



# BRANCH LINE

NMRA'S FIRST REGION

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## Contents

Coast Rails 2014	1
Call Board (PCR BOD)	2
Statement of Publication	3
Call Board (Depts.)	4
President's Message	5
V.P.'s Message	7
Achievement	9
Membership Gauge	9
Calendar	10
Answers are Out There	11
Contest Report	12
Banner Year for the PCR	13
Tales of SCN	14
Memories of the G&D	15
New Members	16
In Memorium	17
Detailing Wood	17
Membership by Divisions	20
SIG Report	20
BL Deadlines	21
Vision	21
Redwood Curtain	22
Amigos	24
Coast Report	29
Daylight Report	30
Sierra Report	32
RED Report	33
NMRA InfoNet for August	34
NMRA InfoNet for September	35
NMRA Renewal form	36
Coast Rails 2014 Reg. form	37
Club Info	38

## Coast Rails 2014 Trains to Hadley Junction April 30 to May 4, 2014 By Rick Fulkerson, Convention Publicity

TRAINS, TRAINS, TRAINS and a family vacation! The PCR Convention next spring is in San Luis Obispo. The convention will have incredible clinics, layout tours, contests, plus a lot more for the model railroader. San Luis Obispo and surrounding area also offer a multitude of family activities.

### Convention:

**Clinics:** Several of the best modelers in the region are scheduled to present clinics covering a multitude of topics both model and prototype.

**Modeling with the Masters:** These clinics are generally presented only at the national conventions but the PCR Region will have 6 of these special clinics scheduled, they include:

- BUILD A LASER STRUCTURE KIT
- SCRATCH BUILD A STYRENE STRUCTURE
- THE RIGHT WAY TO BUILD A DPM STRUCTURE
- BUILD A TURNOUT WITH FASTTRACKS
- SCRATCH BUILD A CATTLE RAMP
- SCRATCH BUILD A PUDDLE JUMPER BRIDGE

The Modeling with the Masters clinics are hands on classes that are "make it and take it" clinics with a fee to cover the costs of the materials. Each clinic is limited to only a few participants to make it possible to do one-on-one assistance. Sign up early to insure your place in these clinics as they fill up fast. Details for each



There's lots of train ridin' fun at the Bitter Creek and Western RR.

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## Coast Rails 2014 (Cont.)

clinic are on the convention website:  
<http://www.pcrnmra.org/conv2014/mwtml.html> Sign-up and purchase of these clinics is in the company store.

Contests: All the categories of models and photos are open as well as contests for the non-rails. This is a great opportunity to display some of your best modeling, share and learn techniques with other modelers. It is also a chance to earn merit awards towards your NMRA Master Model Railroader certificates. If you have never entered a contest before, this would be

a good starting point to learn the paperwork and what the judges look for. All necessary forms are on the contest page of the convention website:  
<http://www.pcrnmra.org/conv2014/contests.html>.

Layout Design and Operation SIG's will both have a meet and greet

which will be a great opportunity to ask your questions and get some great discussions and feedback.

Layout Tours: This is always a highlight of any convention and you will see progress on several layouts from the last convention here as well as some new layouts never seen before. These tours will be self-guided and maps will be provided at the convention.



Charlie Burns' N-Scale layout is pure art.



Glenn Geissinger will have his layout open for Coast Rails attendees.

Swap meet: There will be tables available to rent to display all the stuff you found you just can't use on your layout and you want to convert it to cash! Information regarding table space is on the convention website:  
<http://www.pcrnmra.org/conv2014/swapmeet.html>. Table space can be purchased in the company store.



John Parker proves that a Manufacturer can have a great layout! Yes, you can get bridges like these from him (Central Valley Model Works)

Continued on Page 3

**The Branch Line**  
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**Coast Rails 2014 (Cont.)**

The San Luis Obispo area is rich in rail history and rail related activities as well as just plain fun things to do. Here is a sampling of the activities the committee is finalizing.

Travel on Amtrak's Coast Starlight from San Luis Obispo up the steep turnback curves of Cuesta Grade with tunnels and great scenic views to Paso Robles and return via bus.

Ride Amtrak's Surfliner from San Luis Obispo to Santa Barbara and the Coast Starlight back.

Filmore and Western Railroad bus tour.

Wine Tasting tour around Paso Robles.

7 1/2" Gauge Bitter Creek Western Railroad in Arroyo Grande.

Hearst Castle tour.

Bus tour of Pacific Coast Railway.

Thursday night San Luis Obispo "Farmers Market" street fair.



**Hilding Larson is a pioneer in operations on the Central Coast.**



**Convention Chariman and Daylight Director Paul Deis somehow has time to build this great back yard layout.**



**Paul also has an indoor HO Scale layout**

Watch the convention website for development of these and other great things to do at with your fellow convention goers.

**Non-Rails:** The non-rail hospitality room will be open throughout the convention. Activities include crafts, classes, games, puzzles, etc. Dorothy Deis is also organizing outside activities. The non-rails are encouraged to enter the craft categories in the contest room.

**Banquet:** No convention is complete without the banquet with the banquet speaker and awards ceremony. The banquet cost is included in the general registration.

The always entertaining Hobo Breakfast will be led by Rob Smith.

**Continued on Page 4**

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## Coast Rails 2014 (Cont.)

Convention registration available at <http://www.pcrnmra.org/conv2014/registration.html>. The Early Bird rate is only \$79 (\$89 after Jan 31, 2014) for regular NMRA members. Haven't been before? There is a first time special of \$69 to encourage you to come and try us out. Youth are only \$50 and the non-rail/spouse is \$69. Single day passes are also available for \$35/day.

Non-convention activities for the family include: The coast drive from Monterey down through Big Sur to Morro Bay is the best on the Pacific Coast. Our beaches are the envy of the coast. ATV's are available for rent on the Pismo Dunes or try surfing.



Enjoy a refreshing walk on Morro Bay beach!



Thursday Night Farmer's Market is a blast for the whole family!



The Pacific Coast RR has some excellent restored equipment



There are numerous restaurants and shops along both Avila and Pismo Beaches. You might even want to take time to visit the famous Bubble Gum alley in down town San Luis Obispo.

Hearst Castle is always a great Central Coast attraction



Lastly, we have to say the "Farmers Market" on Thursday night down Main Street (Higuera) is a true street party that can't be missed. Add to that some of the best year round golf.



Continued on Page 5

Continued on Page 5

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## Coast Rails 2014 (Cont.)

Bring the whole family and join all your rail friends at the Sands Inn & Suites located at 1930 Monterey St. in San Luis Obispo for the convention you will never forget. Hotel registration is still available with special convention rates. The link for the hotel is <http://www.pcrnmra.org/convention2014/hotel.html>.

See you there! 🚂



While you're at Coast Rails 2014 you can visit a lighthouse.

## President's Message

by Pat LaTorres, President, PCR/NMRA

First off, I want to apologize for some pretty bad typos in my last column, one would think that spell check would protect us, but somehow these things still manage to slip by. If you didn't catch them, then they didn't happen, so all is well with the world. That's one of the joys of writing an article when your up against a deadline, you just don't seem to have the time to proof read what you've written. This time I've started my column before the last issue of the Branch Line has even come out, so I'll have fewer excuses for poor writing (just poor content).



Moving on to regional news, as of our 2013 convention, the PCR has a new Convention Department Manager, Ray deBlicek. Many of you already know Ray, and most of the rest have probably felt his involvement in the NMRA. Ray was the chairman of the 2000 and 2011 NMRA national convention committees, as well as a regional or two and has worked for the organization for many years at the national level, both as a member of the Board of Directors and on a number of national committees. He is also a past PCR President and has worked on a number of committees at the regional level. He has some interesting and exciting ideas on improving the PCR's convention process, but I won't pretend to speak for Ray by going into this too deeply. I'll just say, welcome to the new job and I'll ask all of our region members to take a good listen to what he's putting forward.

In regards to the convention front, if by some chance you have not yet registered for the 2014 PCR convention, in San Luis Obispo – PLEASE do so right away! As with any convention, the up front money is really important to get things moving. So it becomes important to this project that they get your registration as early as possible. This will also allow them to make plans regarding adding or cancelling events. If there is some specific activity listed that you might find of interest, getting registered early will help keep that

Continued on Page 6

Continued on Page 6

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Continued on Page 7

## President (Cont.)

event on the schedule. While the lunch at Santa Margarita Ranch has been cut from the schedule due to issues beyond the committee's control, there are still a lot of neat activities to plan your days around. Without going too deeply into things and stealing Paul's thunder, this is going to be something special. Paul and his crew have tried to go a bit outside of what we normally present at our conventions, so this may not be what some of us have gotten used to. As a plus, there are rumors of many PSR members making the trip up from the L.A. basin to join with us. Please make it a point to look for folks that you may not have met before and take the time to say hello. I already know that we'll have a couple of Canadians on hand (they happen to be presenting some clinics) who are really neat people, so be sure to help them feel welcome.

