other person I will have do track work on my hand laid HO layout. He not only does wonderful track work, but his back and knees don't complain when he goes under the layout to install a switch machine.

A couple of years ago another boomer, Rick Anderson, was visiting a layout on tour in Southern California. He met a young high school student who was running trains on his garden railroad. Rick found out that Michael was going to be attending Cal Poly San Luis Obispo next year. So Rick invited Michael to visit on one of our work nights once he got to town. Well, Michael is a fine modeler and is now also a member of our group. We just have to figure out how to keep him around after he graduates next year.

So you can see through no more effort then being friendly to others you can help grow our hobby and maybe even find someone to crawl under your layout, too. I challenge you to open up to the next kid you see that is excited about model trains. Together we can help our hobby grow.

Until next time, keep-em on the rails. 🚂



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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.

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

Check it all out!

Calendar (Cont.)

Sunday. Admission \$2.00 for adults. Vendor table info: events@santasusanadepot.org or David Putnam, (661) 753-6006.

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

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


October 26 & 27, 2013 - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana RR Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. Swap Meet 7:00 to 10:00 AM on Saturday only. Open House 10:00 AM to 4:00 PM on Saturday; 1:00 to 4:00 PM on Sunday. Admission \$2.00 for adults. Vendor table info: events@santasusanadepot.org or David Putnam, (661) 753-6006.

July 13 - 20, 2014 - NMRA 2014 National Convention and 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 Train Show, Portland, OR

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

Looking Back

PCR is Organized as NMRA's First Region

By Dave Connery, PCR Historian

This article will take up where we left off last issue, with our recap of the early days of the NMRA. If you have ideas, comments or suggestion regarding this column, please write to me at dgconnery@sbcglobal.net.

As we learned last month, the NMRA began with a meeting of modelers in Milwaukee in 1935. Although the primary purpose of the gathering was to discuss establishing O Scale standards for the hobby, from that seed grew the idea of annual gatherings. In each subsequent year a "meeting" was held, each growing in numbers and each showing added features we now consider essential parts of our National Conventions. By 1942 we were into WWII and hobby activity was being severely impacted. Long distance personal travel was difficult due to the need for the railroads to concentrate their efforts on support of direct war related activities. This effectively prohibited West Coast modelers from attending the annual gatherings. At that annual meeting a small contingent from Los Angeles were able to make it to Rochester and proposed the concept of Regions be incorporated into the NMRA by-laws. This was formally accomplished in Cincinnati in 1943 and the ground work was set for the organization of the PCR.

The first step in forming the PCR was actually taken before the formalities at NMRA were completed when, on Sunday, January 17, 1943, over 100 modelers and friends met in Los Angeles in the assembly room of the Metropolitan Model Railroad Club. It was determined that 19 of those in attendance were already NMRA members and an additional 21 agreed to join if there was to be a region. An election was held for the position of Region President and Secretary-Treasurer. Vernon "Tex" Guess was elected to the top spot with Duncan Jackson becoming the first Secretary-Treasurer. It was agreed the next meeting would be in May 1943, held again at the Metropolitan Model Railroad Club in Los Angeles. At this time NMRA dues were \$1.00 annually and initial PCR dues were set at 50 cents. Several more meetings were held in that first year and a half, culminating in the awarding of PCR with a charter from the NMRA on July 2, 1944 at a meeting held at the Channel Model Railroad Club in Santa Barbara (isn't it about time we held a regional convention in Santa Barbara?). With the great success shown by the PCR (our Region topped 100 NMRA members in February, 1944) the NMRA was enthused about the development of Regions, seen at the time as a way of bringing NMRA activities and benefits to modelers in all areas of the country. An NMRA Regional Association Committee headed by Larry Sagle was appointed to help other regions get going.

The 1944 Annual Meeting and Convention was held in early November at the Centinela Valley RR Club in Hawthorn. By this time the PCR had evolved to a more robust leadership cadre consisting of President (Vernon "Tex" Guess), Vice-President (Paul Lehman), Secretary (Samuel McVay), Treasurer (Kenneth Thornhill and Editor (Paul Lehman). The

Continued on Page 17

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Looking Back (Cont.)

official newsletter of the PCR was named "The Branch Line." (Beginning in 1953 "The" was dropped and the newsletter became just "Branch Line.") At this time most modeling activities centered around local model railroad clubs. It was the clubs that provided the initial impetus to both the NMRA, as well as the PCR. Both the National and Regional organizations were actively involved in helping local groups of modelers develop into clubs and all the early meetings and conventions were sponsored by local clubs. At that time the Pacific Coast Region covered the entire Pacific Coast (States of Arizona, Nevada, California, Oregon, Washington and British Columbia). In 1948 the Pacific Northwest Region was organized and after that PCR was confined to Arizona, Nevada and California. The first Divisions were approved in 1952, so before that time clubs were really the local level of NMRA Activities. In those days there would usually be three Regional meets a year with the Annual Meeting held about the first weekend in December. The move to Spring Conventions came with the organization of divisions in 1952. 🚂



Ray deBlieck presented the John Allen Award to RMC Editor Bill Schaumburg.
Photo by Mary Moore-Campagna

PCR HONORS FOLLOW-UP

By Dave Connery

In the last issue of the Branch Line we indicated that two John Allen Awards were announced at the Medford Convention. One was awarded to Ed and Gay Liesse, who were at the Convention and received their award, but the other award was to someone who was not present. So we held off making the announcement in print until the recipient had received their award. That has happened and we are pleased to announce the second John Allen Award in 2012 went to Bill Schaumburg, Editor of Railroad Model Craftsman. The John Allen Award is presented each year to someone who exemplifies the service to the hobby that John displayed. The award is selected by a committee of all past recipients of the award. Both the Ed and Gay Liesse and Bill Schaumburg were the absolute top pick by the committee.



