



# BRANCH LINE

NMRA'S FIRST REGION

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## Why Iron Horse Express is Your Best Investment

by Steve Wesolowski, IHX Publicity

Why/How is IHX an investment?

**#1:** Because you're Investing in yourself, enjoying new train memories for both today's and future pleasure. Fun train memories that never get lost, stolen, broken, wear out, require maintenance or weathering!

**#2:** For \$89, or less\* you'll enjoy as many as 62 clinics, 47+ layouts (even operate some!), banquet with speaker, contests, plus more. \*Visit our website for full info: <http://www.pcrnmra.org/conv2013>.

**#3:** Only \$25 more will buy you even more train fun: either a seat on a Niles Canyon Railway steam train ride or an even more rare and exciting speeder ride through Niles Canyon. Just \$50 will buy you both experiences! You could try to beat either price, but you can't -- unless you're a Niles Canyon Railway Volunteer (Not a bad idea!)

**#4:** You can enjoy more than 4 full days of train fun with other model railroaders like you. Many are knowledgeable and experienced in areas of shared interest & you can ask them questions; you may become friends. Friendships grow from shared experiences and you will be sharing enjoying IHX together!

I believe there is nothing more valuable or rewarding in life than good friends, especially friends who also enjoy trains! I'll explain by describing my first PCR Convention:

### PCR 2001, my First Train Convention

On Friday, May 4th, I drove to San Luis Obispo not knowing anyone or what to expect. I hoped Saturday's Pacific Coast Railway Bus Tour was worth my time & money. Driving home only 48 hours later, I'd met several PCR Members who have become close friends and re-energized my model railroading, after 32 years away from our hobby. I didn't visit any layouts & maybe saw one clinic but I still had a great weekend which changed my life:

**#1:** I met the Elsie's with their HOn30 foam modules at the train show. I asked a zillion Qs about HOn30, foam, modules and groups. What the Elsie's were doing was all new to me; meeting them revolutionized my modeling!



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## Iron Horse Express (Cont.)

**#2:** Saturday, Karl Hovanitz' Pacific Coast Railway tour was 6+ exciting hours, including a side trip to Santa Margarita to see two 3' Gauge Steam locos Steaming(!) with some original Disneyland passenger cars. After Karl's bus returned from narrow gauge heaven, as the train show closed I saw my first FREE-MO layout. More Qs.

**#3:** At Saturday's BBQ, Jim Long introduced himself and made me feel very welcome! I startled Mary C. Moore-Campagna by saying "Hi, Mary." Although we'd met at an Insurance Convention, she didn't see/know me as a train person!

**#4:** Thanks to Jim Long, Mary and others I met at SLO, I've learned more about and enjoyed more trains than I ever dreamed of! Because Jim Long, et al encouraged me to Volunteer I've even more train friends: every one has enriched my life. Even shy Model Railroaders enjoy sharing their love of trains when they learn that you like trains. After we begin talking about our shared interest in trains we often discover we share other interests. Model Railroaders' interest in something outside themselves, trains, makes them more interesting to talk and spend time with than people who just talk about themselves. No matter how different we are in other ways, we can always enjoy trains together.

### Are you a First Timer?

If you've never enjoyed a PCR Convention, or not since '97, I hope my SLO story gets you to use our First Timer Fare of \$69 to increase your train fun by meeting 'new' train friends while you're both enjoying Iron Horse Express!

Every Full (\$89), Non-Rail/Spouse (\$69) and Youth 12-18/students (\$50) registration includes all clinics, layout tours, operating sessions, the banquet, contests and more. Only the \$35 One Day Fares exclude the banquet. A few items cost extra: train & speeder rides, swap meet tables, member & Hobo Breakfasts. For complete and current IHX 2013 info, Reg forms & online registration go to <http://www.pcrnmra.org/conv2013/registration.html>.

### Our Convention Hotel

The [Holiday Inn Dublin](#), 6680 Regional Street, Dublin, is less than a mile northwest of where I-580 and I-680 meet. Our special room rate is \$79.00 per night, single or double occupancy. Reservations can be made [online](#) using Group Code "RRA" or by calling 1-877-834-3613.

### Our Speaker

Mrs. Beverly Lane will discuss Electric Railroads in Contra Costa County before the arrival of [BART](#) (Bay Area Rapid Transit). At one time both steam and electric railways served Danville and the surrounding San Ramon Valley. Electric railroads linked cities and farms around there until 1957. Modern BART trains roll on the same right of way as earlier [Sacramento Northern](#) trains. The earlier trains lost out to automobiles and trucks that were more versatile. Mrs. Lane is currently Curator of the [Museum of the San Ramon Valley](#), in the ex-SP Depot in Danville and President of the [Contra Costa County Historical Society](#). Mrs. Lane has been a member of the [East Bay Regional Park District](#) Board of Directors since 1994, recognized nationally for her role in creating the [Iron Horse Regional Trail](#) through Central Contra Costa on the original Southern Pacific R-O-W, has served on the [Danville](#) Town Council and as Danville Mayor for 3 terms.

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**The Branch Line  
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**Iron Horse Express (Cont.)**

A graduate of Occidental College (BA) and CSU, Hayward (MPA), Mrs. Lane has authored a pamphlet on [Contra Costa County's electric railroads](#), as well as books on the [150 year history of Danville](#) and a [Pictorial History of the San Ramon Valley](#).

**The Contests**

I encourage everyone to bring at least one model, a favorite photograph and other rail theme item(s) you've made to enter in the contests, and/or something to display for everyone at IHX to enjoy, learn from & be inspired by. Anyone registered may enter their models, photos, modules, arts & crafts for judging in various contests and/or for display only. All the info you need is here at the web site, <http://www.pcrnmra.org/conv2013/contests.html>. Although I like it when fellow modelers & photographers enjoy and judge my work is well done, I enter contests for more than to 'win' awards or ribbons. I enjoy bringing current work to share, hoping we inspire & learn from each other by sharing our work, which represents our latest ideas. I always learn from & enjoy seeing your ingenuity and craftsmanship. All entries demonstrate various ideas, skills and talents we may learn from each other. By using our skills and techniques to make stuff we also learn & become better. Please bring your work to share, so I may learn from both you and your work to become better. If you want to learn even more, volunteer to help judge on Saturday.

**Convention Car**

This year's car is an HO scale Accurail #2096 ACF 3-bay Covered Hopper with data only and a decal sheet with the convention logo and six road numbers. Order a set of five cars for \$100.00 to have a car number for every day of the convention, instead of just one for the year. Cost per car is \$20.00 in the online [Company Store](#). For those who prefer a different car or era, decal sheets are available separately for \$3.00 in the [Company Store](#).



**Volunteer For More Fun!**

Volunteering is a fun way to meet more modelers. Volunteers are the lifeblood of any convention, including IHX. We can use your help in many areas during IHX. If you would like to volunteer for an hour or more during IHX, please contact our Volunteer Coordinator, Karen Keifer at [KKKay@sbcglobal.net](mailto:KKKay@sbcglobal.net). Some Volunteer suggestions are on our website at: <http://www.pcrnmra.org/conv2013/volunteers.html>.

**Speeder Rides**

If you have never enjoyed a speeder ride through Niles Canyon you are truly missing some fun! Speeders are small gas engine powered "cars" that run on standard rails. Riding a speeder is an absolute blast! Enough speeder owners have volunteered their speeders that we can have 15 people for each time slot on Thursday, April 4. Run times will be 10:00 AM, 11:00 AM, 1:00 PM, and 2:00 PM, starting at the Niles Canyon Railway's Niles Station, for \$25. We'll carpool to/from Niles Station from the Holiday Inn. In addition to speeders we also will have two velocipedes and a hand pump car to operate in the Niles Station area while you're waiting for a speeder ride, or

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## Iron Horse Express (Cont.)

when you get back. To see a velocipede in action, view the Youtube video at [http://www.youtube.com/watch?v=ZxMic69n6\\_E](http://www.youtube.com/watch?v=ZxMic69n6_E). Speeder riders must wear long pants and closed shoes, preferably not tennis shoes, and also be required to sign two legal releases, one for the speeders and one for the railroad. There are a limited number of speeders/seats. Any seats not sold by March 25 to IHX registrants will be opened to the public.

### Niles Canyon Railway Excursion

We think most IHX registrants will enjoy this chance to ride & photograph a vintage steam train through scenic & historic Niles Canyon, on the path of the original Transcontinental Railway's gateway to the San Francisco Bay Area. April 5th should be a great time to enjoy local wildflowers in bloom, before the hills turn 'Summer Brown. Even though I enjoyed this ride again fairly recently, I always enjoy this ride, especially for only \$25, with rail friends! We'll carpool from the hotel in Dublin to Sunol at 9:00 AM Friday, April 5 and ride the [Niles Canyon Railway](#) from Sunol to Niles through the canyon. We'll stop on the way back at the historic Farwell Bridge for a photo run-by, with the train crew mounting a head of steam for you to take great pictures. We should return to the hotel by 1:00 PM.

### Door Prizes

Every registrant has a chance to win a door prize — you could be a winner! We solicit door prizes from many fine manufacturers of model railroad equipment and publications. They've been generous in the past, and we anticipate more wonderful donations for Iron Horse Express 2013. We also welcome donations of good/new kits, ready-to-run equipment, new (or in excellent condition) books, DVDs, or modeling tools from attendees. If you have some of these items you find surplus to your interests, bring them to donate for door prizes. We'll find them a new home. Donations in all scales are welcome.

### For Pre/Post IHX Fun: Rails Around The Bay

Some IHX Committee Volunteers and other Coast Division PCR Members have enjoyed some fun riding only railroads around the SF Bay. They've done this by riding Caltrain, BART and Capital Corridor trains on weekdays, to circumnavigate as much of the Bay as is currently possible by rail. Part of the fun is enjoying this with at least one rail buddy, so you have a riding, eating, drinking and photo companion with whom to enjoy your fun rail day's activity. Unfortunately, along the North SF Bay Shoreline (including Napa & Marin Counties) there are no passenger trains lately, so any current rail route must use BART's Trans Bay Tube to connect SF to the East Bay, so the adventure isn't a 100% "Around the Whole SF Bay" rail trip. Plus, some trains needed to complete any rail trip around the Bay currently run just on weekdays.

Because those who've done this know anyone who tries this during IHX will miss most of a whole day of IHX fun, we recommend anyone riding the rails around the Bay enjoy this either before or after IHX, rather than miss a whole day of IHX. If you're interested in riding the rails around the Bay before or after IHX, visit the IHX website for more info.

I hope we see you April 3-7 at IHX! Happy Trains to you, until we meet again! 🚂

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## President's Message

by Pat LaTorres, President, PCR/NMRA

Well, Pat's a bit behind the eight ball again, not really a surprise. Since Chuck is trying to get this issue of the Branch Line in hand by the beginning of the 2013 PCR Convention, The Iron Horse Express, I need to step up my game a bit and get some words on paper. Part of the concern is that this year's convention is a bit earlier than usual, so everything else is on a shortened lead time as well.



The first thing that I need to mention, is that one of our long time members has taken his last trip west. While it was not really a surprise to many of us, it still was a bit of a shock when I got the word that Jim Long had passed. Those who knew Jim were well aware that he had been suffering from pulmonary fibrosis for several years. When he was first diagnosed, his prognosis was for something like two years. Well, he managed to beat that estimate and also maintained a pretty good quality of life in spite of this. When I last saw him – the International Rail Fair, at Roseville, last November – while he looked a bit worn, he still had his positive attitude and sense of humor. I spoke with him via telephone sometime in December and he was figuring that he wouldn't be making too many more trips to the hospital. While it was not something unexpected, it was still a bit of a shock when I got the call the morning after he passed. At this point I'm still having issues getting a grip on the idea that he is no longer with us, so I know that it must be rough on his family. I ask that all of you folks keep Marilyn and their family in your thoughts as we gather in Dublin for the 2013 convention. I know that I'll still be looking for him as I walk into the clinic rooms. I can still remember when he and Dave Connery trapped me in the contest room at Napa (2004) and shanghaied me into taking charge of the Coast Division photo contest. Jim, you will be missed, but by your influence, you will still be part of the PCR.