I'm going to take a moment and touch on something which we often try to shy away from, that is unplanned medical emergencies and how they will need to be handled. About a year and a half ago I suffered a relatively minor heart attack, but I was fortunate in that my wife, Ronnie, was there with me, as well as several co-workers and I didn't lose consciousness. Unfortunately at this past March's Coast Division meet, one of our long time members, Allan Havens, suffered a major heart attack from which he never regained consciousness – he finally died about 24 hours later. The point to this is [that] the only way we got in touch with his family was because Ronnie was lucky enough to run into his cousin when she stopped by the hospital to check on him. If this hadn't happened, we might not have ever established contact with his family. There is a VERY easy way to prevent this from happening, it's known as ICE, or In Case of Emergency. This is something that everyone should have in their cell phone address book/directory. One just needs to add it as "ICE" and put in the contact information of the person, or people that you want the emergency responders to contact. It seems that all first responders now try to check for this information as a matter of course. Unfortunately, most of us are just getting older (though this sure beats the alternative) and we should all make a reasonable effort to help those that are here to help us. So, please take a moment and add this "name" to your cell phone directory. I would hope that we would never have a need to look for this information at a NMRA event, but it's easy insurance.

By the time you receive this issue, the National Narrow Gauge Convention will have wrapped up, down in Pasadena and I hope that some of our members made the journey down. Actually, I know that several On30 modelers from the PCR will be there – members of both the California Central Coast On30 modular group and the Yosemite Short Line. At the time that I'm writing this, there are over 1,250 attendees registered for this convention. As I've mentioned before, even if you are not working in some of these other scales, the clinics presented at most specialty conventions always seem to have something that can be used in any scale. So, the next time the narrow gaugers, or the garden railway folks hold a convention within the PCR, you might want to look into it, you may find a few surprises.

To wrap up this issue, I'd like to make a quick comment on the NMRA's A.P. activities. First off, back in July, Giuseppe Aymar became Master Model Railroader # 513. I know that Frank Markovich and Andrew Meriam are also right on the cusp of joining this select group of modelers (I believe that both sets of final paperwork were in process as of late July), so

Continued on Page 7

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Continued on Page 8

## President (Cont.)

hopefully their MMRs will be official by the time this issue hits the street. I am aware that there are many PCR members now working towards this goal and I can only hope that more will start on this journey. The MMR is not something which one pursues to lord over others, it's a journey that one undertakes which will help you become a better modeler – not unlike the merit badge program that leads to the title of Eagle Scout in the Boy Scouts. If you don't like the idea of "competitive modeling" that some see in the model contests at conventions or meets, please keep in mind that the evaluation process does not require entering any contests. Just get in touch with your divisional A.P. Chair, or our regional A.P. Chairman (or for that matter, feel free to contact me directly) and you will find guidance in the A.P. If you've been a member for any length of time and have helped out at any NMRA activities, you may already have started earning your Association Volunteer certificate. Don't look at the A.P. as some giant wall that you need to climb, but rather look at it as a series of stair steps, each one taking you a step up the ladder towards the title of MMR. 🚂

## From the Fireman's Seat

by Ed Merrin, Vice-President, PCR/NMRA

Fall is approaching, but it looks like an Indian summer is coming first. For modelers in non air-conditioned California basements (e.g., garages) there are some challenges to grapple with. But with a little fortitude I think we can handle them.



On that note, I'd like to comment on the column that Charlie Getz wrote in the NMRA online newsletter. The subject was personal politics intruding into the organization, which can be poisonous and just plain not fun. It's good to have that brought out of the closet and out into the sunlight. We all know it's there, we all turn our heads in disgust, but we usually try to pretend it's not a big thing. But it is.

Here's the deal, though. We're all people, and stick a bunch of people together in an organization, any organization, and that's what you get. It's a given. But we do have some control over how much trouble this is going to cause. Each of us has it within ourselves to step back and avoid being drawn into it. The less we respond in kind or allow it to guide our actions the less it will get in the way of our main mission, which is to promote the hobby of model railroading so we all have more fun with our trains. Thanks for bringing up the subject, Mr. President.

Meanwhile, back to my old subject of how to best advance the cause of the future viability and survival of the NMRA.

The focus I've had has been on backfilling our ranks with relatively younger people so that our leadership doesn't fade into oblivion and leave a vacuum behind. That means some degree of letting go and getting used to new ways of doing things with some new faces calling the shots. That also means accepting that some of the ways of doing things that we are used to may change, and doing so without a lot of grumbling and negativity. Our

Continued on Page 8

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## Vice-President (Continued)

efforts in this direction may or may not bear fruit, as we are sometimes a hard sell. A number of eloquent people have discussed this sort of thing and have proposed ways of approaching the problem already, so I won't repeat any of that right here.

Instead, I would like to take a longer view of the NMRA's future.

The short-term efforts focus on potential NMRA members who are already model railroaders, either "lone wolves" or people who are involved with modular or other groups not directly affiliated with the NMRA. Our challenge is to interest them in adding the NMRA to what they do already. Is it worth it? What do I get? Is there anything happening at Division meets that are interesting to me? Those are some issues that come up. The goal is to get people to join NOW.

The longer term plan would be to tap into a dormant excitement about model trains that may have been lurking inside, waiting to burst out. Maybe like in some of those kids we've talked about that got so excited when they saw someone's model trains but were too young to go anywhere with it. Maybe some grown-ups who were once little kids that got turned on by trains as introduced by relatives or family friends and still remember it. For them we don't sell the NMRA, we sell model railroading.

Recently, long time member Russ Glover challenged some of us to help him in putting together a brochure for total novices that would inspire them to become more involved with model railroading. Russ gathered together Gus Campagna, Dave Croshere, Giuseppe Aymar, and myself in a series of brainstorming and editing meetings to put this together, using a rough sketch Russ had put together as a starting point.

Some of the principals that we hammered out seem rather intuitive in retrospect. Keep it simple, in plain language with the minimum number of "insider" railroad terms, keep the text down and have lots of pictures featuring model trains, and try to throw in some pictures with newer equipment. The last one was a challenge, as most of us older folks have few pictures in our collections that detect "modern" trains (e.g., post transition era).

Another idea we considered was that if you're going to have people in the pictures, make sure they're not too old looking!

Finally, we didn't say anything about the NMRA up front, but did credit the organization for producing the brochure way at the end, buried under some other stuff. The point we were trying to make is how much fun model railroading can be and what steps to take to have your very own railroad.

We are hoping that these brochures make their way into the hands of likely prospects at train shows and other similar occasions. Would we expect fast results? Probably not. We're talking about planting seeds. If we can entice people to take the plunge, get off the fence, or even just begin to harbor thoughts about model trains that's enough. We wouldn't necessarily expect them to just run out and join the NMRA would we? It's a bit like seeding your garden.

Which again brings us back to the beginning of this column. Not the summer heat, but the unfortunate political games that emerge from time to time in organizations like the NMRA. It's really all about trains and everything else is only there to help us enjoy them even more. Don't let that other stuff get in the way. 🚂

Continued on Page 9



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### Program Coordinator

Dave Grundman  
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### Estate Counselor

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

### Hawaiian Division

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



## PCR Membership Gauge

August 31, 2012—1,118  
September 30, 2012—1,095  
November 30, 2012—1,100  
December 31, 2013—1,082  
January 31, 2013—1,093  
February 28, 2013—1,087  
March 31, 2013—1,082  
April 30, 2013—1,082  
May 31, 2013—1,081  
June 30, 2013—1,071  
July 31, 2013—1,075  
August 31, 2013—1,070

## Achievement Program

Jack Burgess, MMR, Manager, PCR Achievement Department



For many modelers, building scenery on a layout is a favorite category. If you are just getting started in the Achievement Program, the Scenery certificate might just be the place to start. The intent of this category is for the modeler to demonstrate “the prototype rendering of scenic effects from the ground up”. The type of scenery is up to you and can be just as easily be mountainous scenery as “urban” scenery. Since scenery is so basic to a layout, it is a good category to start with.