Bill is surrounded by his PCR friends Larry Altbaum, Mary Moore-Campagna, Gus Campagna and Ray deBlieck at Skates on the Bay restaurant in Berkeley.
Photo by Mary Moore-Campagna

[Ray deBlieck reported that the presentation was made during dinner at Skates on the Bay in Berkeley after the Bay Area Prototype Modelers Meet in San Francisco on June 23. Mary Moore Campagna sent photos and reported that the dinner was attended by Larry Altbaum and his wife Linda Emerson, Ray deBlieck and his wife Chris, Jim Providenza and his wife Terri Lienstiner, Pat LaTorres, Bill and Betty Schaumburg, Gus Campagna, and Mary Moore-Campagna. Bill, Ray, Pat and Jim had been at the Prototype modelers meet earlier that day. (Ed.)] 🚂

Branch Line Deadlines for 2012 & 2013

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

OCT-NOV-DEC Issue
Articles due by
September 15, 2013

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



OOPS!!!

This photo was incorrectly captioned in the
last issue of the Branch Line.
This water car was modeled by Fred Smith
of PNR. It is based on an SP Hon3 car by
Balboa Scale Models. Fred shortened it so
that it fits on a West Side 24 foot flat car. It
received a merit award at the Medford
Convention.

Our apologies to Mr. Smith (Ed.)
Photo by Ken Liesse

NMRA InfoNet News

By Gerry Leone, MMR, NMRA Communications Director

Welcome to the second Post-Convention edition of the NMRA InfoNet News!

This e-blast will contain all the Grand Rapids convention information that didn't make it into last month's edition, plus some other exciting news.

After several years of work by incoming NMRA Secretary John Stevens, all U.S. Region [not division] boundaries are now defined by state and county boundaries, rather than zip codes. This will help keep boundaries stable as the U.S. Post Office continues to redefine its zip code areas.

Michiana Division co-founder Jim Six, a college professor and experienced education expert, has agreed to lead a team charged with developing a standardized clinic format that will help ensure consistency and uniformity for clinics being made available to Divisions and Regions. The format will be based upon the one currently in use in the Michiana Division of the Midwest Region.

Following the recommendation of Standards & Conformance Department head Didrik Voss, MMR, the Board directed that all eight DCC-related Recommended Practices now become NMRA Standards. Further, in the future the issuance of a Conformance Warrant is not to be influenced by Recommended Practices but will be based solely on adherence to applicable NMRA Standards.

President Charlie Getz appointed outgoing president Mike Brestel to replace Larry DeYoung, who retired as publisher of NMRA Magazine. Charlie also announced that Mike has also agreed to serve as assistant to the president to ensure a smooth transition between administrations.

Chief Financial Officer Frank Koch reported that the attendance of the National Train Show in Grand Rapids was the fourth best ever, and that Saturday's attendance exceeded Sacramento's of the same day. In addition, there were three more booths sold at Grand Rapids than Sacramento.

Looking ahead to next year's convention in Atlanta, the "Peachtree Express" team reports that it's putting the finishing touches on a series of short videos featuring selected layouts that will be on tour during the convention. The videos will be posted to YouTube and will be able to be accessed from links on <http://www.nmra2013.org/>

The Peachtree team is also proud to announce that there will be a number of Civil War-related tours – both rail-related and general interest – as well as a "Civil War track."

And it's not too soon to be thinking about the 2014 convention! The Cleveland Convention's website is now up and running and taking registrations at www.2014cleveland.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 or in NMRA Magazine.

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net. 🚂

2012 South Bay Garden Railroad Tour (Community Pantry Benefit)

By Pat LaTorres (Photos by the author)

This past August, the Bay Area Garden Railroad Society (BAGRS) and the South County Railroaders put on their 18th annual South Bay Garden Railroad Tour, which is an annual benefit for the St. Joseph's Center and Community Pantry. They've been putting this event on for several years and



An overview of the Lucas & Grandpa Railroad, showing the "big" town and the equipment storage building.

of late, it's an event that fills a greater need for the community. In addition to providing a much needed community service, it also provides and outreach to the non-model railroad members of the community, exposing them to the model railroad hobby and specifically to the Garden Railroad side of our hobby. This year we had the opportunity to visit ten garden railways, covering a wide range of layouts showing many aspects of this branch of the hobby – from the basic loop of track to some featuring fine scale modeling and multiple running railways. While Ronnie and I got a bit of a late start that Saturday, it's unlikely that we would have been able to catch all of the layouts, even if we had hit the road at the crack of dawn. If one were to run from layout to layout and then just blown through each one at warp speed, perhaps we could have made it.

But, we chose to take our time and to savor character of those that we did visit, which turned out to be a much more rewarding experience. This event is usually held the third weekend of August and I would recommend that you pencil it in on your



The grazing buffalo on the Lucas & Grandpa Railroad.

2013 calendar now, so you make it to next year's tour.