Hopefully, you will be reading this before, or at the Iron Horse Express, so I'll start by welcoming any new members to the PCR to what may be their first PCR regional convention. As I do this, I find myself looking back to my first, the 1995 convention in Palo Alto, which seems so long ago now. The biggest wake up call that I got was there's so much to do at what was only a regional convention. Little did I know at the time, a PCR regional doesn't seem to be that far off of what one gets at a NMRA national convention – just stuffed into three or so days. What I will offer now is that if this is your first PCR convention and it seems to be a bit overwhelming, look around for someone that looks like they've been around for a few of these events and ask for help. From the other side of the coin, to all of the more senior PCR members, if you see some poor soul looking lost and/or befuddled, please take the time to extend a bit of help. Keep in mind that we were all first timers at some point in the past and a little bit of a friendly and helpful hand is usually greatly appreciated.

There is so much to see or do at one of our regional conventions, that it is sometimes difficult to figure out where to start. Take some time to visit the contest room and make sure you make the effort to turn in your ballot for the

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## President (Continued)

popular vote contests. Better yet, if you have a model or photograph that you think is pretty good, bring it in and enter it. Remember, there are "Novice" classes for all of the model categories, for those that haven't won before. At my wife's third PCR convention, she took home "Best Print in Show" in the photo contest – beating out many of us who had been submitting photos for years (that print would then go on to take first place in color prints at the 2008 NMRA national, in Anaheim! - her first ever NMRA national). If you don't enter, you can't win, and if you do enter, you just might surprise yourself. There will be a wide variety of clinics to attend, covering all aspects of the railroad hobby and presented by clinicians from across the NMRA, including some nationally known experts (and even some infamous presenters). The special track of clinics presented by the Layout Design and Operations Special Interest Groups (LDSIG & OPSIG) will open doors into the world of prototype railroad operations and designing your model railroad to be run just like the real railroads. Tied in with this clinic track will be an opportunity to attend operating sessions on some of the top operating model railroads in the country, which just happen to be here, in the Bay Area. And if you're not sure about diving into operations just yet, there will be several model railroads open for layout tours. Again, some of these railroads are truly world famous and have been featured in both national and international model railroad publications. The truly special thing about these railroads is that their owners are really nice people that will gladly share their secrets and modeling techniques. Oh yes, and there are also lots of opportunities to visit some prototype railroad related facilities. Basically, there will be something for any model railroader to participate in during this event. And again, if you find yourself overwhelmed, just take the time to talk to someone that looks like they know what's going on and you may find yourself making a new friend that will help share the hobby with you for years to come – I know, because I've been there and did just that.

Another item that I need to bring up is, the PCR has a collection of convention cars from years past that is looking for someone to act as custodian. This collection lives in two display cases and was being stored in Jim Long's garage, but now needs to find a new home. While most of the cars have been built and are already viewable, there are a few of the car kits that will still need to be built and installed in the appropriate case. The nice thing about this is, these cars really only need to come out once a year, at the annual convention, though they could also come out for display at various train shows, if the custodian chose to do so. If you are interested in taking on this (easy) job, please contact me directly and we'll get things set up. My contact information is in the "Call Board" in this issue of the Branch Line. This is an easy way to help the region, while not requiring a big bite of your time.

I'll wrap this column up by reminding you of the many division meets across the Pacific Coast Region and asking that you take the opportunity to travel outside of your home division to visit a meet in a neighboring division. There is a wonderful range of opportunities to meet other modelers and meet a bunch of really neat people this way. Over the years, I've met such a wide group of friends that my life has been enriched beyond anything I could have imagined when I first joined back in the early '90s. The potential is there, you only need to reach out and grab for the brass ring.

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

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(Cont.)**

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## From the Fireman's Seat

by Ed Merrin, Vice-President, PCR/NMRA

Time is flying by. I was cozy, content, and complacent until the email from Editor Harmon arrived, announcing the deadline for the upcoming Branch Line, this one you're reading now.

Fortunately, I had just come across some new material to write about. I had better say something, because this is the last VP column I will write unless you choose to re-elect me. So here goes.

My inspiration this time comes from two sources. The first is the Charlie Getz editorial in the new NMRA magazine, which focuses on my pet obsession, the aging and diminishing membership of the NMRA.



The NMRA President's first point is the drop in membership over the last year. One could be alarmed or even panic stricken. The news is not good, but perhaps not as bad as it seems. Yes, our members are getting older and we are not replacing them as fast as they are dropping out or coming to the end of their time on earth. And yes, if that continues we may become very small in another decade or two. And as we have discussed ad nauseam in various forums, we need to have an infusion of new members of a younger age than our 60 plus average.

But let's put a little perspective on those numbers to soften the blow a bit. The perspective I am talking about has to do with the baby boomer generation, which has been dominating the NMRA since, who knows, the 1970s, give or take a decade. These folks, of whom I confess to being one, have been clogging up things for some time. Their bulge in the population has made it harder to get into schools, advance in careers, and buy houses, for many a year. And now they are stressing out Medicare and Social Security as well. What a bunch. It's unrealistic to expect to backfill with enough people to replace their numbers as they move on.

More important, in my view, than the absolute number of members is our increasing mean age. And again, this problem isn't limited to the NMRA.

Let's take my non-train profession as an example. Nationwide there is a serious shortage of psychiatrists and 50%, no that's not a misprint, are 55 or older. In Australia, 60% of practicing psychiatrists are contemplating retirement.

Whether we're talking shrinks or model trains we need to think in terms of long term rather than immediate solutions. And here is where I disagree with President Getz.

If I can distill his thoughts down without misrepresenting them, here's what he says. Young people today are so involved with things that are on-line or network connected they aren't interested in activities that involve "interacting" with tangible things like models that require using hands and so on. Or with groups of people that enjoy them and share enthusiasm about such things. They may still like trains, but mostly in media form like Thomas. Therefore our recruitment efforts should be to the people who are sort of on the verge of retirement who have longed for the opportunity to devote more time and resources to model trains, and now see that coming on the horizon.

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## Call Board - Divisions (Cont.)

### Sierra (Cont.)

Paymaster

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Editor, *Short Line*

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Achievement Program Chair.

Dave Bayless  
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Webmaster

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[campgus@earthlink.net](mailto:campgus@earthlink.net)

### Redwood Empire Division

Superintendent

Stewart Benson  
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Chief Clerk & Paymaster

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Editor, *Callboard*

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Achievement Program Chair.

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Membership

Gus Campagna  
(707) 664-8466  
[campgus@earthlink.net](mailto:campgus@earthlink.net)

## Vice-President (Continued)

In other words, they are old but not quite as old as our current members.

I've heard this idea over and over the last couple of years. But as I've shown in the past from real-life PCR data, most current members joined at a younger age than that. So whether large enough numbers of such people can be recruited to make up for the bleeding is pure speculation. And whether they stay on after we entice them to try it out is yet another speculative venture.

We've been talking and discussing, in person and on-line, about why people would want to join and why we all joined, and there are many answers to those questions. We're all different. Perhaps we should do a member survey of some sort to get a better handle on this, and that survey would need to include current age and age at joining.

So here is my view on the need to reach out to "youngsters" in order to enhance NMRA membership roles. These hypothesized "near retirement" and "empty nester" people that are ripe for NMRA membership must have been harboring a passion for some time. Would you expect that out of the blue, as they reach and pass the age of fifty that they become train nuts? Of course not, they would have to have been inspired much earlier. If you don't reach out to younger people the supply of those in middle age who are waiting for the opportunity to make trains a larger part of their life will wither up. They don't have to be Division or Regional officers to be members. They can come and go to events as they please and time permits. Long term planning means thinking about ten or twenty years down the line, not just next year.

Now the second part of my inspiration comes from a discussion that went on at a recent meeting devoted to designing a membership recruitment brochure for PCR. It somehow went in the direction of how our public face looks to folks who harbor some interest in trains and are thus potential targets for recruitment. It started with the need to provide contact information for the brochure reader if he or she had questions or wanted to explore further. How does an interested member of the public find out more about us?

These days the way people investigate almost anything is by checking out the websites. Looking at the PCR website we saw on a panel across the top an item called "Membership." Clicking on it brought up a page from the NMRA website.

Now this NMRA website has been the focus of a lot of work and effort, and we have to appreciate that. But to the outsider's eye, it is a series of pages filled with small text and no train oriented graphics whatsoever. Fortunately, there is a definition of NMRA at the top, which is good because otherwise it would be hard to determine that this is about model trains. In the upper left hand corner are the words "Join the NMRA." Click on this and you get another very wordy, text filled page explaining benefits of membership. There is a box off to the upper right that has places to apply online or print out applications. This leads to the company store where you can fill out an application. So if joining was your intention all along you can eventually find your way to it.

Further down the sidebar under "About the NMRA" is an item called "contact us." Unfortunately, clicking on that gets you an exhaustive list of email links to various officers at the national and regional level. Who are you supposed to contact about what? There doesn't seem to be any mailbox for general queries or requests. To the outsider it probably looks like a lot of gibberish and the mark of a closed club.

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## Call Board - Divisions (Cont.)

### RED (Cont.)

Webmaster

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Program Coordinator

Dave Grundman  
(707) 584-1964  
[dave\\_pat\\_1999@yahoo.com](mailto:dave_pat_1999@yahoo.com)

Estate Counselor

Don Clauder  
(707) 539-3510  
(no e-mail)

### Hawaiian Division

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



## PCR Membership Gauge

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  
October 1, 2012—1,095  
November 1, 2012—1,100  
December 1, 2012—1,091  
January 1, 2013—1,082  
February 1, 2013—1,093

## Vice-President (Continued)

Fortunately our PCR site looks like a lot more fun than the national one; there's lots of open space, links to other sites, and so on. And it's unmistakable that it has something to do with.. Trains! There doesn't seem to be anyway to get in touch, although if you select "Callboard" you get listings for all the regional and division officials. Of course, you would need to know what "Callboard" means.

Just as a little competitive dig, on the RED homepage there is a prominent "contact us" across the top that leads to the names and contact info for the officials, as well as a "Find Help" option that openly invites you to direct questions to Gus Campagna, the membership chairman. The homepage, like the PCR page, also has an open, uncluttered look without a lot of little text filling up everything. (Just in passing, all of our Division websites are more fun and easy on the eyes than the National one.)

Gus contacted Dave Grenier about this and bingo! "Callboard" was converted to "Contact Us." The Coast Division Site now has a "Contact Us" under construction also. Perhaps the Daylight and Sierra sites will follow. I think we're on the right track, but there remains an issue about this. Do we really want everyone from wherever picking names at random and trying to reach them?

That's not how it's usually done. "Contact Us" directs web users to a generic, not personal, email box. There may be a specific person or persons that respond to messages, but they do not reveal their personal information. So rosters of officers and how to reach them might best be available in a members only section or otherwise protected. This starts getting complicated, doesn't it?

Why am I harping about all this stuff? Do I just want to make enemies? My point is that in order to spread the word about our hobby and highlight how attractive an experience NMRA membership plays in it we ought to be less insular. We ought to be marketing ourselves as an open, friendly place. We might snag some surfers or convert some confirmed Lone Wolves.

Okay, I'm ready for all the angry retorts and rebuttals. I'm thick-skinned, sort of. Thanks for listening.

## Achievement Program - The SOQ

by Jack Burgess, MMR, Manager, PCR Achievement Department

One requirement of all of the categories of the Achievement Program is completion and submittal of a Statement of Qualifications, or SOQ, for each application. The basic SOQ includes a description of the work accomplished by the modeler in compliance with the category requirements, and possibly a witness affidavit by two or more NMRA members affirming that the work listed was completed. In some cases, the SOQ must be accompanied by other documentation listing how the category accomplishments were completed.

No one likes paper work, especially when it is related to a hobby effort and doesn't seem to contribute to his or her hobby skills. Paper work is often stated as the sole reason for not participating in

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# Calendar

**March 22 & 23, 2013** - RPM-EAST, Ramada Inn, 100 Sheraton Drive, Greensburg, PA 15601.

**March 23 & 24, 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](mailto:events@santasusanadepot.org) or David Putnam, (661) 753-6006.