To qualify for this certificate, you must construct a completed section of model railroad of at least 60 square feet in O scale, 45 square feet in S scale, 32 square feet in HO scale, or 24 square feet in N scale. (Note that the 32 square feet in HO is the size of the traditional 4x8 layout that many of us built when we first began in the hobby.) The entire layout doesn't need to be complete in order to receive this certificate nor do the completed sections of the layout need to be adjacent to each other. You can instead complete individual scenes, as long as you meet the total required area. You can also use modules to meet the qualifications, but each must be at least 8 square feet in size and meet the quality standards.

The completed section(s) must include the elements of structures, background, lighting, and realism/conformity and score at least 87½ points using the following criteria:

**Terrain (Max. 35 points)** - This element includes natural features such as rocks, trees, hills, cuts and fills, drainage ditches, etc.

**Structures (Max. 20 points)** - Structures are considered from the point of prototype suitability and appearance and not from the standpoint of construction. The structures thus do not need to be scratchbuilt. Structures can include bridges, fences, turntables, etc.

**Background (Max. 25 points)** - The treatment of the walls or background does not need to be artist quality. However, it needs to help “extend” the scenery and help conceal the rest of the room.

**Lighting (Max. 20 points)** - Illumination can come from railroad cars, buildings, and overall lighting effects. You don't need to include day/night effects to meet this requirement. However, room lighting should be even and consistent to adequately light the scene.

**Realism/Conformity (Max. 25 points)** - In the other categories, the judges evaluate what you were trying to do and what you remembered to include in your scene. In this one, they will evaluate how well you accomplished that goal.

Continued on Page 10

## Calendar

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

**October 5 & 6, 2013** - 10:00 am to 4:00 pm, Fall 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. Info: info@blackdiamondlines.com.

**October 10 - 14, 2013** - 5th Annual Central Coast Railroad Festival. "ALL ABOARD!" for a variety of FREE events and activities held at numerous railroad, historical and educational locations throughout San Luis Obispo and northern Santa Barbara Counties, organized and presented by numerous area historical and community organizations. Festival office: (805) 773-4173.

**October 12 & 13, 2013** - 10:00 am to 4:00 pm, Fall 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. Info info@blackdiamondlines.com.

**October 19 & 20, 2013** - 10:00 am to 5:00 pm Saturday; to 4:00 pm Sunday, Banning Centennial Train Festival, Banning Community Center, 789 N. San Geronio Ave, Banning, CA. Sponsored by Union Pacific. \$5.00, under 12 free.

**Continued on Page 11**

## Achievement (Continued)

Note that, while Structures is a "judged" category, you do not necessarily need to include traditional structures on a layout in order to meet the minimum score of 87½ points... a logging scene with maybe a bridge or two, if well done, could still achieve the minimum 87½ points without a traditional structure.

If you meet these qualifications, the first step is to complete a Statement of Qualifications (SOQ) as with all of the AP categories. You must also prepare a set of photographs (digital prints work well too) to document your work. You can supply regular snap shots or make a short video of the layout to illustrate your work. The photos or the tape must include a written description of the intended setting. The photos don't need to be "suitable for publication", only good enough to allow someone else to see that you have met the qualifications. You also need to prepare a simple description of the methods and materials that you used to build the layout features. Again, nothing elaborate.

The judging of the layout is typically set up by your Divisional AP Chairman and one or more assistants. After judging the layout, the judges will sign your SOQ. You then need to send the SOQ and your other documentation (along with a photocopy of your membership card) is sent to your divisional AP Chairman or me to be transmitted to Headquarters.

While documentation for the Master Builder - Scenery might seem a little burdensome, it shouldn't take that long. The best part of this category is that you probably have already completed the modeling portion of the requirement!

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

Frank Markovich - Master Builder - Cars

In addition, we have two new Master Model Railroaders. Joseph "Giuseppe" Aymar and Frank Markovich. Guisepe earned his first certificate for Motive Power in 2005 and Cars three years later. He earned two more certificates in 2010 for Association Volunteer and Author and the last three for Structures, Prototype Models, and Chief Dispatcher this year.

Frank Markovich is also a new Master Model Railroader. Frank earned certificates in Association Volunteer (back in 1986), and Author the following year. He decided to work actively toward his MMR in 2012 and by this year also had certificates for Structures, Civil, Scenery, Electrical, and Cars.

Congratulations Guisepe and Frank!

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.)

**October 23, 2013** - 7:00 to 10:00 pm, Open House, West Bay Model Railroad Association, 1090 Merrill Street, near the Menlo Park Station, Menlo Park, CA / Lauren Mercer 650-322-9335 or Tom Vanden Bosch 650-369-8305.

**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.

**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 2 & 3, 2013** - 10:00 am to 5:00 pm, Fall Train Show and Open House, South Bay Historical Railroad Society, Santa Clara Caltrain Station, 1005 Railroad Ave., Santa Clara, CA. (408) 243-3969.

**November 16, 2013** - Daylight Division meet at the newly restored San Luis Obispo Railroad Museum, 1940 Santa Barbara St, San Luis Obispo. Check the Daylight website for the latest up-to-date information.

Continued on Page 12

# The Answers Are Out There Less Can Be More: The Case for a Modular Stand-Alone Layout

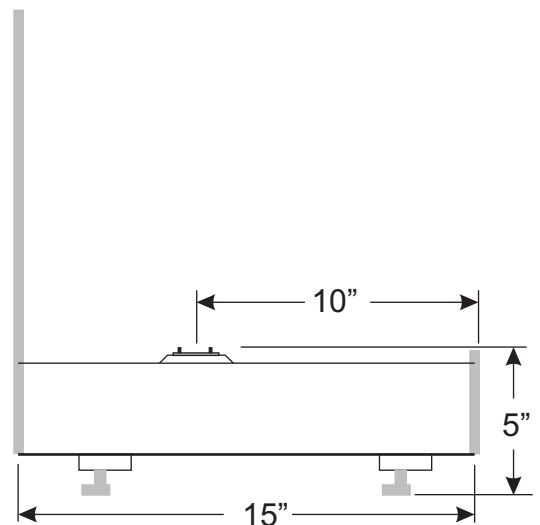
By Robert Pethoud, Daylight Division Member Aid Chairman

The story so far: I wanted to create a stand-alone HO layout for peddler freight switching, complete with scenery, structures, and backdrop, which would be small enough to fit into my compact SUV. The concept I came up with is a railroad just 15" wide and 144" (12 feet) long, consisting of three 4-foot sections bolted together and with no legs, so that it simply sits on the standard folding tables which are everywhere in evidence at train shows. The portable layout, called the Fall Creek Branch, is now operational and has been displayed at several conventions, train shows, and other venues since 2011.

After I completed my design, it occurred to me that if another modeler and switching fanatic aficionado were to build a layout to the same specifications, we could join the main tracks of our pikes together and operate an awesome switching district. Further, if a third enthusiast were to join us, it might even be possible to connect all three layouts in a straight line to form a short line railroad. Two crews could then operate peddler freights starting at opposite ends and eventually meet one another on the middle layout.

So one layout by itself is great, two together is awesome, and three would be glorious. Sounds like a modular railroad, doesn't it? Four, five, six, or more railroads all connected should be still more fantastic; but hold on a moment and think it through. Three switching pikes joined end to end are now nearly the length of one wall of your meeting area. Without corner sections you can't add any more. I have no plans for corners because I can barely fit the one railroad into my car. Second, operationally, a switching railroad with four switching areas is not that much more exciting than one with three. The law of diminishing returns kicks in.

The greatest thing, though, which I've now empirically verified on numerous occasions, is that my Fall Creek Branch switching layout is completely satisfying to operate all by itself, even for many hours at a time. I created a sequence of twelve switch lists to provide the challenge. The switch lists are designed so that the completion of the tasks (setouts, pick ups, and respots) on each one sets up the next one, and finishing number 12 sets up list number 1 again. The train crews on this railroad have job security!



Continued on Page 11

## Calendar (Cont.)

**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.

**November 23 & 24, 2013** - 10:00 am to 4:00 pm, The Great Train Expo, Alameda County Fairgrounds, Pleasanton, CA. Adults: \$7.00. Kids under 12: Free!

**November 27, 2013** - 7:00 to 10:00 pm, Open House, West Bay Model Railroad Association, 1090 Merrill Street, near the Menlo Park Station, Menlo Park, CA / Lauren Mercer 650-322-9335 or Tom Vanden Bosch 650-369-8305.