In the interest of having some sort of linear routing for our travels, we started with the northern most layout and then worked southward, visiting as many railroads as we could without running ourselves ragged. We started off with the "L&G (Lucas & Grandpa) Railroad," in Morgan Hill. This is a really neat railroad, in a 42' by 62' raised planter area. It consists of two interconnected running loops, as well as an independent point-to-point "Cable Car" line that runs up hill from the center of the main town. There is a very nice waterfall/river feature and a smaller town inside the upper of the two loops. The scenery gives a nice wide open feeling and the railroad feels much larger than it actually is, with a large city, a smaller town and some farming along one edge. The railroad also shows off one of the real strengths of garden railroading, providing entertainment



An itinerant fisherman on Mark Grzan's Pondosa Alamo & Western Railroad.

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Garden RR Tour (Cont.)



A view of one end of the Pondersa Alamo & Western Railroad.

for kids of all ages, by having a list of features for folks to find – and awarding prizes to the younger kids if they find all of the hidden elements.

Next on our journey was the “Pondersa Alamo & Western”, an older railroad built by Mark and Colleen Grzan. I first saw this railroad back in 1998, during a National Garden Railway Convention. While the basic shape and concept remains, there have been a number of changes made to the detail of the railroad and it has gotten even better than it was back then. This railroad has the feel of running through the southern Cascade Mountains, in the area of Lassen National Park. With extensive use of lava and other volcanic rocks, one can easily feel this part of the geology of Northern California.

We next swung by Garden Accents, a local nursery and one of the primary sponsors of the tour. In addition to supporting the event (and providing restroom facilities), they have a very basic loop of track, which actually works quite well as a central focus point for a

simple garden design.

Moving on, we came to “The Big Iron Railroad”, in northern Gilroy. This railroad was interesting on two levels. First, the scenery is primarily of concrete and stucco and presents a very strong southwest desert feel. The wide open spaces that are shown allows one to feel like you’re somewhere in eastern Arizona. The second thing was that there were two suppliers of dwarf and miniature plants, for those that want to get a start on building a garden railway. It



A general view of the Big Iron Railroad and its concrete scenery.

was nice to have the opportunity to talk with folks that have the same focus and understand what works best in this miniature world. Unfortunately, Ronnie found five or six plants that she just couldn’t resist, so they jumped in our car for the ride home.

We next stopped off at the “Bob and Linda Elia Family Railroad.” This is a fairly young railroad, having been started in 2006. In that short time, they have managed to build a very nice and compact little system. There are two loops of track – on two levels – and a point-to-point trolley line. This railroad repeated what was becoming a common theme, a compact footprint, with lots of railroading, bridges and water features, while not looking cramped. At all of the railroads we would visit this day, I was also surprised by the number of PCR members that I kept running into – from as far away as Clovis. It really illustrates the range of modeling practices by NMRA members here in Northern California. This is part of what makes the PCR such a vibrant organization.



The Elia Family Railroad, as seen from the entrance gate to the back yard.

Continued on Page 21

Garden RR Tour (Cont.)

We then went to Horace and Nan Fabing's "Sisquoc, Solvang & Zaca Railroad". At this railroad, in addition to the 45mm gauge garden railroad, there were two 7 1/2" gauge (1 1/2" scale?) Steam locomotives and an internal combustion machine – and one of the steam engines was for sale. Did I mention the variety of modeling in the PCR? In addition, Horace had built a very nice little depot in his back yard and had a display of smaller live steam power plants inside.

We finally ended up at David and Peggy Hartwig's "Hilary Logging, Lumber & Mining Co." This railroad made the entire day worthwhile! While the railroad was a very basic loop of track with a point-to-point branch, the modeling was so amazing as to be on an entirely different level from anything else seen during the tour. This again illustrates what I see as one of the strengths of the PCR. Some model the railroads and how they operate, some combine a bit of equipment modeling with the railroad itself, and some, like David just build the most beautiful models that you could imagine and then act as if it is no big thing. The plus side to this is that these folks

have no secrets and will gladly share their techniques with anyone that takes the time to ask. As with all of the railroads visited this day, Dave and Peggy were just truly wonderful folks and great hosts for everyone that took the time to take this tour.

As I mentioned at the beginning, in addition to being a great garden railroad tour, this was also a benefit for a community food pantry. For folks that want to use their model railroading to help their community, this is a prime example of what can be done. This event has been going on for 18 years and shows no signs of slowing down. I'd like to thank all of the layout owners that were open for this tour (and no, I didn't make it to every layout) and especially for those that happen to also be PCR/NMRA members. For those that didn't make this year's tour, please try and pencil it in now on your 2013 calendar and I hope to see you then. 🚂



One view of the engine service area on David Hartwig's Hilary Logging, Lumber & Mining Company.



Horace & Nan Fabing's Sisquoc, Solvang & Zaca Railroad, also showing his home built depot and the operating train order board (from a little railroad in North Carolina).