**March 29, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

**April 3, 2013** - 1:00 pm, PCR Board of Directors Meeting, at Iron Horse Express 2013, Lahinch Room, Holiday Inn, 6680 Regional St, Dublin, CA.

**April 6 & 7, 2013** - 10:00 am to 5:00 pm, Spring Train Show and Open House, South Bay Historical Railroad Society, Santa Clara. Caltrain Station, Santa Clara, CA. (408) 243-3969.

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## Achievement (Cont.)

the Achievement Program. (Sound familiar? I have heard the same comments as an excuse for not entering the modeling contest!)

However, without this documentation, there is no way to know what a modeler has done, especially when there are certain standards for participation in the Achievement Program. The Achievement Program is designed to encourage better modeling, increase a modeler's overall skills, and to recognize outstanding work. It is not a program to simply indicate what a modeler has completed—the work must stand above the norm. If a modeler really wants to participate in this program, they need to take the few minutes necessary to complete the required documentation.

Most SOQs can be quite simple to complete. For example, the Master Builder - Cars certificate requires that you build eight operable scale models of railroad cars (with at least four different types of cars represented, each one super-detailed, and at least four of which are scratch-built), and you must score at least 87½ points on four of the eight models. On the SOQ, you must therefore list these eight models by description (B&O 40-ft. boxcar, etc.) Since you must receive at least 87½ points for half of the models, the easiest way to satisfy that requirement is to enter them in a divisional or regional modeling contest which uses the standard NMRA scoring system. At Divisional meets and Regional Conventions models can be entered for scoring purposes only and not in the actual competition, if desired. Attaching copies of the model contest judging forms is an easy way to document this portion of the requirements. If you enter all eight models in modeling contests, attaching the model contest judging forms can easily satisfy the entire documentation portion of the requirements by listing the amount of work done, listing the super-detailing effort, etc.

Some AP categories, such as Master Builder - Scenery, also require that you document how you satisfied the category requirements with a description of the work completed. This can be in a simple outline form if desired.

If you are struggling with completion of the documentation phase of an AP Certificate, let me know and I will provide samples of other applications to help you.

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 6.



## Calendar (Cont.)

**April 6 & 7, 2013** - 10:00 am to 4:00 pm, Open House and Swap Meet, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA. Fares: Adults (12+) \$2.00, Seniors \$1.00, Children ages 6-11 \$1.00, Children 5 and under: Free.

**April 7, 2013** - 9:00 am, PCR Membership Meeting, at Iron Horse Express 2013, Holiday Inn, 6680 Regional St, Dublin, CA.

**April 13 & 14, 2013** - 10:00 am to 4:00 pm, Open House and Swap Meet, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA. Fares: Adults (12+) \$2.00, Seniors \$1.00, Children ages 6-11 \$1.00, Children 5 and under: Free.

**April 26, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**May 18, 2013** - All Day Op Sessions on the WP and Sierra layouts of Steve Hayes and John Zach, one session on each layout. Contact John Zach for more information: [jzach@hrblock.com](mailto:jzach@hrblock.com) May 18 & 19, 2013 - 11:00 am to 6:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

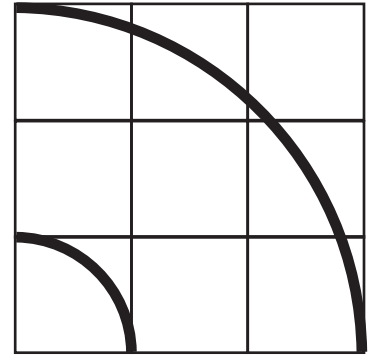
**May 25 & 26, 2013** - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana RR Historical Society, Santa Susana

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## The Answers Are Out There

By Robert Pethoud, Daylight Division Member Aid Chairman

Imagine a scale model of a steam locomotive, accurate in every detail, except that the 80-inch diameter drivers are reduced to 40 scale inches. Would you notice the discrepancy? If not, I can recommend a good optometrist. Such a truncated locomotive would earn its builder nothing but ridicule, yet most of us have layouts which contain a flaw nearly as glaring. Where, you may ask? Look no further than your mainline track, with its scale height rail, carefully spaced and weathered ties with spike and tie plate detail, and a scale curve radius less than half what a real railroad would use. A sharp curve on a class 1 main might be 10°, equivalent to 79 inches in HO scale.



Actual Curvature	Actual Radius	HO Radius	Actual Curvature	Actual Radius	HO Radius
5°	1146 ft.	158 in.	25°	231 ft.	32 in.
10°	573 ft.	79 in.	30°	193 ft.	26.5 in.
15°	383 ft.	53 in.	35°	166 ft.	23 in.
20°	288 ft.	40 in.	40°	146 ft.	20 in.

So when you build an HO scale model railroad with 24-inch radius curves on the main line, your trackwork bears the same relationship to a genuine scale model of the prototype as the small arc does to the large arc in the illustration at the top of the article. No wonder my 80-foot passenger cars don't look very convincing as they snake around the track! In this column I want to consider some of the ways we can plan the track curves so as to enhance their appearance.

The first principle I would propose is to use as large radius curves (and as gentle grades) as you can get away with. Of course, unless you are building your railroad in an aircraft hangar, it's not likely you can establish a 7 or 8 foot minimum radius. Given that you have to fit the track into the room you have, what can you do to make the curves look better? I suggest four strategies:

1 The poor appearance of sharp curves is not so obvious when viewed from the concave side of the track (below and left in the illustration above). For example, seen from inside the curve, as the Pullmans roll by, all of the diaphragms between the cars appear to be compressed. This suggests that layouts built along the walls of a room are preferable to islands.

2 After you have minimized the occurrence of ultra-sharp convex curves (what you see from above and to the right in the illustration), see whether you can include a large radius convex curve somewhere just because

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## Calendar (Cont.)

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](mailto:events@santasusanadepot.org) or David Putnam, (661) 753-6006.

**May 31, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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

**June 26 - 30, 2013** - Snake River Special, Pacific Northwest Region Convention, The Boise Hotel, 3300 S. Vista Ave, Boise, ID.

**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. Admission: \$10.00

**June 28, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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## Answers (Cont.)

it looks so good. In an around-the-walls layout you may have at least one wall long enough to include such a cosmetic curve with a radius of six or seven feet.

3 We selectively compress models of buildings all the time; consider doing something similar with your rolling stock. No, I don't mean to shorten a 40-foot boxcar to 32 feet. But in the era I model, rolling stock came in a variety of lengths. It's just a coincidence that on the date and at the place I model the freight trains happened to have no cars longer than 40 feet and the passenger trains consisted exclusively of 60-foot Harriman cars. And while 2-10-2s actually pulled most of the freights and 4-8-2s handled the passenger assignments on SP in the Cascades, on my model of SP in Oregon, 2-8-2s and 4-6-2s fill in for them.

4 Include spiral easements on all your mainline curves. These are track sections of continuously varying curve radius that lead from tangent (straight) track into the circular arc of your curve. They will enhance the operation (fewer derailments) as well as the appearance of the track and the trains as they serenely glide along the rails.

I hope to see all of you at Iron Horse Express in a few days. As always, keep those comments and questions coming. You can email me at [pethoud@comcast.net](mailto:pethoud@comcast.net)

## Pacific Coast Region SIG Report for First Quarter 2013

by Seth Neumann

The big winter news was the annual PCR/LD/OP SIG meet held Harry's Hoffbrau in Santa Clara January 25-27. Lunch was included in the \$25 fee this year, which was pretty popular so we'll be back (more on that below). Attendance at the Saturday Clinic program was 102 even though Scale West was the same weekend!

The Saturday clinic program had 5 clinics:

Chris Drome and Seth Neumann on RFID in model Railroading

Tom Knapp - Modeling the Pacific Coast Railway's San Luis Obispo Facilities

Dave Falkenburg - Design with Free-moN modules

Dennis Drury - Using JRMI Operations to validate layout design

Guy Cantwell - The Willoughby Line

(Most of these clinics will be presented at the upcoming Iron Horse Express, April 3-7)



Bruce Morden organized a panel discussion on "Era and Layout Design" featuring many local layout owners.

Saturday evening the Coast Tours group had 7 layouts on display. The Sunday operating program encompassed 8 layouts and 80 operators.

April 3-7 we'll have the Iron Horse Express in Dublin. The Layout Design and Operations SIGs have long been a part of PCR

Continued on Page 13

## Calendar (Cont.)

**July 13, 2013** - All Day Op Sessions on the WP and Sierra layouts of Steve Hayes and John Zach, one session on each layout. Contact John Zach for more information: jzach@hrblock.com

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

**July 26, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**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 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

**August 30, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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## SIG (Cont.)

conventions, but this year we're expanding to reflect all of the great Design and Ops related content available! Instead of making Thursday "SIG Track Day," we're running the SIG Track both Thursday and Friday and even then there's more great Design and Ops clinics. We're also having another great Operations Program, organized by David Parks. If you've registered, you'll be hearing from Dave about operating opportunities including some layouts available for the first time!

So let's talk about the layouts featured in the SIG Track, by the way all of the SIG Track clinics are in the Waterville Room so you don't even have to move:

### Thursday:

**9:00 AM**, Former *Layout Design Journal* Editor Dave Clemens - Freight Train Operations & Car Forwarding

**10:30 AM**, Former *Dispatchers' Office* Editor Bill Kaufman - Operations for Dummies

**1:00 PM**, Layout Design SIG President Seth Neumann & Chris Drome - RFID in Model Railroading

**2:30 PM**, Steve Williams - Layout Design in Free-moN

**4:00 PM**, Retired Locomotive Engineer Tommy Johnson - Operations on the Road

*If you've been following the track or intend to attend the SIG meet and Greets in the evening, you may want to meet us at the Waterville Room at the end of Tommy's clinic and we'll find a place to have dinner as a group and keep the good discussions going.*

**7:00 PM** Jim Providenza will host the Layout Design SIG meet and greet, where members introduce themselves and their layouts and topics of interest are discussed. Feel free to bring your layout plans and mock ups!

**8:30 PM** Seth Neumann will host the Operations SIG meet and greet, where we'll talk about how to operate many of the same plans we discussed earlier (as Bill Kaufman says: "Seth will stop harassing Jim and will stand up, so Jim can harass Seth") This usually goes on until the hotel kicks us out and then continues in the bar with adult beverages.

### Friday:

**9:00 AM** Tommy Johnson - Operations in the Yard

**10:30 AM** Don Marenzi - Copper on Rails, an excellent study of mining and refining with a lot of rails

**1:00 PM** PCR Vice President Ed Merrin - The Northwestern Pacific in HO: a Railroad and its Operations

**2:30 PM** Bill Kaufman - The State Belt Railroad of California and how to model it

**4:00 PM** Guy Cantwell - Simple Car Cards

**7:00 PM** Retired Train Dispatcher Steve Gust's authoritative - "Basic Track Warrant Control" (TWC)

**8:30 PM** Tommy Johnson - Random Thoughts on Prototype Operations

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## Calendar (Cont.)

**September 14 & 15, 2013** - 11:00 am to 6:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**September 20 - 22, 2013**, Op to Drop Weekend, hosted by Steve Hayes and John Zach, featuring three days of non-stop operations on their world famous Western Pacific and Sierra Railroad model railroads, located in the beautiful California foothills towns of Soulsbyville and Twain Harte. If you are riding with someone, you must ask that you be assigned to the same railroad as them.

**Day 1**, Friday, starts at 7:00 pm for an operating session on John Zach's Sierra Railroad. If enough people come up Friday evening, we could have sessions on both railroads.

**Day 2**, Saturday, 10:00 am to 9:30 pm in two sessions. Catch a late breakfast or a very early lunch on the way up. The morning session starts at 10:00 am, with the crew divided between the two railroads, and finishes by 3:00 pm. Then it's off to a local restaurant for an early leisurely no-host dinner. After dinner, the crews will swap railroads for the evening sessions, running from 4:30 to 9:30 pm. This will get the folks that need to go home (the wimps and old folks) out at a reasonable time for the trip home.

**Day 3**, Sunday morning starts with a no-host breakfast and then it's back to the Western Pacific for the Sunday session at

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## SIG (Cont.)