**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.

Continued on Page 13

## Answers (Cont.)

If you want to join in the switching fun, you will need the specifications to which I built; so, as promised last time, here they are:

The drawing shows an end view of the layout. The end plate is a nominal 1x4 (actually 3/4"x3.5") and I recommend using 3/4" birch plywood rather than dimensioned pine or fir to minimize the chance of warping. The feet are 5/16" hex-head bolts with T-nuts installed in 2x2 or equivalent corner braces, allowing adjustments up or down of 1/2". Compatible pikes will be held together with C-clamps, so allow enough space under the end plate for this. The fascia and backdrop are 1/8" hardboard. On my Fall Creek Branch the backdrop extends 14 inches above track level.

The single track main line consists of code 83 standard gauge track which ends perpendicular to the end plate and flush with the end plate's outer face. An alternative placement for the main track has a 5" setback from the front fascia, rather than the 10" shown.

The track bus consists of 14 gauge stranded wire which ends at 2- or 4-position terminal strips (Radio Shack #274-658 or equivalent) mounted below center on the inboard face of each end plate.

DCC control is by an NCE Power Cab system utilizing 6-conductor flat cable with RJ12 connectors. An NCE UTP panel is installed within 3 feet of each end panel on the front fascia.

I plan to have the Fall Creek Branch on display at the Radisson Hotel in Fresno for the SPH&TS convention, October 2 – 6. I hope to see you there. Until then, contact me at [pethoud@comcast.net](mailto:pethoud@comcast.net) 📧

## NMRA Contest Report

By Giuseppe Aymar, MMR, PCR Contest Chairman

A National Convention east of the Rockies inherently involves a paucity of models from our Western Regions due to the practicality of travel and the inherent expense involved.



This year the National was held in Atlanta, Georgia. I was able to attend and enjoy both the Convention and what the area had to offer. The models in the Contest room were of high quality, supporting the notion that good modelers span the vastness of our country.

The west was represented by the PCR (Giuseppe Aymar) and the PSR (Alan Gross). Respectively, we did a good job representing our Regions. Alan won Best of Show with his model, while myself received first place in the Diesel category, first place in the cars open category (scratchbuilt Dept of Defense large load) and first place in the Structure open category (scratchbuilt oil loading facility). Additionally, I was granted the Ernest Iwata award for best painting of a locomotive and the Jim Freytag's large Industrial building award.

Seeing the work of other modelers from around the Country and around the World, is truly an inspiration to crank it up a notch, in the same fashion that visits to layouts give you inspiration to improve your own. The part I personally appreciate in the contest room is the camaraderie of the

Continued on Page 13

## Calendar (Cont.)

**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.

## 2014 and Beyond Events

**April 30 - May 4, 2014** - Coast Rails 2014 "Rails to Hadley Jct." PCR Convention, Sands Inn & Suites, 1930 Monterey Street, San Luis Obispo, CA.

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

**July 22 - 27, 2014** - 34th Annual Convention 2014 - Santa Fe Railway Historical & Modeling Society, Radisson Hotel, 2233 Ventura St, Fresno, CA. Info: Gene Rutledge, e-mail: ATSGENE@aol.com

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

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

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

**July 3 - 10, 2016** - Highball to Indy, NMRA 2016 National Convention and National Train Show, Indianapolis, IN

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

Continued on Page 14

## Contest (Cont.)

modelers. We share ideas and little gems, unabashedly helping one another perfecting a weak point or explaining an easier way to achieve a certain result. It truly is a joyful experience.

Catapulting off this wonderful experience I would like to invite each one of you to partake in the Contest room at San Luis Obispo next year, whether you are part of the model contest, photo contest, arts & crafts or just showing your work without entering a judged contest. Bring your work and share it with others as most of us are eager to see and are appreciative of the efforts of other modelers. As the saying goes: "the work of a poet is best appreciated by another poet."

Contests around the Country are on the rise and PCR is right there with the best of them. Let's keep it going by having a solid show at SLO. 🚂

## A Banner Year for the PCR

by Rod Smith

2013 has become a banner year for the Pacific Coast Region. The NMRA announced in the December 2012 NMRA Magazine they had adopted a specific banner for use of Regions, Divisions and 100% NMRA clubs to use at train shows, meets, conventions, etc. At a recent Coast Division board meeting it was suggested the PCR should take advantage of the branding banner being offered through the National organization. Since PCR President Pat LaTorres, a Coast member, happened to be present at the meeting (he hosts these meetings at his clubs meeting site) he was somehow convinced the PCR would be more attractive to potential members if we displayed the attractive banner as other regions and divisions have discovered. The 21<sup>st</sup> Century Ltd. group offered to finance this banner so there is no impact on the PCR treasury.

Plain ordinary member Rod Smith, another Coast member, was asked to spearhead the effort to obtain one of these banners for the PCR. The banners are produced by Camelback Displays and all banners NMRA wide share the same photographs and colors. A search ensued to find a high resolution copy of the PCR logo. Bill Scott helped, and RED member Bill Kaufman provided the art work for a nice PCR logo. With a little finessing to meet the needs of the Camelback folks, and the addition of an encircling ring via a graphic program called DrawPlus, we were able to have a banner produced. This banner can now be used to identify the PCR at train shows, public meetings, and conventions. It can be made available to all divisions for use in their areas. It is easy to set up and take down. With care, it should last for years. Hopefully it will attract some new folks to join us for the fun we get as members of this great organization. 🚂



## Calendar (Cont.)

### Future NMRA Conventions

**2014** - July 13 - 20, Cleveland, OH

**2015** - August 23 - 30, Portland, OR

**2016** - July 3 - 10, Indianapolis, IN

**2017** - Orlando, Florida



## Tales of the Santa Cruz Northern - Cabin Time

by Jim Providenza

Do you have a place, or maybe a time, where you get to do some just plain old modeling? I mean, time that isn't slotted in to the various cycles of your every day life? And modeling that isn't "the next project on the list"?

For me its 'cabin time'. Our family cabin is several hours away from home. We try to spend time there frequently, but are there less often than we would like. If we have several days I will bring my modeling tool kit and a selection of models to work on.

Almost always these models are things on the back burner. Freight cars in the shop for repairs, older models waiting for upgrades to current standards before they make another appearance on the WP-SCN Eastbound Drag or at the SP interchange, a new kit not quite in the 'must have it on the layout yesterday' category.

In any case, there is no pressing need to work on them; anything I do, any time I spend on them is, in the purest sense, recreational. Yes, I agree, all hobby time by definition is recreational. But some of this time is, I submit, more so than other. My cabin time is usually like that.

Two weeks ago, as I write this column, I spent 4 days at the cabin, and probably spent 8 or 12 hours modeling. Maybe even more. And none of it was stuff that had to be done. How so? Looking at the crop of cars this is what I found:

- An SP covered cement hoppers from the Cementipede that took a fall during the last op session and needed some new ladders rungs – with almost 40 cement hoppers on the SCN this was not a time sensitive repair
- A CN 40 foot boxcar in the 'wet noodle' paint scheme and assigned to newsprint service – details, details. The door claws were removed some time ago, but it needs new stirrup steps, cut levers, brake wheel, roof walk
- An older Athearn double sheathed boxcar lettered for the WP that was awaiting decal work to convert it to a GN boxcar for use on Bill Kaufman's State Belt – Bill has plenty of cars, this work was to remove a "foobie" from his car pool and replace it with a much more prototypically correct model
- 3 old AHM PS-2 3 bay covered hoppers, all in need of minor to moderate repairs but also in line for major detail upgrades to meet current standards, most especially removing "wedgie" ladder rungs and replacing them with scale diameter wire
- One of the two brass freight cars on the SCN – a late PFE plug door ice reefer. It keeps getting bad ordered for derailling and previous trips through the shop have not found the problem. It needs a long, slow look
- An ACF Centerflo 54 foot covered hopper in for detail upgrades – the last remaining of the large covered hoppers with those horribly outsized 'wedgie' ladder rungs
- And finally an Atlas modern tank car that needs a new set of railings on the platform due to damage during a previous op session.

Continued on Page 15



### Tales of SCN (Cont.)

The good thing about cabin time is I can take the time to do the slow careful work needed. More to the point I feel like I can take that time. There is no hurry. Nothing has to be done for a deadline.

Let's take one of the PS-2 covered hoppers I'm working on. I had previously added cut levers, a scale brake wheel and an air brake line along one side; one stirrup step had broken off and been replaced with a brass one from A-Line. But the car had received some serious damage to A end, cracking the plastic side and end sills in 3 places. With that damage repaired it is now time to upgrade the car completely. Replacement trucks, meaning its time to replace the toy train type ones that car came with – and fill the truck mounting holes in the body bolsters, drill them out and tap for new 2-56 screws. Cut away all the ladder rungs and cut away or carve off all the grab irons – as you may guess from the above, no more 'wedgies' on hopper cars on the SCN. Cut off the remaining stirrup steps. Just the careful detail removal took the better part of an hour! Then of course it was time to drill a bunch of small holes and add all the new details...