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Coast Division Meeting Report

September 9, 2012

By Darrell Dennis, Chief Clerk



Membership By Divisions

As of September 23, 2012
(Number in parenthesis is
figures from last quarter's
report)

Hawaiian – 18 (18)
Redwood Empire – 135 (151)
Daylight – 144 (145)
Sierra – 306 (310)
Coast – 515 (561)

The last Coast Meet was held at the International Brotherhood of Electrical Workers, Local 302, 1875 Arnold Drive, Martinez, CA 94553 and was enjoyed by: 63 Coast Division members, 4 Redwood Division members, 3 Sierra Division members, with 4 Guests and 2 First Timers, for a total of 73! (Thanks to Brad Lloyd and Dave Connery, and me, Darrell, for sharing the duties in the absence of the Registration Desk person, Ted! Darrell)

Clinic included: 10 AM: THE SIERRA RAILWAY Early History - Features - Modeling Presented by Dave Connery (Dave did a great job considering he did not have a separate clinic room, but just a seating area at the back of the great hall! Darrell)

The Round Table was to be moderated by Dave Connery, Howard McKinney being away for the day, but I guess no one had anything to say so it was canceled.

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

Announcements and remarks were made by:

#1 Mark Schutzer - First order of business was to thank Bob Ferguson for finding and arranging for the use of the International Brotherhood of Electrical Workers, Local 302 hall and facilities!! It is a great hall, and although a bit small, worked very well. Thanks Bob !!!

Mark then introduced the 2 first timers and 4 guests. The next meeting will be in San Leandro at The Boy Scout headquarters on Davis Street, December 2, 2012.

#2 **Charlie Getz, NMRA President** - (On a personal note, it is very nice to have the NMRA President living in the Coast Division and the PCR Region. Darrell) Charlie noted that one of his campaign goals was to modernize the NMRA, making it more relevant to the members. We are after all, simply a hobby association! One of the chief complaints has been the 'lack of communications' from the national organization to the members. Now in the works is an E-Newsletter and a E-Bulletin which is being worked on by the new Marketing Director and the new IT Director.

Still being worked on is the NMRA Gallery Exhibit for the California State Railroad Museum in Sacramento. This exhibit will show scale model railroading from 1840 thru today, in form of static models and running trains. The exhibit will always belong to the NMRA, but would be on permanent display at the museum. Charlie noted that the CSRM is the third most visited attraction in California, having over 650,000 visitors last year! The goal is \$750,00 for the exhibit, and some \$250,00 has been collected so far. There is a \$250K 'matching fund', Charlie explained, if they can if they can get another \$250k donated. Charlie has pledge cards for those who might want to donate over \$100.00, if you can donate less than that, just send the check to the NMRA noting the CSRM Display. (I need combat pay for keeping

Continued on page 23

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Coast Report (Cont.)

sort of a good track on Charlie's fluid comments! Darrell)

#3 Bill Blum noted the Santa Clara County (think San Jose area.) has a Senior Safe Driving program, that when completed, will give the driver an automatic discount on your car insurance. The classes are only \$14.00 for two days, free for Veterans. (I found this web site, but look at your county web site for programs in your area! <http://www.sccgov.org/sites/d3/Newsletter/Documents/Senior%20Driver%20Safety%20Program%20brochure.pdf>)

#4 Dennis Stokely spoke briefly on the 2013 PCR Convention, Iron Horse Express, in Dublin, CA April 3 thru the 7, 2013. The registration is only \$79.00 and includes the banquet. You should register soon and get a spot on the Livermore Lab tours! They will sell out fast.

#5 Pat LaTorres spoke about getting more from the PCR by joining the PCR Yahoo group moderated by Bill Kaufman. Also the PCR web site has tons of useful information, and the PCR calendar has train related events from all over the west coast!!

(<http://www.pcrnmra.org/>)

#6 Bob Ferguson announced that he will be bringing a very, very large estate of a former PCR member starting at the December 2nd Coast auction. Included in the estate, are 300 plus brass locomotives and cars, and another couple of hundred other locomotives, plus many cars, buildings, and related railroad items! The over 3,000 items will be at our auctions for the next year and a half!!! Save your pennies boys and girls!! Bob also invited everyone to his Fig Tree Lane home, just around the corner, to enjoy his garden railroad!

Mark noted, at 12:40 pm with no further business or announcements, the Auction would begin in 10 minutes.

Model Contest Results: Theme is Steam locomotives, Diesel & other locomotives, passenger car

TIED for 1st Place:

Patrick LaTorres: On30 Industrial/Logging
25TonBoxcabLocomotive.

Thomas Knapp, MMR: HOn18 1915 Jeffrey Storage Battery
Locomotive (for Coal Mines)

SAD to say, there were no other entries !?!

The categories for upcoming meets are: December 2012: Favorite Model(Open Category) March 2013; June 2013: Structure, Display, Self-propelled cars & traction. September 2013: Steam locomotives, Diesel & other locomotives, passenger car.

Show and Tell: Bob Wirthlin brought a battle ready tank model with sound and laser firing system for scale simulated war games, a 1/16 scale RC Tank, converted from an M-26 to T-80 Infra Red Combat System (This was an outstanding model, and to think they can run around backyards and 'shoot' at each other! Darrell)

Continued on Page 24



Coast Report (Cont.)

Thanks to Steve Wesolowski for again doing the big volunteer bit for us and double duty at the Model and Photo contests !!!

Photo Contest: Caboose”

1st Place: Eugene Brichacek “Cab Shot of Two AT&SF Cabooses on the Niles Canyon Railway at Brightside”

2nd Place: Patrick LaTorres “Last Roundup”

Again, no further entries !?!?!

The Photo Contest categories for upcoming meets are: December 2012: Open Category, Favorite photos March 2013; Railroad Structures June 2013: Diesel Locomotives September 2013: Caboose”

Switching Contest:

Brakeperson: 7 car problem

1st place: Don Shortt

2nd Place: Stanley Keiser

3rd Place: Mike Conen

Senior Brakeperson 6 car problem

1st place: Steve Wesolowski

The Switching Contest is now possible with the help of Eric Moe!