And there many other clinics of Design and Ops interest we couldn't squeeze into the SIG track, such as:

### Wednesday:

- 1:00 PM Dave Connery - SP's San Ramon Branch
- 2:30 PM Dennis Drury - JMRI Operations
- 4:00 PM Thom Knapp - Modeling the Pacific Coast Railroad's SLO Facilities (seen previously at the Bay Area PCR/LD/OP SIG Meet)

### Thursday:

**9:00 AM** Bob Pethoud - Building & Operating the Fall Creek Branch.

The PCR convention strengthens its tradition of being both a great venue for Design and Ops clinics as well as a major "open" operating event!

Looking ahead:

NMRA Peachtree Express in Atlanta, July 14-20, The usual comprehensive SIG program with clinics, tours, consulting and op sessions.

If you have any questions about the PCR/LD/OPSIG activities contact Seth Neumann at [sneumann@pacbell.net](mailto:sneumann@pacbell.net). 🚂

## Memories of the Gorre & Daphetid

### Operating the Engine Terminal

by Rod Smith

John Allen had two turntables on the G&D. One at Gorre which I think was manually operated, and the big one at Great Divide engine terminal. As yardmaster at Great Divide, it usually was my responsibility to also run the engine terminal. We rarely had a separate hostler to handle the engines, though I often wished there was one. John's turntable at Great Divide had an indexing system that was pretty advanced for the period. It was all mechanical, no fancy photocells or anything. Just a contact riding on a circular piece of brass mounted on a rotating disc with cams to make and break contacts. They probably were contacts from old pinball machines; those were popular back in the 50's. The tracks radiating from the table were only energized when the table was aligned for them. I NEVER put a loco in the pit!! (Today, DCC allows us to do that). I could choose which direction I wanted the table to turn and which end I wanted the table track to be connected to, either the leads, or the whisker tracks. The table itself was always energized except when it was in motion. Unless I chose the whisker tracks they were dead and the locomotives wouldn't move. And I had a lever switch to choose either the leads or the whisker tracks in order to run an engine onto or off the table. There were short shared blocks on both leads where either the hostler or the yardmaster could exchange locomotives. The whisker tracks were only energized when the table was aligned for them. So, if I wanted a particular locomotive, I would choose CW (clockwise) or CCW (counter clockwise) for the table and it would begin to rotate. After it passed the track before the one I wanted, I would flip the control to off. The table

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## Calendar (Cont.)

9:00 am, ending about 2:00 pm for the trip home. If enough people stay over Saturday night, we could operate on both railroads Sunday morning. We are shooting for 26 to 28 operators for Saturday, If you can join us, please respond to Steve at hayeswp@hotmail.com or John at jzach@hrblock.com for directions and maps.

When responding, indicate if you'll be there Friday evening and/or Sunday morning, as well as all day Saturday, for planning purposes. If you are riding with someone, you must ask that you be assigned to the same railroad as them.

**September 25 to 29, 2013**, Gateway to Cajon Pass, Pacific Southwest Region Convention, Hilton Hotel, 285 E. Hospitality Lane, San Bernardino, CA.

**September 27, 2013** - 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 2 - 5, 2013** - Annual Conference, Southern Pacific Historical & Technical Society, Fresno, CA.

**October 25, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

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## G&D (Cont.)

continued rotating and slowed just before making alignment. At alignment, it stopped. I then flipped the lever switch to the whisker tracks and backed the loco onto the table. Because all trains departed via the cutoff to Gorre, I had to turn the locos to face the correct direction, but I could choose the shortest distance with the rotation switch. As I neared the outbound lead I again used the switch to gain alignment. When the table stopped I could throw the switch to "Lead" and roll the loco off the table to where the yardmaster with his yard panel could pick it up and move it to its' train.

While John did not like anyone touching his locomotives, we did have one exception. While no fingers were involved, sometimes a loco wouldn't respond when we applied power to back it onto the turntable. In this instance, we did have a short stick which we were allowed to use to give the recalcitrant loco a light nudge. This always would dislodge the bit of dust or whatever causing it to be unresponsive and it would then run under its own power. Nudges were applied near the coupler or pilot, never near the top of the tender, which was more likely to cause a derailment.

There were also several destinations for freight traffic off the turntable. This was a steam era railroad after all. Though rarely modeled these days, the roundhouse required supplies which were delivered in box cars on the track just to the right of the building. The track just to the left was reserved for a tank car (or two) of oil or lubricants, or perhaps some Methyl-Ethyl-Badstuff. For a good picture of this, go to this site: <http://www.gdlines.com>, click on Photo Galleries, then on the slides (left column between Roundhouse Products and "No Bill". Visit the slides, gallery 00 and look at s0\_017\_const\_unkdate. In addition, the coaling tower received coal by way of the turntable. Probably rare in the prototype, it did give me another car to take across the table. More work to be done! And once in a while, the gondola at the ash pit had to be switched out as it had become loaded. As you see, it wasn't just receiving and dispatching locomotives. Those cars could arrive at the most inopportune times too. I'd have an outbound loco, one to receive from an arriving train, and then a car would foul up my plans. Remember, there were only two lead tracks into the engine facilities, and arriving engines had to visit the ash pit and coaling tower on the one lead. I always figured the locomotives took precedence, but sometimes there was so much traffic it was hard to find a place to temporarily stash the cars. At least I didn't have to run around them, just swing the table until they were on the right end! John also had several cars with yellow doors on one side. These were designated to be unloaded from the yellow door. It might need a trip to the turntable to make the proper door align with the loading dock. Those lucky folks running Port had it easy. Just a trip around the loop for them! 🚂

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



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

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

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

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

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

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

**Make a contribution that will make a difference for decades.** Visit [www.nmra.org/diamondclub](http://www.nmra.org/diamondclub) or call HQ at 423-892-2646 to contribute.



## Calendar (Cont.)

**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](mailto:events@santasusanadepot.org) or David Putnam, (661) 753-6006.

**November 22, 2013** - 8:00 to 10:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**November 23 & 24, 2013** - 11:00 am to 6:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

Continued on Page 17

## In Memorium – Jim C. Long

by A Couple of Special Friends

The PCR recently lost one of our most prolific workers and friends. Jim Long passed away on January 19, 2013. Jim served the membership of PCR in many ways. He was Superintendent in two Divisions, Coast first and Sierra after he moved to Cameron Park. Whenever a convention was held in his division, Jim was there on the committee in one post or another. He chaired several, handled registration, tours, clinics, facilities, etc. at others. He was always there if a job needed doing. I can't remember Jim ever saying no when asked to do something even when it meant going to the FedEx warehouse in Reno early one morning to pick up convention cars which had arrived late.

If there was a picnic, or other food service involved, Jim would be found at the grill flipping burgers. He also was often there for setup and teardown duty also. He always had a smile on his face and a good word for those he interacted with. No job was too small or too large for Jim to handle. Plus, he was very persuasive when he needed help with a project.


For the NMRA national convention in 2000, he designed a crossbuck sign kit with a base which was easy to assemble. He and a crew of helpers prepared and stenciled about 100 of the signs to designate layout tour sites. Jim distributed these kits around the area, and many are still in use around the PCR. He built the Tour Desk Ticket Office façade used at this convention and several which followed. More signs were made for several PCR conventions, the 2004 National Narrow Gauge Convention and the 2006 National Garden Railway Convention. The wording on the signs varied over the years but they are a memento of Jim's involvement and treasured by those who have them.

He arranged and hosted at the School for the Deaf, where he worked, the only day long Leadership Conference I can recall the PCR ever sponsoring. He served PCR as Convention Chairman for a number of years and then helped with the Clinics program at NMRA National Conventions. When Dwayne Coate could no longer handle the Head Hobo duties, Jim took that program over. Jim was a critical member of the On30 Yosemite Short Line sectional railroad.

Jim was a joy to be around, and attended International Railfair in Roseville just 2 months before his death. He knew his condition was irreversible, but never let it break his spirit. Jim was awarded Coast Member of the Year Award 2001, the PCR Presidents Award 2004, the John Allen Award 2007, the NMRA Presidents Award 2008 and the



**Jim C. Long**  
Photo by Jim Eckman



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6,000 train books.**

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

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

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Check it all out!

Continued on Page 17



## Calendar (Cont.)

**November 29, 2013** - 2:00 to 10:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**November 30, 2013** - 11:00 am to 6:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**December 1, 2013** - 11:00 am to 6:00 pm, Annual Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

**December 25-27, 2013** - 8:00 to 10:00 pm, Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

Continued on Page 18

## Jim Long (Cont.)

Sierra Member of the Year Award 2012. He is the only recipient I know of to be awarded Division Member of the Year in two Divisions.

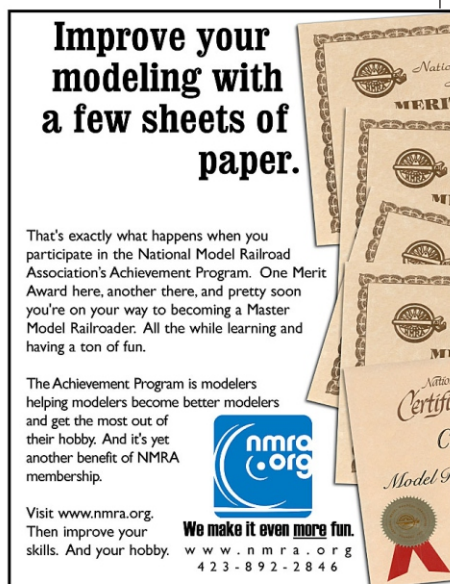
But, Jim was not just a blessing to the PCR. He was a tireless worker and family man. He and his wife Marilyn raised a family of two boys and a girl. When his family needed him, he was always there. He became a leader in the scouting program and it gave him great joy to help young boys achieve goals within Scouting. He worked the grill there as well.

After retiring, he rekindled his fascination with motorcycles and joined a band of touring bikers. Again, he was part of the cooking brigade on rides far and wide.

He joined the Foothills United Methodist Church in Rescue, Calif. upon moving to Cameron Park. Shortly after Hurricane Katrina hit the Louisiana, Alabama and Mississippi area, the church started making up care packages to send to those who had lost so much. Jim and Marilyn volunteered their time and services to drive trucks loaded with these packages to Mississippi. Seeing the devastation, they both made additional trips to help with reconstruction and yes, Jim did some grilling there too. Jim's construction knowhow benefitted efforts by residents to rebuild their damaged homes.

The Boy Scouts got much of his attention in his last years. He completed many leadership courses and received one of the highest awards granted just days before his death. He enjoyed every moment of his work with the Scouts and they benefitted from his knowledge.

I have heard for years about angels sent to earth by the Lord, to live among us and minister to us. I never expected to see one myself, but after attending the memorial service for Jim Long on January 27, I now know I have met and been served by one for many years. The service was held in a fair sized church. The attendance filled the entire sanctuary and spilled over into the foyer area. The minister commented it was the largest group to ever occupy the church. He was amazed so many came to honor Jim and support Jim's wife Marilyn and the family. It was an honor to be there and share the joy, with a smattering of sadness, of Jim's life. He was an amazing person. I'm glad I can call him my friend. I miss him. I'm sure we all do. 🚗



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## NMRA Info-Net News

by Gerry Leone, MMR, Almost-former NMRA Communications Director

January, 2013

Welcome to the last edition of the NMRA InfoNet News under my watch.

The tour of the new, highly restricted Chinese High Speed Rail factory and facilities which [Hasea.com](http://Hasea.com), our NMRA counterpart in China, was going to schedule for the NMRA representatives has been temporarily cancelled, with the hopes of rescheduling later in the year.

The Winter Board of Directors Meeting will be held in Atlanta, Georgia, at the Sheraton Suites Galleria-Atlanta, on February 8-10. Although the Board meets in a closed caucus the evening of February 8, the general meeting is open to all NMRA members on February 9 and 10. This year's meeting has a jam-packed agenda, including discussions about

Continued on Page 18

## Calendar (Cont.)

### 2014 and Beyond Events

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

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

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

**August 23 - 30, 2015** NMRA 2015 National Convention and National Train Show, Portland, OR


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



### In Memoriam

Thomas Stack, Suisun City, CA  
Member since 1/1/1972

Ted Scott, Alamo, CA  
Member since 1/30/1990




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## InfoNet (Cont.)

the *eBulletin*, an electronic newsletter meant to supplement *NMRA Magazine*. Also, because membership dropped from 19,500 to 18,800 in one year, the Board will be discussing ways to attract new members. A task force which has studied the challenges of attracting Generation X, Generation Y, and Millennials will be making a report at the meeting.