But because there was no pressure to have to get it done, I enjoyed the work more than I might have otherwise. I could take my time, stop when I wanted, switch between cars.

I was fortunate enough to 'have to' make two additional trips to the cabin in the intervening weeks. Each time I took the tool box, and a diminishing supply of cars. Both the second and third trips I took cars that were in various stages of completion from the previous trip.

By the time I was done I had 9 cars ready to take their turns back on the SCN. All had been upgraded to current standards. And each had provided a nice amount of 'cabin time.' 🚂



## Memories of the Gorre & Daphetid Games Guys Play

by Rod Smith

Once in a while during my tenure on the Gorre & Daphetid, there weren't enough operators to run a full schedule. It required a yardmaster/engine foreman, a mainline engineer, a local engineer, and a Port engineer at a minimum. That's only four, but, believe it or not, there were nights only three of us showed up. Of course, I wasn't always one of the three, either. With four, we could neglect the branch to Daphetid, but none of the other positions could be dispensed with. If there were three, we didn't just go home. Instead John had a couple of games we would play. The usual one was to see who could run a heavy train over the line using the least amount of "water".

Cab #2 was a special throttle known as the motor-generator cab. Linn Westcott calls it cab #3 in his book "Model Railroading with John Allen", but 3 was the pushbutton cab. I've never really understood how Cab 2 worked – and I've seen it with the cover off! The cab is pictured on page 108 of Linn's book (which was recently reprinted by Benchmark Publications, a PCR firm) and



Continued on Page 16

## Newest PCR Members

(As Of August 31, 2013)

Brian Moore,  
Tehachapi, CA  
John Berg,  
Davis, CA  
Dorothy Smith,  
Antioch, CA  
Richard Hight,  
San Ramon, CA  
Michele Barbalet,  
Campbell, CA  
John Sprenger,  
Stockton, CA  
Becky Sniffen,  
Groveland, CA  
Jack Jenson,  
Eureka, CA  
Donal Botkin,  
Belvedere, CA  
Searails Resale,  
Valley Ford, CA

## G&D (Cont.)

the motor generator on page 110. Basically it was a controllable motor (from the cab) which rotated a generator that powered the rails. There was a pretty hefty flywheel which provided inertia to the whole shebang. On the face of the panel we had a lever throttle (Marn-O-Stat) to control the motor. It was very similar to a real locomotive throttle. Pull it out and the motor revved up the generator. Push it back in and the momentum in the flywheel just kept the generator humming along, though it did slow down gradually. We also had a position switch which acted as a brake stand. It was similar to the later ones on transistor throttles. My recall is it had positions for 'release', 'lap', 'service', and 'emergency'. There may have been others too. I think the brake worked on the generator side of the affair.

Now, to measure the "water usage", John had rigged up a defective watt hour house meter to the generator output. PG&E is probably still looking for it. It in turn was connected to a counter on the panel. With each revolution of the meter, a cam hit a contact and the counter and added one to the count. By calculating the tender capacity in terms of the counter, John had a measure of water usage across the line. Since it was measuring watts, it was measuring power used. It was a simple matter to add the tender capacity of any engine to the reading on the counter to know at what point we had to be at a water spout to refill the tender. Not there? The boiler would explode! In theory anyway – we didn't destroy any engines.

John would make a train up in Great Divide and each of us would make a run to Port and back, stopping as necessary for water. This cab let us know how much power we used and it was amazing to see the difference running downgrade and upgrade. That counter could be almost silent or clicking like a castanet. Sometimes we had to leave the train and run to the next water plug, fill the tender, and return to get the train. A deft hand was required to get the most work out of those watts. We really got the benefit of making a run for the hill and using the momentum as we entered the grade. Sometimes it was hard to get a train moving from a standing stop as the wattage could be used up in the stalled motor. Then the counter really went mad.

As you may have guessed, John usually won these contests. He had a secret, but we all knew about it. There was a point at which the watt hour meter, running very slowly, would catch on the counter detent and actually stick until the wattage got high enough to overcome the glitch. John knew just where he could use this to his advantage running downgrade, and he rarely used any water on descending slopes. Most of us couldn't get it stuck, so we used a bit of water downgrade. John also knew which brake position to use all the time while we others kind of guessed where we should brake, often needing to use the emergency position because we hadn't begun braking in time to stop at the station. It was, after all, a momentum throttle. Yes, we had to make all station stops, as well as at the water spouts as needed.

I've never seen another throttle like it and no transistor throttle I know of counts watts to simulate water use. It's too bad John never wrote a how to build it article, though I doubt many would want to go to embarrass their operators with one! 🚂

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

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

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

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[www.nmra.org](http://www.nmra.org)  
423-892-2846





## In Memoriam

John Laughlin, Honolulu, HI  
Member since 1951

Thomas Brann, Hollister, CA  
Member since 1973

Russ Cain, Carmel, CA  
Member Since 1969



**Look at the knots on the ends of this building. Also look at the weathering towards the bottom of the foreground building.**

## Detailing Wood

by Frank Markovich, MMR

This will be an ongoing set of information on detailing wood. Below are the goals over time. See prototype examples of wood – old and relatively new. Both interior and exterior in a variety of rolling stock and structures.

See model examples of the above.

Understand some of the techniques to achieve realistic results – not just weathering.

Logical treatments – beyond just overall effect.

Methods to speed things up and keep costs down!

How to simply add:

- Grain detail (Appropriate)
  - Peeling paint
  - Weathering – the silver gray look.
  - Interior wood –
  - Effects of elements – where you would see it – sun, water, dirt, wind etc. to your models.
  - Rotting wood – yes it does.
  - Bleached wood – from sun etc.
  - Weathering of stained wood. – different than painted wood.
  - Things that attack or attach to wood. Don't forget mold, plants, etc.
  - Where dirt, rust etc. attach to rolling stock and structures – just barely talk about that.
  - Dented wood – broken wood – burned wood.
  - Wood under water.
  - Doing all of this safely.

To start it is important to say that weathering and detailing wood must start at the planning stage. Get an idea of what you want. [In the left column] are some prototype pictures that I use as a reference. Starting with the prototype you can then plan out how to do the distressing, painting (I prefer calling it finish) etc. Start by making notes of what you observe. I suggest you write down everything.

Now on to adding this detail in your modeling. For me I use real wood most of the time. While I have seen some very beautiful models made of other materials, for a wood structure, real wood to me still looks the best.

- Some effects cannot be accomplished easily with other materials. Such as exposed wood, broken wood, lifted boards etc.
- To me [it's] more fun to work with real wood.
- Lots of choices now: Strip wood, scribed siding, coffee stirrers, sheet woods. Some choices in wood also [are] basswood, redwood, even balsa in some structures (good to simulate foundations or piers).
- Real wood takes stains well. I know others are able to simulate with various plastics but it just isn't the same look.
- For castings such as windows and doors I always paint them first with a raw wood color. Then continue from there. Floquil CN Grey is a good choice for the base coat.

**Continued on Page 18**

## Wood (Cont.)

- Examine the wood. If necessary sand it smooth – unless a rough cut is desired.
- Quality of wood is important – Kappler or Mt. Albert are two of the best brands.
- Could also use scraps of wood, or even coffee stirrers.
- I even like siding – can work great – board by board can be better looking if done right but scribed siding can be just as good with some work. In some cases it looks more realistic.

OK now some steps: Start by deciding if it is fairly new or old. New can be left plain wood with maybe a very light stain of oak, pine, walnut, and maple etc. Experiment. I really like pine. Minwax makes some good inexpensive stains that will last a very long time. This could also be what the interior stain should be.



If outside over time you will need to get a silver gray color. Driftwood doesn't exist anymore but CN gray cut with some thinner works well. Any gray works well. For the first stain I prefer solvent based stains but others will work. Two alternatives are the India Ink and alcohol or leather dye and alcohol. Even the chemical weathering agents by vendors such as Micro-Mark can be used. The problem with these is that it is hard to do just one side of strip wood.

No matter what you do let it cure or dry before doing anything else. Once it is ready you can add grain detail. To start use a #11 blade and to the direction of the wood – do not make it straight but rather very freehand. Below is an example of the planning and steps involved in one of my models.