Thanks for the volunteering!

The auction had a total of 150 Items with about 35 no bids. Reported by John Marshall, Auction Director.

Our next meet in on December 2, 2012, at the Boy Scout Headquarters 1001 Davis Street, San Leandro, CA.

Please check at <http://www.pcrnmra.org/coast/> for all future Coast Division events and information. 🚂



Daylight Division Report

Fall Meet Held in Tehachapi

By Chuck Harmon

Daylight Division held its Fall 2012 meet at Kelcy’s Restaurant in Tehachapi, California on September 22.

Early arrivals enjoyed a special “no host” breakfast, arranged by our meet host, Doug Wagner, A.K.A. “ChooChooDoug.” The meet followed breakfast, beginning at 9:30 with sign in and fellowship. About 35 Daylighters attended, with new-timers Tom Van Horn, who moved from Coast Division to Atwater, and Don and Jody Heffington from Visalia.

Mike Bruno of Green Steam Products in California City, presented a clinic on signals, and how they can be used for both DC and DCC layouts. He was assisted by Ray Suzow. Here is a quick outline of Mike's clinic:

1. Overview of basic signal concepts.
 - a. Meanings of "Aspects" (Red, Yellow, Green) and "Indications" (Stop, Approach, Proceed).
 - b. Automatic Block signals (following movements on the same track).
 - c. Interlockings (where multiple tracks converge, diverge, or cross).



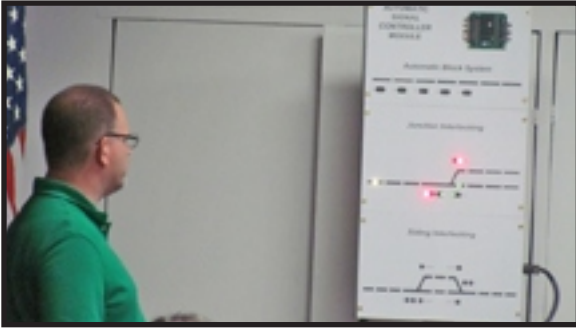
Daylighters enjoyed a filling breakfast before the clinic started.
Photo by Mike O'Brien

Continued on page 25



Daylight Report (Cont.)

2. Simple analog installations.
 - a. Single block detector and single signal.
 - b. Auxiliary contacts on a single turnout and a single signal.
3. Non-DCC-based Signal Control Module for Automatic Block signals or an Interlocking.
4. DCC-based Signal Decoder (a Digitrax product) and an Interlocking module.



Mike Bruno used this electronic display to illustrate signaling to control train movement.

Photo by Mike O'Brien



Neal Fernbaugh's Brewery model took the Favorite Model vote.

Photo by Mike O'Brien



Ron Cox won the Steam Locomotive category with his model of an SP 4-10-2.

Photo by Mike O'Brien

Mike emphasized "there are no hard and fast rules!" then gave a thorough description of the common signaling systems found on American railroads. He also explained how CTC works. With a very well prepared demonstration board he showed the processes involved in moving trains through various passing maneuvers. He then showed how some of his own products can be used to automate the signaling process.

The contest categories at this meet were models of steam locomotives and photos of freight cars. Ron Cox won the steam locomotive vote with his SP 4-10-2. Doug Wagner's photo of an SP wood box car won that category. Neal Fernbaugh's model of the Coal Creek Brewery was voted favorite model.

Wearing his AP Chairman hat, Dave Grenier announced that Andrew Merriam had been awarded the certificate for Model Railroad Author. He also announced that Chuck Harmon had completed the requirements for the Civil Engineer and Electrical Engineer certificates.

Dave announced that the next meet would be in Santa Barbara on November 17 at Gary Siegel's home. Gary will finally be presented with his Member of the Year award!

Nominations have been made for the election of officers in 2013. Running for Superintendent are Don Smith of Visalia and Dave Grenier of Fresno. Suzie Paff is unopposed for Chief Clerk-Paymaster.

The traditional White Elephant auction was held at the conclusion of the quarterly business meeting. Attendees bid on plain brown paper or newspaper wrapped items that were donated by folks who didn't need them any more. (Anybody want a box of horn-hook couplers?)

After the White Elephant Auction maps were handed out for



Doug Wagner's photo of an old SF box car won the photo contest.

Photo by Mike O'Brien

Continued on page 26



Daylight Report (Cont.)

the layout tours. The Trains, Etc. Train Shop, located right next door to Kelcy's, and the Tehachapi Southern Pacific Depot Museum, located directly across the street from Kelcy's, were also available for tours.

One of the highlights of the tours was a visit to Guy Krivanek's personally-owned railroad museum which houses 7 layouts in a 2600 square foot building. One of the layouts is the Traction portion of the Citrus Empire Model Railroad Club layout, an O-scale layout that was located under the grandstands at the LA County Fairgrounds in Pomona. Another is a Z-Scale layout into a coffee table.

Also on tour was Bob Sager's depiction of the S.P. as though it had run from Los Angeles to San Francisco through Santa Paula in 1954. The layout covers 900 square feet, in N-Scale! 🚂



Guy Krivanek's passion is the preservation of O-Scale trolley layouts in his ARRT Industries "Museum."