The Board is reviewing bids for upcoming conventions. Indianapolis has thrown its hat in the ring for the 2016 convention, and Sydney, Australia, and Orlando, FL, may be vying for the 2017 convention. Nothing has been decided yet on either convention.

The NMRA continues to receive donations for "The Magic of Scale Model Railroading" Exhibit at the California State Railroad Museum. While we haven't yet hit our goal of \$250,000, we're getting closer every day to hitting the mark which will trigger a matching donation from an anonymous donor. If you, your Division or Region, have any questions about the exhibit, please contact Howell Day Museum Committee Chairman Allen Pollock at 573-619-8532. You can contribute via the web by visiting [www.nmra.org](http://www.nmra.org) and clicking on the donation link near the top of the homepage.

As I mentioned last month, I've turned in my resignation as Communications Director, as of the Winter Board meeting next month. It's been a fun run and I've enjoyed it. I don't exactly know what the fate of these InfoNet News eblasts will be beyond this issue – that will be up to my successor. So if you or anyone you know would like to apply for the position, please contact President Charlie Getz at [charliegetz@yahoo.com](mailto:charliegetz@yahoo.com).

### *The InfoNet News for February, 2013 was sent by Tom Draper, Director – Support Services.*

NMRA Organizational Changes – The following NMRA organizational changes have been announced:

Eastern District Director John Roberts is unable to continue serving on the BOD due to health reasons. Joe Gelmini has been designated as John's replacement to serve out the remaining years of John's term as Eastern District Director. We all wish John well. The family requests that you not contact John at this time.

Gerry Leone has resigned as Communications Director for personal reasons including some unfortunate personal snipes from other officials and the organization's slow pace of modernization.

At Large Worldwide Director, Tony Koester is retiring from the BOD due to term limits. Tony has served as a Director for the past six years. This position will be filled via the upcoming elections.

Atlantic District Director, Nobby Clarke is retiring from the BOD due to term limits. Nobby has served as Director for the past six years. This position will be filled via the upcoming elections.

As a result of a disciplinary action the BOD declared the At Large North America Director position vacant. As a result, Miles Hale is no longer the ALNAD. A replacement will be named according to NMRA policy and procedures. Reference the NMRA web page for additional information.

Bill Kaufman, Vice President for Special Projects has resigned for personal reasons.

**Continued on Page 23**

# Preliminary Convention Schedule

This preliminary convention schedule is provided for your planning convenience. Since this schedule is being inserted in the Branch Line approximately 1 month before the convention starts, it is subject to change. Be sure to consult the schedule included in your convention program as well as the changes posted near the registration area before making your final plans.



## Membership By Divisions

As of February 1, 2013  
Number in parenthesis is figures from last quarter's report

- Hawaiian – 13 (13)
- Redwood Empire – 137 (136)
- Daylight – 141 (144)
- Sierra – 137 (300)
- Coast – 500 (498)

PEACHTREE EXPRESS

78<sup>TH</sup> ANNUAL  
NMRA NATIONAL CONVENTION  
ATLANTA, GEORGIA

**July 14 - 20, 2013**

For information and registration:  
[nmra2013.org](http://nmra2013.org)



## Iron Horse Express 2013 Schedule

Wednesday, April 3

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30
Registration																												
Clinics																												
Waterville Room																												
Dooks Room																												
Tralee Ballroom																												
Lahinch Room																												
Contest Room - Donegal Room																												
Non-Rails - Portrush Room																												
Layout Tours / Operating Sessions (TBA)																												
Registration																												
Clinics																												
Waterville Room																												
Dooks Room																												
Tralee Ballroom																												
Lahinch Room																												
Contest Room - Donegal Room																												
Non-Rails - Portrush Room																												
Layout Tours / Operating Sessions (TBA)																												

# Iron Horse Express 2013 Schedule

**Thursday, April 4**

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30
Registration					OPEN										OPEN									OPEN				
Clinics																												
Waterville Room		SIG Track	Freight Train Operations	Clemens	Operations for Dummies	Kaufman					RFID in MRg	Neumann & Drome	Layout Design in Free-moN	Williams	Operations on the Road	Johnson							LDSIG Meet & Greet	Providenza	OPSIG Meet & Greet			
Dooks Room			Fall Creek Branch	Pethoud	Locos & Cars of the CP	Wyatt					Kids & Model RRg	Falkenburg	Model RRg with Arduino	Falkenburg	Practical ABS Signaling	Catania										Web Design for Your Layout	Neumann	
Tralee Ballroom			Using Small Machine Tools	Schutzer	Trees: Many Ways to Model	Lloyd & Dennis					Rolling Stock Fleet	Riley	Evolution NG Scenes I	Falkenburg	Evolution NG Scenes II	Grenier								Open Loads	Bring Them Back Alive	Schaumburg		
County Down			Building Turnouts #1 @ 8:30 AM	Petro	Building Turnouts #2 @ 10:45 AM	Petro							Building Turnouts #3 @ 1:30 PM	Petro	Light Weight Construction-1	Pisching							Light Weight Construction-2	Pisching	Light Weight Construction-3	Pisching		
Outside Activities			Lawrence Lab Tour #1		Lawrence Lab Tour #1								Lawrence Lab Tour #2															
Contest Room			Speeder Rides in the Canyon - 10a, 11a, 1p, 2p																									
Lahinch Room																												
Non-Rails - Portrush Room			OPEN		Tao House Tour								OPEN		Women Spies of the Civil War Swindell													
Layout Tours / Operating Sessions (TBA)																												

# Iron Horse Express 2013 Schedule

**Friday, April 5**

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30
Registration					OPEN									OPEN										OPEN				
Clinics																												
Waterville Room		SIG Track	Operations in the Yard Johnson		Copper on Rails Marenzi						NWP in HO Merrin		St Belt RR Kaufman		Simple Car Cards Cantwell		Basic TWC Gust		Random Thoughts Johnson						Basic TWC Gust			
Dooks Room			Portable Garden Railway Norris		Basic Structure Design Croshere						Out with Old, In with New Blinn		Under-table Turnout Control Croshere		Conversation w/ NIMRA Pres Getz		Fast Fwd, 10 Yrs Cons'n Cantwell		Logging Methods 101 Zeek									
Tralee Ballroom			Tools for Modeling Burgess		Modeling Tank Cars Thompson						Freight Car Trucks Hendricksen		Creative Solutions Markovich		Swap Meet Room Change													
Outside Activities																												
Contest Room																												
Lahinch Room																												
Non-Rails			Portable Garden RR Norris (Dooks Room)		OPEN						Non-Rail Lunch		OPEN		Card Making Madsen											OPEN		
Layout Tours / Operating Sessions (TBA)																												



## Newest PCR Members

(As Of February 1, 2013)

### Daylight Division

Randy Tipton, Grover Beach  
 Dave Lapere, Porterville  
 Geoffrey Steuer, Lompoc  
 Victor Rux, Porterville  
 Patrick Ray, Rosamond  
 Tami McCoy, Rosamond  
 Stephen Arnold, Paso Robles

### Coast Division

Duncan Watry, Piedmont  
 Karl Sonkin, Menlo Park  
 Paul Quilici, Santa Cruz  
 Darryl Noble, Eugene  
 Alan Newman, San Jose  
 Richard Mikulik, San Mateo  
 Wayne McMillan, Royal Oaks  
 Edson Lee, Hayward  
 Lee King, Hayward  
 Joellen King, Hayward  
 The Hague Family,  
 San Leandro  
 Larry Doxtater, Union City

### Sierra Division

Cyrus Nelson, Rocklin  
 Kenneth Duffy,  
 Spring Creek, NV  
 Ted Duffy, Cameron Park  
 Marvin Coleman,  
 Diamond Springs  
 Erik Beyer, Reno, NV

### Redwood Empire

David Frey, Rohnert Park  
 James Parsons, Tiburon  
 Austin Castrucci, Napa  
 Paul Shermantine, Novato



## Iron Horse Express 2013 Schedule Sunday, April 7

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00
PCR	Breakfast								
PCR			Membership Meeting						
Contest Room			Pickup Contest Entries						
On the Way Home Layout Tours (TBA)									
Operating Sessions (TBA)									

### InfoNet (Cont.)

Tom Draper has been appointed Director of Support Services to fill any vacancies until a replacement can be found starting initially with the publication of the InfoNet News.

Rick Coble was confirmed by the BOD as Assistant National Secretary supporting National Secretary John Stevens.

Most of the functions of the Member Services and Map Departments have been folded into the Marketing Department. Those functions that were not moved to the Marketing Department were assigned to other existing departments.

President Charlie Getz hastens to add there is no village coup in all of these changes but rather a combination of events that has led to a dynamic turnover. The NMRA is in good shape!

### 2016 National Convention Bid

An excellent presentation was made by the host committee for the 2016 National Convention in Indianapolis, IN ("Highball to Indianapolis") to the BOD which strongly approved the bid. The convention will be held July 3-10, 2016 in downtown Indianapolis at the Westin hotel and the Indiana Convention Center. The National Train Show will also be in the Indiana Convention Center which is located directly across from the hotel.

### Future National Convention Dates

The BOD approved a motion to allow more flexibility in scheduling the dates and areas of the country for our conventions starting with the 2017 convention.

### Donations to the NMRA

The BOD approved a motion to provide NMRA members a first opportunity to purchase items donated to the NMRA Museum or Library or which were undesignated but were deemed surplus. Any unsold items may be offered for sale to the general public.

Data Sheets and Calendar have been made the responsibility of the Publications Department.

Continued on page 24

## Branch Line Deadlines for 2013 & 2014

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

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

**JAN-FEB-MAR 2014 Issue**  
Articles due by  
**December 10, 2013**

**APR-MAY-JUN 2014 Issue**  
Articles due by  
**March 10, 2014**

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



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

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

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

All from the comfort of your very own couch.

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Then, get that popcorn ready.

## InfoNet (Cont.)

### NMRA Museum

It was announced that the NMRA Museum has reached over \$300,000 in pledges for the California State Railroad Museum Gallery Exhibit ("The Magic of Scale Model Railroading"). This pledge amount has triggered a matching pledge amount of an additional \$250,000 which puts the Museum closer to its goal of reaching the estimated cost of up to \$750,000. So fundraising will still be needed as we are not at our ultimate goal yet. The Museum is now in a position to ask for construction bids. It is estimated the gallery exhibit will probably be completed within 14 months of awarding a construction contract. It is estimated that the California State Railway Museum is visited by over 600,000 attendees each year.

The BOD offered its sincere appreciation for the recent donations to the fund raising program of \$10,000 by Model Railroader Magazine and \$50,000 by The World's Greatest Hobby. There were also four pledges of \$25,000 or more and 12 pledges of \$10,000 or more.

### Financial Reporting

It was reported that the Summary of Financials for 2012 and the 2011 Auditors report will be published on the NMRA web site. Both the 2012 NMRA Convention and the 2012 National Train Show made a profit from their operations.

### HASEA Agreement Extended Indefinitely

The BOD approved extending indefinitely the one year working agreement with HASEA, an association of 100,000 Chinese Model Railroaders and railfans, to share the NMRA's standards and organizational knowledge. This agreement can be cancelled for no cause upon a 30 day written notice by either party.

### Marketing Plan

Marketing Director Page Martin reported on a new ambitious marketing plan for the NMRA including in-package membership inserts with Walthers products as well as on-line and hard building hobby establishments, museums, special attractions and national and regional model railroad shows and conventions. An active program is being created for November which is National Model Railroad Month.

Also, the Constant Contact email system has been set up and is ready for use by Regions and Divisions as a tool for them.

### Awards

President Charlie Getz presented the President's Award to outgoing At Large Worldwide Director Tony Koester and outgoing Atlantic District Director Nobby Clarke for their years of service to the NMRA.