1. Build jig for framework – do over framing plan. Build from plastic so wood glue won't stick to the frame.
2. Stain the framing. Wipe on Walnut – thinned down a bit. [Let dry] 2 days. This to include the roof rafters and the roof stringers – Model furring strips for the roof.
3. Stain the floor – let it dry 2 days.
4. Stain rest of wood. Start with the walnut. Wipe on with rag. Let dry 2 days.
5. For exterior of wood – start with silver grey stain – driftwood or India Ink formula. Let dry 1 week!!!
6. Do the framing with the pre-stained wood. Use carpenter's glue with small glue applicator.
7. Put knots in with wood burner.
8. Use #11 knife to add in detail around knot holes. Distress the floor – rest of the floor. Use distress tool.
9. Do a wash of grimy black on the floor. Make area by door a heavier wash.
10. Make cuts in scribed wood to indicate different board lengths.
11. Dry brush the boards with Poly S earth, mud, and some roof brown to vary the color. Do to board ends? Do not overdo. Use very little paint.
12. Add in Nail holes to the floor with a drafting pencil. Run down a few boards sides to show cracks in flooring.
13. Rub in various chalks to indicate wear and dirt on floor. Use earth

**Continued on Page 19**

## Wood (Cont.)

colors.

14. Assemble the siding on the framing for each wall.

15. On to exterior walls put knots in with wood burner.

16. Use #11 knife to add in detail around knot holes. Distress the sides – rest of the sides. Use distress tool.

17. Do a wash of grimy black on the sides. Make area by bottom a heavier wash.

18. Make cuts in siding to indicate different board lengths. Do where there is framing.

19. Add in Nail holes to the sides with a drafting pencil. Opposite where the framing is located.

20. Dry brush with the boards with Poly S earth, mud, and some roof brown to vary the color. Do not overdo. Use very little paint.

21. Distress and add wood grain, knots etc. on the exterior walls. This is a first pass. Will do more later on.

22. Treat outside walls with thin wash of grimy black to get the distressing to show. Don't worry if some gets on inside as cracks etc. in the structure will show through.

23. Cover the framing – leave the openings for the doors and windows.

24. For each wall – Pat rubber cement on the walls. Do more towards the bottom of the walls and less to none towards the top of the walls. Spray paint yellow (Westside Color) on walls. Not full coverage!

25. When dry to the touch rub rubber cement pickup over the walls to reveal peeling paint. Let it dry 1 week.

26. Use a #11 blade to scrape off some of the paint – again more towards the bottom of the walls.

27. Distress lower parts of wall with #11 blade.

28. Lift up 1 or 2 boards in the middle – may have to cut through. Put grain on the ends.

29. Wash walls with grimy black or India Ink – rub off – only want in distressed parts.

30. Let it dry for a few days minimum.

31. Use some chinks to add in weathering. Bragdon chinks – rub into the sides.

32. Do similar for the doors and windows being built but the paint step should be white rather than yellow. Also for outside corner trim.

33. Corner trim, doors, and windows should be built in place. Do pre-stain weathered, peeling paint parts before cutting and assembling.

34. Next assemble the walls on the scribed base using carpenter's glue. Be sure to use weights and squares to ensure that structure is square.

35. Once completely set – again I allow at least 1 full day. Start the roof. Use jigs like for the framing. Build them up 1 at a time. Make sure that the roof is removable.



Westside Dispatch

[I] Will cover [this subject] in more detail in the next installment. 🚧

## Membership By Divisions

As of August 31, 2013  
Number in parenthesis is  
figures from last quarter's  
report

Daylight—138 (144)  
Coast—487 (495)  
Sierra—288 (290)  
Redwood—145 (139)  
Hawaiian—12 (13)

# Pacific Coast Region SIG Report for Third Quarter 2013

by Seth Neumann



Summer is a time for travel and new inspiration but a lot of the local layouts were operating and a lot of good interchange occurred as many regular operators got to try other layouts as their regular hosts took a break and other hosts went looking for operators to fill in for their vacationing regulars. I suspect some new alliances formed and new friendships were made. I certainly took advantage of the time for travel and exploration. Jim Providenza and I were invited to present clinics at the PNR's Boise Meet last week of June and made a road trip of it, driving first to Boise via Winnemucca and then on to Denver via

Pocatello, Grainger (Oregon Short Line) WY, Rawlins, Casper and Douglas WY with a great day of Powder River rail fanning, and the mandatory visit to Caboose Hobbies before Jim dropped me at Denver International. Jim continued on to Texas to visit family and did some great rail photography before returning two weeks later. Boise was a very good convention with many former PCR members in attendance. (A few more and we should have gotten out the Hobo placemats.) Seriously, consider the PNR convention. We got a couple of op sessions and a nice train ride in and toured some local layouts.

A few weeks later I combined some family visits with the NMRA National in Atlanta. LDSIG put on its full slate of activities including a SIG clinic track, layout design consultation, chaired by LDJ editor and PCR member Byron Henderson, the Layout Design Boot Camp by Byron Henderson and myself (thanks again to NMRA President Charlie Getz and Convention guys Ray deBlicek and Ed Slintak -- all PCR members -- for straightening out some last minute logistical snafus), the LDSIG Tour and a great SIG Dinner at the Civil War Museum in Kennesaw, GA, home of the "The General" locomotive of Andrews' Raid fame. OPSIG, as usual, did a super job of setting up operating sessions: I visited a B&O Old Main Line in Aiken SC, a Santa Fe branch line in Athens, GA, and several Atlanta area layouts with themes ranging from the Colorado Joint line, to Midwestern and Southern operations. NMRA will be meeting in Cleveland next year and I'm expecting another high quality SIG meet on top of all the great things that come with an NMRA convention.

I was back in Denver at the end of August with my wife and took advantage of the time to tour a bunch of great layouts in the Denver, Golden and Boulder areas. I also got an op session in one night and presented my RFID and Model RR Communications clinics to a small group at Caboose on Saturday morning.

I'm seeing a lot of photos and videos on friends' web and Facebook pages so I know there's a lot of good railroad inspiration this summer!"

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Continued on Page 21

## Branch Line Deadlines for 2014

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

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

**JUL-AUG-SEP 2014 Issue**  
Articles due by  
**June 10, 2014**

**OCT-NOV-DEC 2014 Issue**  
Articles due by  
**September 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.

## SIG Report (Cont.)

We've made a lot of progress on my layout, both in expanding the RFID system and on structures and scenery in the Milpitas area, so it's been productive for me!

Looking ahead:

- The La Mesa Club in the San Diego Model Railroad Museum has expanded its Time Table and Train Order Operating meets and runs about every other month. Again, please contact me if you're interested in participating in one of these.
- The 2014 Bay Area PCR/Layout Design and Operations Special Interest Group meet ("SIG Meet") will be held on bye weekend, January 24-26 with a greeting dinner, Clinic and Panel day, layout tours and op sessions. The clinics and panels will be in the East Bay this year so we can showcase some East and NorthBay layouts (instead of the usual South Bay ones). Watch the PCR calendar for further details! Let me know if you have a layout to show or want to volunteer!

[You can contact Seth by e-mail at [sneumann@pacbell.net](mailto:sneumann@pacbell.net) - Ed.] 🚂

## Vision

by Giuseppe Aymar, MMR

As described in the Webster- Merriam Dictionary:


1- a thought, concept, or object formed by the imagination

2- mode of seeing or conceiving (2) : unusual discernment or foresight <a person of *vision*

Most of us in model railroading fit the concept of vision to a "T". We create a model wonderland of concepts and ideas and are able to render it concretely by way of our models and railroad empires. We see into the future while staring at a pile of 2x4s, angle brackets, a clean garage [sign of a sick mind - Ed.] or room and holding on to that very important document that allows the starting of the project. Visionary Railroad tycoons of yesterday were granted permission and grants from the State or Federal Government. Our Document is of a higher status: our wives' permission to occupy that vast territory.

Within this all encompassing railroad project, our vision is subdivided into many facets. History and location, type of railroad and how it is run. Locomotive and cars rosters, type of buildings, terrain features we want to incorporate. We see all this in our heads whether we recognize it or not. Time schedules, operating schemes, layout accommodations for the operators, lighting, comfort. Yes, these thoughts and visions make periodic visits in our heads, dancing and swirling, bringing suffused smiles to our subconscious. This vision brings us joy.