Photo by Mike O'Brien

IHE Clinics

By Tom Crawford

Here is a partial list of the known clinics to be offered at Iron Horse Express:

Interested in Layout Planning and Operations?

Tom Blinn - Out with the old layout and in with the new
Guy Cantwell - Simplified Car Card System
Dave Clemens - Area Layout Design and Ops Guru
Dennis Drury - JMRI Operations
M.C. Fujiwara - Portable, Practical & Palatable Layouts
Tommy Johnson - Retired ATSF Engineer tells how they do it on the prototype
Bill Kaufman - Operations for Dummies
Seth Neumann and Chris Drome - Radio Frequency Identification (RFI) in Model Railroading
George Pisching - New Ideas in Modular Railroading
Bob Pethoud - Operations on a Small Layout
Dick Witzen - Thirty-five Years on the Sacramento Central Module Group
Operations and Layout Design SIG forums led by Seth Neumann and Jim Providenza

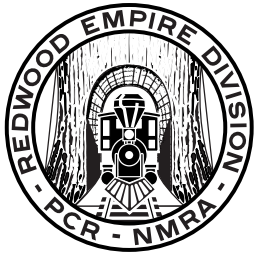
Want to improve your modeling and layout skills?

Dave Biondi - Fundamentals of Backdrop Painting
Tom Blinn - Keeping Trains on the Tracks
Jack Burgess, MMR - Tools for Model Building and Scratchbuilding
Chuck Catania & Dave Falkenburg - Simple ABS Signaling System
Tom Crawford - Public Utilities, How to Model Them
Paul Deis - Car Safety Markings
Brad Lloyd and Darrell Dennis - Modeling Trees

Mark Gurries - DCC Basics, Layout Wiring, Decoder Wiring, and Decoder Programming
Frank Markovich - Creative Solutions to Common Modeling Problems
John Marshall - Creativity in Finding New Uses for Everyday Things
Joe Melhorn - LED's for your Model Railroad
Russ Miller - TAP Plastics Manager on Modeling with Plastics
Seth Neumann - Creating a Layout Control Panel
Paul Newitt - Author of "Creative Effects for Your Model Railroad"
Kermit Paul, MMR - Using 3-D Printing in Model Railroading
Jim Petro - Building Turnouts
Tom Vanden Bosch - A Look at Resin Casting
Dick Witzen - Open Top Loads

Want to learn more about the Prototype?

Gus Campagna - California Western and Designing a Cal Western Layout
Bill Kaufman - The State Belt Railroad of California
Thomas Knapp, MMR - Modeling San Luis Obispo on the Pacific Coast Railway
Richard Hendrickson - Freight Car Trucks 1900-1950
Don Marenzi - Copper on the Rails
Ed Merrin - North Western Pacific Railroad
Stuart Swiedler - Key Events on the 20th Century East Bay as Interpreted Through Aerial Views and Images of an Electric Railroad
Bob Wirthlin - The Robbery at Rondout 🚂



Redwood Empire Division Report

By Steve Skold (Photos by the Author)

The RED summer picnic was at Westside Farms, the home of Ron Kaiser's HO version of the Western Pacific during the transition period. In addition to the trains, we were entertained by the Sonoma County Air Show, which included flyovers by a WWII P-51 Mustang and several other vintage fighters, and a more recent fighter, the Harrier.

PCR Secretary Tom Crawford and his wife Diane came to visit and were able to spend the day before wine tasting in the Dry Creek Valley near Healdsburg. We had two BBQ's going and everyone brought something for the table.

Gus Campagna brought two teenage members of the NorthWestern Pacific Railroad Historical Society who spent most of the day running trains. The rest of us sat around under two huge trees, drinking wine, beer and soft drinks.

Next up for RED is participation in the Sonoma County Home and Train Show on September 21, 22, and 23 at the Sonoma County Fairgrounds. Carol Alexander is the Chairman of RED's table.

The next RED meeting will be at Monroe Hall in Santa Rosa on Saturday November 17th. Doors open at noon and the meeting will start at 1:00PM. Instead of "Meet the Modeler," we are having the 2012 Modeling Challenge. All we are asking is for you to use your creative mind to build a small model to the contest specs and bring it to the meeting. The specs are as follows:

1. The structure can be built in any scale, but must adhere to the basic dimensions list in #2.
2. The BASE that the structure sits on is to be a maximum size of 60 scale feet by 40 scale feet. The FOOTPRINT of the structure is 20 scale feet by 30 scale feet. For example in HO, the Base would be a maximum of 8-5/16" by 5-9/16" and the footprint of the structure would measure 2-3/4" by 5-5/8".
3. The structure may have as many doors and windows, etc, wherever you choose to place them. You may also add porches, chimneys, attached lean-to, fences, a fully detailed interior and any other details unique to your building. Figures, animals, vehicles, and scenic details can be included.
4. Any type of material such as wood, plastic, resin/hydrocal/metal casting, or even cardboard may be used. In other words, use materials that you have used before, but also be adventurous and explore new modeling techniques.
5. Take pictures along the way and possibly the Call Board will use them to illustrate the winners article in February. Your finished model can stand alone or be a model to put into your own layout.

The meeting will have the usual door prizes, Special Door Prize and sandwiches and drinks provided by Mary Moore-Campagna. 🚂



PCR Secretary Tom Crawford talking to VP Ed Merrin and past RED Director Carol Alexander.