The BOD adjourned in Honor of John Roberts, HLM, MMR (MER), former President and Eastern District Director and in memory of Lt. Cdr. John M. Baker (USN) (MER), John Baker (AR), and Jim Long (PCR). 🚂



# Have Your Cake and Eat It, Too

A trip on Amtrak's Coast Starlight

By Giuseppe Aymar, PCR Contest Chairman



*[Editor's note: Dr. Aymar submitted this article several months ago, but there hasn't been room to publish it until now. Since he is cooling his heels until convention contest time, I thought our readers might enjoy a little trip with Giuseppe and his friends. While it covers several pages, it is worth the reading]*

It's an old adage most of us have heard over and over, usually with a negative connotation; "oh, yeah, all you want is to have your cake and eat it too", implying of someone not just satisfied with success but striving to achieve more than life can allow him. It is however very appropriate in describing the adventure that follow of the five intrepid vagabonds of the Walnut Creek Model Railroad Club (WCMRS); Mike Waters, Dick Couden, David Benjamson, John McCool and Giuseppe Aymar.

It all started from the fertile and inquiring vision of two of the members ( Mike and Dick) when by chance they came across a schedule change in the itinerary of Amtrak's Coast Starlight. The usual path for this premiere Amtrak train linking Seattle to Los Angeles Union Station, is to depart the intermediate Martinez station at 7:30 am and once past San Louis Obispo hug the coast line to Los Angeles in the manner of the famed, fabulous SP Coast Daylight of yesteryears.

In and by itself the ride to LA would be fabulous in its own right, but this time there would be a twist on the return trip. From our "all windows observation car", the scenery unfolded in front of our eyes like one would experience at the Cinerama in Disneyland. Passing Port Costas, snaking alongside the San Pablo bay shores hugging the C&H plant in Crockett and the oil refinery in Pinole before ducking under the BNSF main line in Richmond, entering towns and cities via the backdoor. As David was commenting to me, this kind of perspective is not readily seen by most of us - the working neighborhoods of cities and the accompanying tenements strewn with debris, chain link fences, barking dogs. A real life canvas depicting the modeled scenery of our period layouts. Street running in the Jack London Square district of Oakland, past the SF 49rs training facility in Santa Clara, then on to Gilroy, Watsonville junction and stopping in Salinas. WOW!!! And this was only the appetizer.

Now understand, this is not a trip you make if you have to be someplace in a hurry. Speed restrictions coupled with a leisurely 40 miles per hour pace with lengthy stopovers brought us into Salinas around 11:30 am. Life on board is an eclectic mixture of personality types. Those who sleep, those who talk, those who constantly are up and down from their seats. As we were traveling on regular coach for the trip south, re-christened the " El Presidente " car in honor of the Honorable past and present WCMRS Presidents (Mike, Dick and John), we were able to patronize the well stocked coffee bar on the bottom floor of the vista dome. With all that high flouting nobility traveling the rails, Dave and myself were relegated to the job of " body guards". John and Dick were playing cards at one table while Mike, David and myself were discussing the views from our windows and the

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## Have Cake (Cont.)

intricacies of the different lines belonging to the fallen flags crisscrossing the area from Oakland to San Jose', with an occasional enlightened introspective historical narrative from our resident SP historian Dick Couden. Life was good, really good. Our first slice of cake.

The clickety-clack of the rails on wooden ties has given way to the silent, smooth-as-silk running on welded rail on concrete ties. We glided down the Salinas valley, the old "salad bowl" of the US, where during the 30s,40s,50s long drags of reefers originated to bring their fresh, succulent contents to distant markets on an expedited schedule pulled by cab-forwards and mountain type steam locomotives.

South of King City we approach the oil-rich fields at San Ardo. Hard working oil pumps are busy busy extracting crude oil from the inner depths of this valley, bringing their precious commodity to storing tanks where it would be transferred to an expecting convoy of tank cars. The orphan cousin of the famous SP "oil cans" that at one time ran between Bakersfield and the Shell refinery in Carson in the Los Angeles basin, the "oil cans" still live on the Coast line. Parked under a rather unassuming oil pumping rigging, bridging the three tracks where the oil cars are stored, the crude is pumped by induction from the end car to the remaining cars via interconnecting hoses. Excitement grows and cameras are on the ready as we approach and pass the pumping facility. Click, click, click go the cameras, and I cannot stop smiling from the good fortune that cars were actually being loaded during our run-by. Another slice of the cake.

Paso Robles and its newly minted vineyards go by, followed by Santa Margarita and on to the famous Cuesta Grade, which required double heading trains on their trip westward up the grade from San Luis. The light at the end of the tunnel at the top of Cuesta is the panoramic view of the valley, and in the distance one can see the famous horseshoe curve and the Stenner Creek Viaduct.

More stories from Dick as he spent his College years at Cal Poly, all the while a birthday party is springing up in the corner of our car; needless to say we all chime in merrily singing (mostly off key) Happy Birthday to the lucky young lady. Now, at midday, we are finally parked at the station in San Louis Obispo, where the palm trees, so ubiquitous in all the station pictures of the Coast Daylight, are gracing the entry to the yard framing the still standing water tank. Another slice of cake, thank you very much. [Complaining] and moaning as only he can do, Mike is working furiously,

trying to get his scanner to match the frequency of the Amtrak channel, wanting to hear all the chatter and inner workings of the train crew. Our birthday party detrains and more passengers come onboard, as well as a new engine crew. The crew manning the cars stays intact as they work the whole round trip, working four days and taking eight days off.

Guadalupe is next and we approach the branch line serving the Betteravia sugar facility. One time a steady stream of sugar beets were brought by train from as far south as El Centro in the Imperial Valley for refining into sugar. We again climb the relatively moderate grade of Casmalia Hill, then threading through Schumann Canyon emerging on the sand dunes at Narlon and continuing its uninterrupted run down the coast toward Santa Barbara.

The panorama changes as we now skirt the seashore, running on a narrow shelf between Highway 101 and the Pacific Ocean. Now all the seats in the observation car are full as this is the most scenic part of our trip. Swivel chairs allow the lucky passengers to take in views from all angles. The vegetation is sparse on the hills and shrubs dot the landscape whipped into shape by a steady ocean breeze. On and on we go alongside the seashore, million dollars homes beginning to dot the landscape.

Soon we enter Vandenburg Air Base, a military base where many of the ballistic missiles testing took and still take place; Dick and John explain that this was the only place on the West Coast where missiles could be pointed south and still shoot over the water due to the relative geographic position of the West Coast. And there it is, a missile launching pad, followed by a larger launching pad, with a humongous American flag emblazoned on its side.

Dick informs us that it is at this geographic location where the cold current from the Arctic and the warm current from the Equator meet, knocking heads and making a return loop. Water south of this point is warm, while north of this point is cold. It is a very unstable environment and the commercial shipping lanes stay way clear of the Coast as many ship wrecks have dotted the coast line. ( see what you learn on a train trip?).

The train is now approaching the photogenic spot of Gaviota Trestle, ubiquitous of the SP publicity photographs of the Coast Daylight. As we are riding on the very top of the trestle, John and Dick are reminiscing and explaining how one can access the sandy beaches by the trestle. The continuous blasting of the horn warns motorists and pedestrians alike of the approaching train,

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## Have Cake (Cont.)

for many an unwary or inattentive individuals have chanced their luck crossing the tracks while a train was approaching.

On and on we go. As we reach Santa Barbara we are being seated in the dining car for supper. Linen draped tables, Corelle dishes (modern day china) accessorized by shiny silverware grace our dining table accented by fresh flowers. Elegant, yet not overly fancy. As we were the last of the seating (remember we were in coach) our choices on the dinner menu were somewhat handicapped; Mike did not get his favorite choice of rare steak . The dining room kitchen downstairs is staffed by a chef serving fresh delicacies appropriate to the local region. As it was, even with a compromised and reduced menu the food was to rival many well known restaurants in the City. We all left the dining room fully satiated.

On and on we go, past Chatsworth, then Burbank on to Taylor yard (now home to Metrolink's shops ) and slowly we enter the throat area of Union Station after passing the LA River over the venerable truss bridge.

Union Station. It is 9:00pm when we detrain. We march on down the wide tunnel-concourse under the tracks to the bowels of the busy station, emerging on Alhambra Street and continuing to our Hotel only a block away, not before having taken notice of the beautiful architecture of Union Station brought to life by an array of multicolored flood lights. What a spectacle indeed. Another piece of cake. Once checked in we decide to continue our adventure by walking to nearby Olivera Street and order the "world famous taquitos" freshly made on the spot. Then it is time to retire.

The next morning finds us marching at an expedited pace toward another venerable establishment under the guidance and unequivocal recommendation of Dick. Enrique's coffee shop has been a part of the LA folklore and landscape for over 80 years. One can still get a cup of coffee for 0.80 cents. We walk through Union Station again but this time with our mouths open in admiration of the beautiful ornamental work gracing the internal walls of the building.

We lost John for a while, busy taking pictures of everything and anything - such was the wealth of architectural details to feast on. But we found him again, with a grin on his face, happy as a lark. The trip back was to be at the head end of the consist. We had reserved roomettes which guaranteed us the use of the Parlor car and first calling for the dining car.

The return trip was the icing on the cake, the reason for our band of travelers to have booked the trip in the first place. Once we reached Burbank, the lead locomotive pulled the consist not toward the coast, but instead up the Saugus line and east toward Palmdale. The last scheduled revenue passenger trains to follow this route were the Lark and the San Joaquin trains of years gone by. Now, here we were, following this long unused route by a scheduled revenue passenger train (note: Metrolink uses this route daily on their commute service between Lancaster and Union Station). Planned track maintenance work on the Coast line forced Amtrak to reroute the Starlight to Mojave, the Tehachapi Loop, up the Central Valley to Lathrop, switch from the old SP tracks to the WP tracks running to Altamont pass, Niles Canyon and up to Oakland.

Amtrak's inconvenience is our good luck. One more slice of cake, please. On and on through the dry, snake like confines of Soledad Canyon, where the many turns allow us to get a glimpse of the head end and tail end of the train. It is at this point that I notice the last car on the consist is not part of the Amtrak's fleet. Sporting the colors of "VIA" and an observation platform, I am informed by Dick that the car is a private car and he himself has worked that particular car on his many travels; and the stories of those travels continue until we break out of the Canyon onto the Antelope valley at Palmdale.

Speed restrictions inside the Canyon have now given way to full throttle running in notch 8 as we speed merrily toward Lancaster. We whiz by the Lockheed Skunkworks plant where many of our secret aircrafts have been developed and constructed throughout the last 50 years. Supposedly that is where the Stealth bomber is on display, but as we concluded with a grin we could not readily see it due to its stealth technology . Good try, anyway.

Whiz, whiz, whiz by Lancaster and before you know it we approach the outskirts of Mojave, at which time we are summoned to be seated in the dining car. It is at the east end of Mojave yard that the BNSF line enters the UP line by way of tracking rights for the crossing of the Tehachapi mountains. A long intermodal BNSF train pulled by 4 GE units is waiting to follow us westwardly. It is now 1:00pm and we realize there is a high probability we shall reach Tehachapi Loop while dining.

The excitement grows. We are served salad as we go by Cameron where flashing lights protect the crossing while a Barstow bound BNSF train is in full dynamics in its descent toward Mojave. Soon after a UP

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## Have Cake (Cont.)

manifest appears pulled by SD70Macs, followed by a shorter BNSF intermodal with piggybacks much to the delight of Mike, who at this moment is reciting all the locomotive rosters going by. Dave and I share the same table with a couple from San Diego on their way to Seattle. Dave is explaining to them about our journey and our excitement of the approaching event, while I am busy filming for posterity this rarest of occasions.

The train runs by Monolith, the huge cement plant near Tehachapi summit that was built to supply cement for the development of the Los Angeles basin. Under the freeway overpass we go and now we enter the east switch of Tehachapi yard, passing the high point at summit and beginning the descent toward Caliente and Bakersfield. Our succulent meals are served as we enter Cable, a long siding with a waiting UP manifest pulled by SD 60s and SD 70s; slowly we roll through the three consecutive but short tunnels referred to as the three sisters. Feasting on salmon, chicken marsala, red wine (Dave had soda) we feel on top of the world, transposed to a time when travel by train was king. Behind me I hear Dick and John explaining the beauty of the area and how the private car is functioning in the consist.