It is indeed a vast undertaking even if in miniature. To pull it off and enjoy the full capabilities of our railroad with friends and guest operators require that all the equipment, electrical and mechanical components work flawlessly all the time. It has to convey the idea of the real world to complete the effect. Thus our vision's "reality" is predicated by our knowledge and limited skills in bringing to life a facsimile of the real world. Locomotives have to run flawlessly, cars have to couple properly,



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Continued on Page 22

## Vision (Cont.)

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buildings have to look fairly decent, terrain has to be plausible to be made believable. Here then comes the concept of the “**Achievement Program.**” Enrolling in this fantastic program will assure your modeling skills “**achieve**” the level needed for a carefree enjoyment by raising the bar of our basic skills. By achieving the Certificate in Electrical engineer means you have acquired a level of proficiency such that any electrical question on your railroad is within your grasp of understanding. Same goes for Civil Engineer, you are now able or know how to build any kind of track your heart desires. The Scenery Certificate makes sure you know how to present a realistic scene to your admiring guests. The Cars and Motive power Certificates do the same for your Railroad roster. And so on and so forth. A veritable blueprint for success and enjoyment of our Railroad Empire.

As you can see, the **Achievement Program** is nothing more than a vehicle needed to make your vision a reality. Treat it as such and nothing more. It is not a dinosaur ready to chew you out and spit you out mercilessly and all bloodied. It is instead a Cocoon to nourish you, keep you safe and guide you on your journey. You will develop from a moth to a beautiful butterfly, all the more willing to sample what the hobby has to offer without trepidation; instead you will find yourself ready and willing to be a guiding light *and helpful friend to other model railroaders.*

The **Achievement Program** = **your vision**  
[And don't forget **Author.** - Ed.] 🚂



One of our young members Dell McKenzie at Fernbridge



Jack Jensen and Joe McKenzie, father of Dell, at Sonoma and the William C. Schaumburg vineyards

## Alive and Well Behind the Redwood Curtain

by Ron Plies, MMR, el Presidente del Norte

From August 15th through the 22nd, on the far north coast of California in the heart of redwood country, the Eel River Valley Model Railroaders held its 14th annual open house at the Humboldt County Fair grounds in Fern d a l e ,



Mr Bill Bitner working a train at Shively

California. We are a modular group modeling the Northwestern Pacific RR from Sonoma in Sonoma County to Eureka in Humboldt County. With the help of the Northwestern Pacific Railroad Historical Society and its fine archiveist Gus Campagna and the maps drawn by Allen Tacy we have been able to represent faithfully 14 different locations on the NWP. We were in operation from 10 AM to 9 PM for 12 full days during the fair. As a side note, we would welcome anyone who would like to come up to the cool and take a

**Continued on Page 23**

## Redwood Curtain (Cont.)



Mr. Doug Fountain working his train at Loleta.



Fairgrounds where the layout ends



Over all view of the layout and room.


shift for a day or two and help us run next year during the Humboldt County Fair. I need most of the help on weekends and evenings. If you would be interested please give me a call at (208) 229-7107 or e-mail me at [rcp4449@gmail.com](mailto:rcp4449@gmail.com). Here are a few photos of the open house and the layout. 🚂



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# THE AMIGOS BACK ON THE ROAD

OR

## Over Hill and Dale and Back Again

by Pat LaTorres, PCR President

While it's been a while, the Amigos" are back on the road again. This time we only have two of the originals (Seth Neumann and myself), but with the addition of my wife, Ronnie and Steve Williams we had a full compliment and a grand time. Ronnie has made more than a few railfan trips with us – up the Feather River Canyon, through the Cascade Mountains into Oregon and down in the Tehachapi Mountains, among others – but this was Steve's first serious hunt for the elusive Iron Horse. Since Steve was also our driver, we made sure it would be a trip to remember.

Going back to the beginning, the genesis of this trip was an invitation issued by Kent Williams (no relation) to join in the final operating sessions for his OWNRY (Oregon, Western Navigation Railway), a fine N scale model railway. The plus to this is that Seth and I had also been part of the operating crew for his first real operating session, so we would have the opportunity to bookend the life of this railroad, which would make it doubly special. After receiving the invite, I forwarded it to a group of friends that I've enjoyed operating with over the years. From that initial group, Seth, Steve, Ray deBlicek and Ronnie all expressed an interest in making the session. In the process, Ray mentioned that Ed Slintack was interested in joining in, so we now had a six operator contingent ready to make the run up to Grass Valley from the Bay Area.

A week later, while at a party celebrating Steve and Kari Williams' 25th anniversary, Steve put out the possibility of adding a Friday railfan component to the trip to Kent's. Steve has often heard us talking about our various railfan/photo trips, but had never made such a trip himself. From that innocent little seed grew the idea of a two day railfan / model railroad adventure. It turned out that Ray and Ed wouldn't be able to break free on Friday, so we were back to a four person crew, still trying to decide where to go – up along the S.P. and Donner, or along the W.P. and the Feather River. Since Seth and I have several trips along the Feather River and I had not spent much non-winter time on Donner, I suggested that we try a new location, while hoping for a good selection of trains. Seth backed up the suggestion and Ronnie and Steve decided to go along with our "better judgment," so the die was cast.

We all spent time getting our cameras, scanners and supplemental resources (railfan guides, maps, etc.) ready to hit the road, with Steve making room reservations in Grass Valley. Steve and Seth hit our doorstep just a bit after 8:00 AM on Friday, May 31<sup>st</sup> and we were on the road! In keeping with the high standards that we had established on previous trips, this one started out with a great breakfast. Following this important stop, we next headed for Railroad Hobbies, in Roseville. How could we railfan Donner without at least visiting the root of S.P. operations over The Hill? Adding a hobby shop to the itinerary only seemed natural. We spent some time (and money) at the hobby shop and then headed across to the observation area, adjacent to the Roseville depot. On the way we spotted a U.P. RR police officer sitting in his

Continued on page 25



## Amigos (Cont.)

SUV at the yard throat, probably watching for riders on outbound freights. We did some nice shots of snow service locomotives sitting on storage tracks, waiting for a call to service. We also got our first look at AMTRAK #6, the eastward California Zephyr pulling into the Roseville depot. There was an extra treat hanging on the rear of #6 – Northern Sky, a smooth sided private dome car. After #6 left town we loaded up and hit the road for destinations to the east, waiting for the scanner to give us some clue as to where we might want to make our next stop.

As it turned out, we had to make a quick fuel and ice stop at the Hwy 49 off ramp in Auburn, then continued on towards Colfax. We heard #5, the westward Zephyr as it was leaving Colfax and we saw it running through the trees alongside the highway, heading down the hill. We kept going until we hit Emigrant Gap and the Nyak lodge, where we pulled off to run down to the tracks on the backside of town. I found a bit of a surprise, with the removal of the former Pullman troop sleeper that had been a long term fixture at this location, as well as the former fuel bunker from a cab-forward whale back tender that had been converted to a tool shed (I've since learned that these were both removed some three years ago). For once I missed the "take a picture before it goes away" syndrome, having taken several photos of both the troop sleeper and the tool shed. On the plus side, there was a bunch of MOW equipment parked on the side track, in preparation for some extensive tie and rail replacement scheduled for the end of June - at which time the U.P. will completely shut off rail traffic over The Hill, sending all of the freight traffic down through the Feather River Canyon and annulling the AMTRAK trains at Reno/Sparks, with bus service between Sparks and Emeryville.

While we heard some traffic on the scanners, we weren't really sure what was either side of our location, until we heard a call from a U.P. train to the west of us. Pretty soon we saw U.P. 5735 heading up an eastbound stack train coming around the curve to approaching Emigrant Gap. This train would also have U.P. 5281 as a mid-train helper and U.P. 6504 and 6272 (a former S.P. locomotive) running as rear end helpers. A short while later we heard the crew of U.P. 5564 calling in a rail kink, which they were very concerned about, which resulted in a ten mile-per-hour speed restriction through the area of the kink. The dispatcher then put in a call for a MOW crew to come up from Roseville and take care of the track. A few minutes later 5564 came into view running eastward into Emigrant Gab. This train was a train of empty coal hoppers, so there was no need for any additional helper power. Finally, AMTRAK #6 ran past us, so we chose to load up and wander further to the east.