RED Director Dave Croshere talking to Charlie and Judy Siebenthal with Terry Strom in the background.



Mary Jo Corbett, Carol Skold and Janette McClellan relaxing in the shade.

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 of participation by 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 not 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 or call 1-800-840-0028. Besides doing laser cutting for his own kits, Jean does it for **Geroge Sellios' Fine Scale Models** and others. 🚂



Gary Ray's Shell Oil Distributors



Ed Zies, engineer, Sacramento Valley Live Steamers



Walt Schedler's North Eastern Scale Models yard storage building

A special invitation to the Coast Division Auctions

By Bob Ferguson, Coast Division Paymaster



Albert Milton McFarlane
Credit: Contra Costa Times

Albert Milton McFarlane Albert was born on February 6, 1927 to the late Frank and Bernadette McFarlane and passed away on June 16, 2012 at the age of 85 from a long illness. He is survived by his sister Sally Kelley and family, special friends Jim, Marie, Jarrod, Sharon, Danny and Larry. Albert was a Sacristan, Usher and Minister of Communion at St. Joseph Church in Pinole. He was a Fourth Degree Knight of Columbus. Highly decorated Military Service. Retired from USAF and Chevron, Richmond. A memorial service will be held at St. Joseph Church, 837 Tennent Ave., Pinole, on June 27th at 1:30 pm. In lieu of flowers please donate to Hopalong Animal Rescue, Oakland, Ca. Albert will be forever missed, Happy Journey! [from the Contra Costa times. Ed]

In addition, Albert was a long time Life Member of the NMRA, a former member of the East Bay Model Engineers (1960-1971) and an avid collector of model trains. Albert collected model trains that either fit into his imaginary model railroad, the Annochar & Noorland, or which he simply took a liking to for his collection. Throughout his lifetime Albert continuously added to his collection until at the time of his passing, he had accumulated no less than 280 brass locomotives and over 1800 pieces of rolling stock. To add to his enjoyment of the hobby, he also amassed a large collection of books and videos with over 800 items.

In his Will, he instructed his long time friends who are the executors to reach out to the Coast Division for their assistance in disposing of his collection to other model railroaders through the Coast Division auction. The executors contacted the editor of the Branch Line who in turn contacted two members of the Coast Division Board. I contacted the executors and arranged to meet them at the former home of Mr. McFarlane to assess and collect all of the model train items from the house. After five large pickup loads of boxes, we were able to transport the collection to my home for processing and preparation for display at the Coast Division auctions. Due to the size of the collection, it will probably require at least 6 Coast Division Auctions to complete the offering of the collection items to the members of the PCR.

The collection will be divided as evenly as possible to include brass engines, brass passenger trains, freight cars, brass interurban equipment, spare parts, books and videos. All of the videos are original VHS tape or DVDs; no copies are included for auction. The brass items include both painted and virgin, some in original boxes (a few with foam damage) as well as some that are not. The freight and passenger equipment consists of both brass and plastic and RTR or kits. Many of the cars were intended to be included in complete trains. For instance, there are many 10-car Tenshodo painted passenger trains. As many of us know or have learned through experience, weatherstrip foam with the self adhesive back is not the thing to use in a carry case to confine the equipment. Albert did so and the result was the adhesion of the foam to the painted sides of some cars and engines.

Many of the books and videos are still in their original plastic wrap

Continued on Page 30

Auction Report (Cont.)

and have never been fingered through the pages or placed in a tape player. In many cases, there are multiple copies of the same book or video tape. Another reason for everyone to think about developing and maintaining an inventory of all your equipment, books and videos. These duplicates will be spread out over the several auctions that it will take to liquidate the collection.

If you haven't attended a Coast Division Auction or have not attended lately due to the reduced selections available, this will be your opportunity to start or renew your participation in Division activities. It does not matter whether or not you are geographically located in the Coast Division, simply being an NMRA member qualifies you to participate in the Coast Division Meets. Be sure to bring your NMRA card to verify your membership if you are not in the Coast Division. We must verify that you are an NMRA member to permit your participation in the auction.

A little more about the collection: Steam engines from 0-4-0 switchers to BigBoys, from Plymouth diesels to Gas Turbines, from old-time shorty passenger cars to 86' Superliners and freight cars from short log cars to 86' Hi-Cube boxcars. Books on every subject from Shortline Railroads to the major carriers, books on US railroads as well as railroads around the world. The same holds true for the videos; there is a little or a lot of every subject matter. In the later auctions as we divest the RTR equipment stored in the wood carry and storage trays, those trays, 95 in all, will also be sold in the auctions.

Now is the time to consider increasing the size of your rolling stock roster at what could be some very reasonable prices. No, brass engines and passenger equipment will not be sold for \$1, but they will most likely go for less than you'd pay on Ebay!!

The next Coast Division meet will be in San Leandro, CA on Sunday, December 2nd. The meet will be held at the Boy Scout Council Headquarters located at 1000 Davis St., which is across the street from the San Leandro Historical & Technical Society's model railroads in Thrasher Park. The doors open at 9 am for registration, 10 am for the first clinic and 11 am for the second clinic and Modeler's Roundtable. The business meeting starts at 12 noon with the auction starting about 5 minutes after the close of the business meeting. Auction item viewing is continuous starting at 9 am when the items will begin to be placed on the tables. The Division will accept checks made out to CASH or valid US currency and coin. We DO NOT ACCEPT credit cards. We do have a 10 item rule which requires the payment for purchased items once you have 10 items on the sold table. We will stop the auction to announce your 'overlimit' status and ask you to come forward and pay for your items. This policy helps to keep the quantity of items on the sold tables to a minimum.