As we approach Marcel, the siding that will lead us to tunnel 10 and the famous Loop, our waitress brings us dessert and coffee. Oh my, I think, if we time it correctly we can have dessert while on the Loop. Dave acknowledges as such and we now wait for the special moment. Slowly but steadily we glide through the serpentine siding at Marcel, enter tunnel #10 and after a few seconds of darkness we exit to the spectacular view of the Loop. Forks in hand, we start savoring our dessert: both as a meal and as an adventure. We are now turning on the loop. *We are having our cake and eating too!!! Literally and figuratively!!!* What a fabulous moment that was, never to be forgotten. We wave at the multitude of photographers dotting the right of way who are immortalizing in their own way this special event.

We pass another BNSF double stack waiting on the siding at Walong ( the Loop) and down through tunnel #9 continuing our spiraling descent past the bridge over Tehachapi Creek and onward to the siding at Woodworth. It seemed that time stood still for a brief moment, and yet it was all so fast. But we can still savor our cake. The only thing missing: a rainbow gracing the Loop, the sky opening and Angels singing!!! We would have thought we had gone to heaven!!!

The rails now hug the hillside at Cliff, aptly named for the deep chasm flanking one side of the hill, then we enter tunnel #5. The story goes that after the

famous earthquake of July 21<sup>st</sup>, 1952 a gap appeared in tunnel #5 across the rails, the depth of which has not yet been determined. Not a very comforting thought since we were in the process of crossing that very same gap. But we made it. Tunnel #3 followed. Where did tunnel #4 go? It was day-lighted following the very same earthquake.

We enter Bealville, then Allard siding where another BNSF double stack was waiting with GE power at the head. Allard is a very long siding with a horseshoe curve leading into tunnel #2, historically my very own favorite spot to photograph trains on their climb to the loop.

Smooth as silk, we glide toward Caliente and its famed horseshoe, and another crossing over Tehachapi creek, where the rails have reached the end of the descent and will now follow the creek toward the very fertile Bakersfield plateau at the extreme southern end of the San Joaquin Valley, filled with orange groves and dotted by still running oil pumping rigs.

Past Bena and its high-wide detector, up a small incline to Sand Cut and down past the sheds of Edison, today empty, but a beehive of activity during the harvest season.

At the entrance to the SP yard in Bakersfield, the BNSF line diverges away as we follow a path again not used by Amtrak regularly. Usually Amtrak service from Bakersfield to the Bay Area follows the BNSF line up the valley. Our Amtrak Coast Starlight will however follow the UP tuck up the Valley parallel to Highway 99. What a treat.

At the station in Bakersfield, we witness a crew change, this time both the train engineers as well as the train crew, with the addition of a "UP pilot" on the lead engine that will assist the Amtrak engineer all the way to Oakland. More photographers, more waving. Exiting Bakersfield, we retreat to our roomettes, watching the panorama glide by, beginning to feel the physical tiredness we have so far ignored.

We meet again in the Pacific parlor car awhile later for wine tasting and cheese and crackers. It is a tradition on the Starlight to serve a sampling of local wines. And the winner is: all of them. At this point they all tasted equally good to me, but I must admit that John has a very good palate as he chose a very smooth Chardonnay from the Paso Robles region.

As dusk envelopes the Central Valley, we glide by the towns alongside the right of way, lights flashing at the crossings and the sound of the horn announcing our arrival. Fresno goes by then Modesto.

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## Have Cake (Cont.)

Lathrop is next. In the days of the SP Passenger service in the Valley, The San Joaquin Daylight would switch an articulated coach with the Sacramento Daylight at Lathrop. Tonight, a rather unusual series of maneuvers will take place to allow our train to enter the UP tracks (former WP) toward the Altamont pass and Niles. The tracks up the valley are the former SP line which at one time would have used the Altamont route to enter the Bay area. That line has since been discontinued. Now we must use the old WP line over Altamont. That involves using the wye at Lathrop to place the train from the old SP tracks onto the old WP tracks (nowadays all under the UP banner).

And so we witness our passenger train come to a

dead stop, retreat backwards on the long leg of the wye, then move forward on the western leg of the wye unto the old WP tracks. How cool is that? All under the expert commentary of Dick who had prepared us well in advance that this unusual maneuver would take place.

Up the Altamont pass we go, then down the Livermore valley, Through Niles Canyon and Fremont, up to Oakland. Let me tell you, by now we are exhausted and we arrive in Martinez right at midnight. The great adventure is over. As we wait for Dick, busy saying his goodbyes to the occupants of the private car at the back of the train, we watch as the Starlight leaves the station bound for the Great Northwest. Goodbye Starlight, thanks for the wonderful memories you created for us the last two days. 🚂

## Meter Gauge Modules

by David G. Baird



Figure 1 : stone arched viaduct typical on the Rhaetische Bahn



Figure 2 : train going "up the hill", a 4" gain in 270 degrees of curvature

The Bay Area has the largest chapter among the nationwide organization of the European Train Enthusiasts (ETE). Many members of ETE are also fans of European narrow gauge trains and have ridden tourist lines in Germany, Austria and Switzerland and have collected models for both HOe and HOM gauges. Standard gauge (4' 8.5") is 1435mm. HOe and HOM are both HO scale (1:87), with HOe representing 760mm gauge that runs on 9mm track and HOM representing 1000mm gauge that runs on 12mm track.

In 1998 a special interest group of narrow gauge enthusiasts within ETE convened to form a module group for HOM, and over the years several people from outside of ETE have joined in the fun, too. The emphasis is on Swiss meter gauge, mainly because that country has an extensive network of meter gauge lines and mass production model trains are available, including the famous Glacier Express and Bernina Express. The characteristics we wanted to capture are single tracked mainline running with passing tracks in stations, and varied terrain that includes bridges, tunnels and elevation changes.

We adopted the Fremo style where there is no fixed closed loop geometry. Running can terminate at a station with runaround tracks, or at reversing loops. To accommodate elevation changes we have adjustable legs that can handle 1" increments that get the module top between 42" and 54". We limit our slopes to 5% maximum, or at least 20" of horizontal run per 1" of height gain. So far we have modules that change 1", 2" and 4" in height, and it's obvious there's a slope involved when a train track crosses over itself, like a mini version of Tehachapi or Williams Loop.

Electrically, the models are 2-rail DC. We divided the modules into 2 types, dubbed scenery modules and station modules. A scenery module just has the single track, and a station module has

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## ETE Modules (Cont.)



**Figure 3 : Hannah is driving a train into the siding while an opposing freight waits at the Wiesen station**



**Figure 4 : Katrina is driving a passenger train into an available track at the Chamby station**

anything with a turnout and a power pack. The control method is to have each station module control power locally and out to the left and right through scenery modules. Each scenery module has an electrical break in the middle, and a switch that connects or isolates the two electrical track sections. If multiple scenery modules are placed between stations, one is chosen as the isolator, the others connect the track power straight through.

Operation is centered on station control, handing off trains from one power block to the next station's control. I liken it to driving a car with a manual transmission. Every change of direction needs a control panel switch change, and with single track running, there's a lot of switching to be done. It's actually quite fun, it's meant to take concentration and communication, and we have taught several kids how to run the stations and they've taken to the challenge and have become adept operators. When we don't have an operator at every station, we need to move between stations to manage the controls as trains arrive and depart, and the kids are happy to move around a lot, and they've learned how to manipulate each station's control panel and power pack.

Since the overall layout is large and the geometry must vary to fit the space available, I developed scale drawings of each module in the CAD program called Visio. We have set up the modules in large conference rooms in schools, and in the last several years we have run at the Hiller Aviation Museum in San Carlos when they invite train groups, usually around Easter and in the summer when ETE holds a weekend event called EuroWest. Most recently we have been able to setup the modules in an open office space in a warehouse near the San Francisco airport. The building owner is an ETE member who encouraged usage of the space while he is in between rental tenants.

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## Searchlight Signals

by John Houlihan

The Union Switch and Signal Company (US&S) searchlight signals are fast disappearing from the San Joaquin Valley line. Over a year ago, the Union Pacific installed new signals through the valley. The new signals have been activated from Madera to Bakersfield. Fairmead, at the junction of highway 99 and 152 railroad west, still have their searchlight signals. If you want to model this style of signaling, get your pictures now.

The photo of two signals protecting the mainline show two styles of cases, a single case and a double case. Most of the double cases on the valley division are from converted lower quadrant semaphores. The single cases represent new signals. The signal heads are of the H-2 style. You will notice a separation between the lamp housing and the target. This is the H-2 tube. The older style H had the target next to the lamp housing. On several of the sidings, the lower head was not upgraded to the H-2 style. There may still be a

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## Signals (Cont.)

few double headed signals with the H-2 on top and the H on the bottom.

Both of these signals have number plates on them indicating this location is 175 miles west of 3<sup>rd</sup> and Market Street in San Francisco. The one plate whose number is readable is 1750. The 0 represents an east facing signal at zero tenths of a mile from mile post 175. The other west facing number board will be 1751. These number boards are in the vertical position, but trainmen prefer the horizontal position as it is easier to read. The purpose of the number board is to indicate to the engineer that if the signal is red, he can stop in front of the signal, and then proceed at a slow speed ready to stop when approaching a train in front of him. The signal logic provided protection from a train traveling in the opposite direction from entering the mainline.



**Searchlight Signals located at Fairmead are some of the last on the UP.**

**Photo by John Houlihan**

The second photo shows a view of the cases that hold the relays for the signal logic. Where two cases are used because of the need to house extra relays, it is placed in front of the signal so as not to obstruct the latter access to the signal head. In looking at the doors of the cases, one will notice a slight variation in the ventilation shields. The bottom door has three and the top has two. If you look closely at the inscription “U.S.& S.Co.” it is not centered on the “Swissvale, PA.” The original doors had “T.U.S.& S.Co,” on the door. The “T” reference was removed and the remaining lettering was not re-centered.

The case with the signal head has two weatherheads, one on each side of the pole. This feature provided a weather tight way for lineside wires to enter the case. The support base for the signals is a precast concrete. Sometimes, several of these were used to build the signal up the correct height. The base of the signal is at the top of the rail.

The insulated rail joiners are painted sea foam green. Green indicated an active circuit on both sides of the joint. If it was painted orange, there would be an active circuit on one side only. The joints are staggered with the signals placed between the joints.

### Recommendations:

- Use number plates on intermediate signs only.
- Plates with letters can go on any signal. This includes “A” , an absolute signal, and “P” a protection plate
- Add color to your insulated rail joiners.
- Add wires from your lineside poles to the signal case.
- Put highly detailed signals in an area that allows for easy viewing of the detail. Detailed signals are expensive and sometimes difficult to find.



**Cases hold relays for the signal logic at Fairmead.**

**Photo by John Houlihan**





## Coast Division Report

Coast Division held its winter meet on March 10 at the Buscher Middle School in Santa Clara.

Scheduled clinics included "Laser Cutting a CTC Machine, by John Plocher, and the Model Railroad Roundtable moderated by Howard McKinney.

Contests for this meet were to be Caboose, Freight Car, and Maintenance of Way.

So you can be prepared the 2013 Model Contest, categories are:

June 2013: Structure, Display/Diorama, Self-propelled cars and traction.

September 2013: Steam Locomotives, Diesel and other locomotives, passenger cars.

December 2013: Favorite Model (Open Category)

Due to the early press deadline for this issue of the Branch Line, no other details about the meet were available.

Branch Line Editor 

## Daylight Division Report

by Chuck Harmon

Photos by the Author, Unless Noted



Daylight Division held its Winter meet in Fresno at the Yosemite Falls Café on Saturday, February 23, 2013. The meet was attended by about 27 Daylight members, with guests Karen Keifer of Sierra Division and Ed Hall from PSR.

After an enjoyable no host breakfast, Chuck Harmon presented a clinic on how to earn the AP Certificate for Master Builder - Cars. Chuck illustrated the necessary paper work in a Power Point presentation and displayed the cars that he was submitting for the certificate. He gave several pointers for doing the necessary documentation and encouraged everyone to participate in the Achievement Program.