Mark your calendars, set your watches, arrange your car pools (allowing sufficient truck space to pack your treasures), send the family to the amusement park (keeps them happy), fluff your wallet with cash and look forward to a fun day of bidding and buying at the Coast Division Meet on December 2nd. 🚚

In Memoriam

Jack Wall, Livermore, CA;
member since 1/1/1976

Harry Walrath, Reno, NV;
member since 1/1/1968

Colin Eldridge, Discovery,
CA; member since 8/7/1987

Albert McFarlane, Pinole,
CA; member since 1/1/1958

Ramblin's From The Membership Guy

By Doug Wagner, PCR Membership Chairman

Newest PCR Members

Craig Maynard
Oakland, CA
Coast Division

John Burgh
Concord, CA
Coast Division

Ruby Vocke
Honolulu, HI
Hawaiian Div.

John Turner
Elk Grove, CA
Sierra Division

Figured I'd better write a column instead of just publishing all those figures you see in the Branch Line. Yes, I am a model railroader, and not a professional statistician!

But as you can see from the Membership Gauge figures that I do send in to be published, the PCR membership is down 254 from a year ago. We did have a bounce in membership last year, which was probably due to the National Convention in Sacramento. Several of the new members joined through the 6-month Rail pass membership, so that they could attend the National Convention. OK, that's to be expected. But what can we do about it? This is a volunteer organization, so we can't hire high-priced people to keep the membership figures up. We have to do it ourselves. We invite them to the meets and all that stuff. Yeah, we do it here in the Daylight Division, and still can't seem to get our membership numbers up. I believe there is no real answer to it. We can also blame it on the economy, but when the economy improves, will our membership improve? Don't know, and I won't even venture to guess that answer! To be honest, model railroading ain't the most exciting hobby as compared to what is out there now. OK, now you can start throwing the darts at me for that statement! But if you look at our figures in years of age of modelers, you can see we ain't no spring chickens. Since we don't keep figures as far as birthdates go, I can't give you an average age of our membership, but I think you get the picture, and you have seen all types of written articles on the subject.


What's the secret to increasing our membership and keeping them? Their ain't no easy answer to that one. You can't keep them if they don't want to stay. We offer what I believe is an excellent program by offering clinics and layout tours. But, if they don't want to stay—they ain't gonna' stay. I know, the English teachers are gonna' hate me for using ain't a lot! But there are some simple ways to at least make new visitors to our meets feel more at ease and might spark a desire to keep coming.

A simple walking up to someone you've never seen at a meet, and shaking their hand, and introducing yourself, can work wonders. How many of us have sat at some sort of event, and felt out of place, until someone came up and talked to us to make us feel more at ease? The biggest complaint I've heard is that we model railroaders are a bunch of stuck-up unfriendly guys. How can we get rid of this unfounded thinking? Please, go up and talk to a new person that shows up at our meets! OK, that's it for that part. I have some other advice that you may want to try.

The current PCR roster has 1,118 entries. The inactive and former member's roster has 2,432 entries. What I have started doing, for the Daylight Division, is contacting these former members and inviting them to an upcoming meet. Might work—may not work—but it's worth a try! If anyone wants a Microsoft Excel list of former members, please contact me at carldw@aol.com, and I can send it to you via an email. If you don't have email, I can send it you via a printed hardcopy. You can call me at (661) 589-0391 if you have any suggestions; need help on anything, etc. etc.

I'm trying to earn my pay!

Until next time, may all your signals be green!

[Editor's note: The Branch Line is not responsible for Mr. Wagner's colloquialisms.] 



NATIONAL MODEL RAILROAD ASSOCIATION, INC.

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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:			
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)					
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:			
All Fares, except Day Fares, include Clinics, layout tours, & Saturday Night Banquet					
FARES: Please fill in and total			QTY	Unit Cost	Total
Early Bird (Before January 31, 2013)				79.00	
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First Timer - PCR Members who have not registered for the past 5 conventions				69.00	
Non Rail Registration				69.00	
Banquet Only (s-o's coming to nothing else)				45.00	
Youth Registration (12-18 years or student)				50.00	
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Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

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

BAY AREA NTRAK MODEL RAILROAD CLUB

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

BAY AREA Z MODULE COOPERATIVE

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

CALIFORNIA CENTRAL MODEL RR CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB

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

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

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

Continued on Page 35

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 HOOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

The SVLS was founded in 1968 and is located in Hagen Community Park, Rancho Cordova, CA. Our initial 1500 feet of track has expanded to over 6300 feet of mainline and sidings. Approximately 1500 feet is dual gauge 4 3/4" and 7 1/2". We can

accommodate equipment ranging in size from 1 inch scale (standard gauge) to 5 inch scale (2 foot narrow gauge), the most common scale being 1 1/2". Public run days are on the 1st Saturday and 3rd Sunday of each month during our operating season.

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

The SLOMRA is a multi-scale modular group with active N, HO, and On30 layouts. The goal of our non-profit association is railroad education and local history through public display of our modules. Our shows usually include G-gauge, 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 or email info@slomra.org or phone Dennis Pearson at (805) 929-3062.

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

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. 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

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. 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.