Following Chuck's clinic, George Pisching showed his method for making modules from foam, using topographic maps to assist in reproducing accurate scenery of prototype scenes. George demonstrated how to stack several layers of 1-1/2" foam to mimic the contour lines on the map. He advocated the "John Allen approach" of preparing the scenery before laying the track by forming



John Houlihan examines his White Elephant winning, wondering if he can blow it up to O-Scale.  
Photo by Mike O'Brien



Tom Van Horn won the photo contest with his Shay picture.

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## Daylight (Cont.)

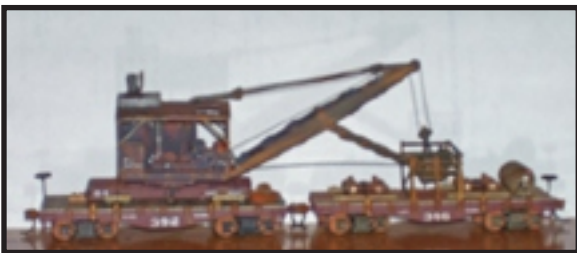
the foam scenery base and then carving out the area for roadbed.

The business meeting followed. Tom Van Horn won the photo contest with his entry of a Shay. George Gibson took the modeling honors in the MW class with his model of an HO Ditcher and Tender. Then the famous Daylight Division white elephant auction was held. Lots of fun was had as winning bidders opened their packages to reveal whether they had gotten trash or treasure.

After the meeting layout tours were held at the homes of Chuck Harmon, Marlin Costello, George Pisching and John Stahl. 🚂



Chuck Harmon displayed his entries for the Master Builder - Cars AP Certificate.



George Gibson won the Model Contest with his HO Ditcher with Tender entry.



George Pisching shows off his foam module technique with one of the essential tools.



The meeting room at Yosemite Falls Café was rustic and comfortable.

Photo by Mike O'Brien



While visiting John Stahl's layout, Doug and Danny tried to stay near the goodies.

Photo by Mike O'Brien



## Redwood Empire Division Report

RED held its winter meet on February 23 at the Napa club. Due to the early press deadline for this issue of the Branch Line, no details about the meet were available.

Branch Line Editor 🚂

# SIERRA DIVISION REPORT

By Gary Ray  
All Photos by Gary Ray



Jim Long enjoys a cheeseburger at the Sierra Division August, 2012 picnic.

The Sierra Division lost a good friend on January 19. Our past Superintendent, **Jim Long** (June 18, 1944 – January 19, 2013), passed away after a long struggle with pulmonary fibrosis. Jim was one of those special guys that would jump in and help wherever it was needed. Jim not only served as Division Superintendent until he was recently termed out, but wrote the newsletter when a volunteer could not be found. At our annual picnics, Jim donned a new hat as Chief Cook behind a flaming barbeque. Jim also served as PCR Convention Chair, as the PCR Honors Committee Chair, and PCR Convention Registrar, and headed and did whatever was necessary for regional conventions. He had even worked as Registrar for the May, 2012, joint PCR/PNR convention until he felt he could no longer keep up with it due to his health. Jim also worked on collecting and building a PCR convention car collection for PCR that was first displayed at the Silver Rails Convention in Reno. Some of the many honors he received included NMRA President's Award presented at the 2008 National Convention, the John Allen Award, and the Sierra Division 2012 Member of the Year.

Comments from his railroad friends included phrases such as: **“Jim will be greatly missed as I counted him as one of my close friends, both in and out of the hobby. Jim was one of the truly good guys. Jim was one of those special guys who were always such a great friend. Wonderful, wonderful, wonderful guy. He will be missed both as a great person and for his never-ending contributions to the PCR and the divisions. This is a real loss to everyone. For a guy who originally didn't want to 'get involved', he jumped in with both feet and kept going. ...I feel privileged to have known him...and to work with him over the years. Always a cheerful guy. Jim was a class act and a wonderful guy. We are all diminished by his loss but how lucky we all were to have Jim as a friend. The NMRA family mourns the loss of a brother.”**



Contest Chairperson Karen Keifer's scratch-built N-scale model

Jim was also involved with other groups being active in the Star Touring and Riding Chapter 153 in Sacramento and heavily involved with the Boy Scouts and his church. The Sierra Division is donating \$100 in his name to the scout group he worked with. Jim touched a lot of lives and will be greatly missed by all who knew him.



Karen's display platform with N scale and one HO model.

The February 9 Sierra Division Meet in Sacramento was the first meeting held by our new Superintendent, **Scott McAllister**. Scott and members discussed ideas generating more involvement in the division. We are working on getting all members on an email distribution list. **The NMRA site has made it possible for members to notify them of email and address changes. Go to <http://www.nmra.org/member/content/member-info-update> to make changes.**

Ideas such as combining our division meet with other divisions were discussed, as well as the use of Skype to host meetings in multiple locations due to our division being so spread out. It was decided not to have a fall

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## Sierra (Cont.)

meeting because the **International Rail Fair** which we co-sponsor is near the same time. **The next meet will be on May 11 in Sacramento** and the August picnic will probably be in Reno.

**Iron Horse Express Convention** Chair **Dennis Stokely** shared about the upcoming April PCR Convention. For those who have not attended a PCR convention in the past five years there is a special "First Timer" fare of only \$69. So far there are almost 200 that have registered to attend.

Sierra Division Contest Chairperson **Karen Keifer** announced a new contest for the next meet: Flatbed loads with prizes for most unusual and most humorous. Karen shared her display of some of the N-scale buildings she has created from scratch.

Twenty-three members attended the February meet where **Klaus Keil** gave a slideshow and workshop demonstration on building cargo containers from computer printouts on heavy paper. Members took home over 100 designs on memory cards as well as a few sheets of containers already printed out. These only cost a few cents to make compared to \$6 to \$8 for one plastic container and are hard to tell apart.

After the workshop, members had lunch with the **Sacramento Model Railroad Historical Society** and then participated on their HO layout depicting Sacramento to Oakland. Operation was by car card. A fun time was had by all. 🚂



Clinician Klaus Keil demonstrates cutting and scoring paper cargo container.



These are some of the many paper containers on Klaus's home layout.



Members tour Sacramento Model Railroad Historical Society's layout prior to an operations session.



PCR Convention Chair Dennis Stokely shares about April's convention.



# NATIONAL MODEL RAILROAD ASSOCIATION, INC.

4121 Cromwell Road  
 Chattanooga, TN 37421-2119  
 Phone (423) 892-2846 FAX (423) 899 -4869  
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**Holiday Inn, Dublin, CA**  
**April 3-7 2013**

RETURN FORM AND PAYMENT TO:

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 c/o Tom Crawford  
 4337 La Cosa Ave  
 Fremont, CA 94536

E-mail: [IronHorseExpress2013@pcrnmra.org](mailto:IronHorseExpress2013@pcrnmra.org)

Website: <http://www.pcrnmra.org/conv2013>

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

**Registration Form**

Last Name		First Name		First Name (for Name Badge)		
Address			City		State      Zip Code	
Home Phone	E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) Model Railroader      Non Rail      Youth				NMRA Region (if other than PCR)		
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times: _____						
I can help More. Have a Volunteer Coordinator contact me						
Primary Scales and Interests		HO    N    Z    S    O    G    Narrow Gauge    Other: _____				
<b>ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)</b>						
Last Name		First Name		First Name (for Name Badge)		
Registration Type (Please check one) Modeler    Non Rail    Youth		E-Mail (if Different)		NMRA #		
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times: _____						
I can help More. Have a Volunteer Coordinator contact me						
Primary Scales and Interests		HO    N    Z    S    O    G    Narrow Gauge    Other: _____				
<b>All Fares, except Day Fares, include Clinics, layout tours, &amp; Saturday Night Banquet</b>						
<b>FARES: Please fill in QTY and Total</b>				<b>QTY</b>	<b>Unit Cost</b>	<b>Total</b>
<del>Early Bird (Before January 31, 2013)</del>					<del>79.00</del>	
Normal Registration (After January 31, 2013)					89.00	
First Timer - PCR Members who have not registered for the past 5 conventions					69.00	
Non Rail or Spouse Registration (spouse can be modeler)					69.00	
Banquet Only (s-o's coming to nothing else)					45.00	
Youth Registration (12-18 years or student)					50.00	
Day Fare (No Banquet)		Wed	Thurs	Fri	Sat	35.00
PCR Breakfast (prior to Business Meeting, Sunday 8 AM)					5.00	
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Polo Shirt		S	M	L	XL	25.00
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Niles Canyon Railway Steam tour with run-by					25.00	
Speeder Rides in the Canyon		10 AM	11 AM	1 PM	2 PM	25.00
Military Museum Tour Morning					50.00	
Military Museum Tour Afternoon					50.00	
Swap Meet Table					15.00	
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Non NMRA member must join the NMRA		6 month Rail Pass (allowed one time only)			9.95	
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# Club Info

## ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

## ANTIOCH MODEL RAILROAD CLUB

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

## BAY AREA NTRAK MODEL RAILROAD CLUB

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

## BAY AREA Z MODULE COOPERATIVE

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

## CALIFORNIA CENTRAL MODEL 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](mailto:loggingrr@aol.com), [bob@bob2sell.com](mailto:bob@bob2sell.com) or [lambert5522@att.net](mailto:lambert5522@att.net)

## COASTAL VALLEY LINES

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

## EEL RIVER VALLEY MODEL RAILROADERS

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

## ELSIE

The Left Coast (Elsie) HO30 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](mailto:carldw@aol.com), GEHAMS web: [www.gehams.com](http://www.gehams.com)

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

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

## HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

Continued on Page 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 HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

### SACRAMENTO MODULAR RAILROADERS

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

### SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

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

### SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

### SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

### SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

The SLOMRA is a multi-scale modular group with active N, HO, and On30 layouts. The goal of our non-profit association is railroad education and local history through public display of our modules. Our shows usually include G-gauge, tinsplate, and even LEGO trains. The monthly meetings include model and prototype activities, videos, and discussions. A separate business meeting handles show planning and club management. The SLOMRA is open to new members who have a love of trains. The general meeting is the third Monday of every month at 7:00pm at the Oceano Depot. For more information visit [www.slomra.org](http://www.slomra.org) or email [info@slomra.org](mailto:info@slomra.org) or phone Dennis Pearson at (805) 929-3062.

### SILICON VALLEY LINES

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

### SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

### SOUTH COAST SOCIETY OF MODEL ENGINEERS

The club consists of enthusiasts of all scales and prototypes living in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. The club has no layout but activities include weekly operations and work sessions at member layouts, as well as occasional club field trips. We meet every 3rd Tues. at 7:30 PM, at Woodglen Hall, 3010 Foothill Road, Santa Barbara. Junior

BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

## Clubs (Cont.)

members welcome. Contact: Secretary Art Sylvester, email: [sylvester@geol.ucsb.edu](mailto:sylvester@geol.ucsb.edu). website: [www.sbhrs.org](http://www.sbhrs.org) Facebook: <http://www.facebook.com/group.php?gid=163470062239>

### SISKIYOU MODEL RAILROAD CLUB,

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

### TIDEWATER SOUTHERN RAILWAY HISTORICAL SOCIETY INC., Manteca, formerly the Manteca Model RR Club

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

### TRI-CITY SOCIETY OF MODEL ENGINEERS

The TCSME is located at 37592 Niles Blvd. Fremont CA 94536 in the Niles Plaza. We are currently building two new layouts. The N Scale layout is in the restored Niles Depot and the HO layout is in the restored Niles Freight Building. Both layouts focus on

Fremont, Newark, Union City and surrounding areas. We are looking for new members interested in building and running on the new layouts. We meet Fridays 7:30-9:30 PM and Sundays 10:00-4:00. Call 510-797-4449 for info. Please visit our web site at <http://www.nilesdepot.org>.

### WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: [www.wcmrs.org](http://www.wcmrs.org). "Like Us" on Facebook, [www.facebook.com/WCMRS](http://www.facebook.com/WCMRS). 2013 week-end schedule: Mar 16-17, May 18-19, Sept 14-15. Holiday Open House schedule: Nov. 22, 23, 24, 29, 30, Dec. 1.

### WEST BAY MODEL RAILROAD ASSOCIATION

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