We then ran up to Shed 10, which is just east of Tunnel 37, all of this being in the area where the S.P. single tracked the railroad shortly after the D.&R.G. took over their operations. The road up to this area (Eagle Lake Rd.) actually hits the right of way almost dead center between Shed 10 and Tunnel 37. We no sooner hit the right of



**Ronnie LaTorres and Seth Neumann at Emigrant Gap**



**Steve Williams and Ronnie LaTorres at Emigrant Gap**

**Continued on page 26**

## Amigos (Cont.)

way then we were jumping out of the vehicle to get some grab shots of #6 as it arrived on the scene. This was the last we would see of #6 and the Northern Sky, as we wouldn't be traveling any farther east on this trip. An interesting item that we saw as we drove along the tracks toward Shed 10 was a towable water tank (my guess is it was for the MOW work) that was mounted on a set of crawler tracks – not unlike the old logging arches that were towed behind tractors in logging areas. While I didn't get a lot of photos of this trailer, between what Ronnie and I shot, I should be able to model a pretty good representation if I decide to build one.



Seth Neumann and Steve Williams between shed 10 and tunnel 37

Up along the tracks, about a half mile east was Shed 10, one of the last snow sheds on the hill and the east end of the shed is also the end of double track for trains running westward. Of interest is the double deck girder/deck truss bridge leading to the west end of the shed. This bridge has now been single tracked, as is the rest of the railroad down to Emigrant Gap. But, the bridge structure would be something that would make a nice model on any railroad and almost essential for anyone wanting to do a detailed model of the Donner Route. We waited for close to an hour, but nothing was moving on the hill, while the MOW crew was dealing with the rail kink west of Emigrant Gap. It seems that they held all westward traffic at Norden and all of the eastward traffic was being held at Roseville.

Since nothing was moving, we decided to drive back west along the right of way towards Tunnel 37 to see what might be down that way. Along this entire stretch of roadbed, the rails have been moved towards the center of what was originally a two track right of way, which allowed the railroad to ease some of the curves a bit - having twice as much roadbed to work with. When we got down to Tunnel 37, again about a half mile beyond where we had first hit the right of way, we found an access to the hillside above the east portal of the tunnel. While Seth and Ronnie headed up to take a look at things from above the portal, Steve and I decided to wander a bit farther west along the abandoned roadbed of the old #1 track, the original 1860s right of way. When we got to the west end of the

tunnel, we could see the date of construction cast into the top of the portal – 1925, which told us when this section of the overland route was double tracked. In addition to the tunnel portal, we took several photos of the neat use of natural stone on either side to provide protection for the dirt hillside. After taking a look at the west end of the tunnel, we started walking back to the east and found evidence of several drill holes, which had been used in the blasting of the granite during the initial construction, in the 1860s. This is something which can make any railfan trip even more educational – learning about and understanding what was involved in the actual building of the railroad. It was especially noteworthy to me, when I thought about those men working on this section of the railroad with not much more than hand tools and blasting powder, in some pretty atrocious working conditions.

When Steve and I got back to the east end of the tunnel, we climbed up above the portal and joined Seth and Ronnie. It was a beautiful view, looking north and east across the Sierra Nevada Mountains, realizing that much of what we were seeing still looked pretty much as it did some 150 years ago when the crews from the Central Pacific were working – and it probably

Continued on Page 27

## Amigos (Cont.)

hadn't changed much 62 years later, when Tunnel 37 had been pushed through the mountainside. While were waiting, we heard "Mr Garcia", the foreman of the MOW crew release his track authority as he cleared the track down near Roseville, his work in the Emigrant Gap area being completed. We then heard a call from the engineer in U.P. 7916 receiving a track warrant at Norden, and confirming his departure. Not too long after, we were thinking of heading back down to ground level, when we heard a train horn from somewhere not too far east of us – probably up near Shed 10. We had no sooner turned back to look up track when 7916 and four other locomotives came around the curve and headed west and right towards our location. I can tell you with no question in my mind that a locomotive horn is REALLY loud when it's right near your height off the ground! Needless to say, we managed to get some really nice photos of this train as it entered the tunnel directly below our feet.

After this train had passed from view we decided it was close to time to head down towards Grass Valley and dinner, having pretty much skipped lunch, due to a somewhat late and pretty large breakfast. Since it was right on the way, we took the time to swing off at Yuba Pass and drive up along the right of way to where the City of San Francisco had derailed back in 1952. Again, the original #1 track had been removed through this area, which made it a lot easier for us to drive up along the roadbed. While I have shot in this area a lot during the winter (snow shoes are your friend), I have only been up here once when there was no snow. The next time we head up, this will probably be one of our planned photo locations, there looks to be lot of good photo spots. We then ran down to Grass Valley for a nice dinner, some really good ice cream for dessert and our evening lodgings (and a chance to download the day's photos into our laptops).



OWN Rwy

The next morning, after a light (and early) breakfast we loaded up for the drive out to Kent Williams house and the potential of a fun operating session. As I mentioned back at the beginning of this piece, this was to be the final official operating session on the OWRy. There would be one more session the following weekend, but that would be a much more low key "fun-run" rather than a full fledged operating session. When we arrived we found Ray deBlicke and Ed Slintack waiting for us, as well as few members of Kent's regular local operating crew, so all of the positions would be covered. Since I had operated the Seattle yard at the first ops session on the railroad, I had placed an advanced request for that job at this final session. Seth asked for Portland Yard and everyone else filled in on the rest of the jobs across the railroad, which worked out just right as all jobs were covered. Since it had been three plus years since I had been able to make the trip up, I had forgotten what a great railroad this is to run. I realized that I was going to miss having it on my list of roads to work and we all let Kent know just how much he and his railroad will be missed.

The session ran most of the day, with a break around 12:30 for lunch. We all had a grand time and finally pulled the plug around 4:30/5:00 ish, as we all were starting to fade. In fact, Ray and Ed had to leave a bit earlier, due to commitments back in the Bay Area. Towards the end of the session, we

Continued on Page 28

## Amigos (Cont.)

were all getting a bit tired, because of long hours on our feet for two days in a row. While it would have been fun to return for the fun-run the following weekend, it just wasn't in the cards what with the Coast division meet and some other commitments (not all model railroad) that weekend. But, some of the photos from the trip did show up in the photo contest (subject "Diesel Locomotives") at the Coast Division meet in San Leandro. The trip home included a quick stop down the road from Kent's place, to get some photos of a really neat old barn that was in the falling down mode, but featured some neat construction techniques.



OWN Rwy Ops Crew

Additionally there were some special out buildings right near by that also found their way into our photographs. After this quick stop we got back on the road and the rest of the way home was nice and relaxed and we even got to see one more train (but no photos), when we spotted one of the Capitals headed eastward, just a bit west of Davis. We made a quick stop at the Nut Tree for dinner and then made the remainder of the run back to the Bay Area non-stop. All in all a very complete and fulfilling two days chasing trains, both large and small. I had forgotten how truly special it is to spend time with friends, enjoying just one aspect of our common hobby. In this case there was the added bonus of bringing a new person into the fold and sharing a bit of why we are involved. As always, traveling with Seth and Ronnie is great fun and I can only say, "the more, the merrier."

There won't be as long of a break before I head back out on the road again, it was just too much fun to wait. I can only encourage you to grab a friend or three, rough out a basic itinerary and get out and find some trains. No, you don't have to run hundreds of miles, there are probably places just down the road from where ever you live. But, taking the time to wander farther afield will always add a sense of adventure and excitement. Regardless, going with a group of friends will elevate it to an even higher level. Summer is here and the time is right for some serious fero-equinology – take some friends and go find the Iron Horse as it runs wild across the countryside. 🚂



## Coast Division Report

by Frank Markovich, MMR, Coast Division Superintendent

The next meet location will be the Janet Pomeroy Center at 207 Skyline Blvd San Francisco, CA 94132, (415) 665-4100. By the time you read this in the PCR it may be over. It will be on September 22<sup>nd</sup> starting at 9:00 AM. We will again have a very large auction with over 500 estate items not counting regular items. Model Contest: Steam Locomotives, Diesel, & Other Locomotives, Passenger Cars. Photo Contest: Caboose. Allen Fenton Timesaver Switching Contest (until 3:15). There will be two clinics and a roundtable. I really want to encourage entrees into the contest so there will be an extra door prize for every entry in model or photo even if it is just show and tell. On top of that I will give a special Superintendent prize to one model of my choosing. No special criteria but a model that is most artistic in my judgment. I will be bringing a couple of models myself to the next meet.

The last meet was my first time as superintendent. I did play modeling movies and will have more at the next meet – I am working on better sound for next time. There is a solution that I will try. I am sure that it will be better. The individuals who watched the movies seemed very happy. I will be doing a couple of more movies this time on modeling. Two more Scotty Mason Movies and a trio of movies including one on painting figures. Again the auction made a sizeable amount due to the large estate. This meet we will continue with the estate sale. Lots of brass left! The auction is very important as it is the main method of raising money for our division. This has allowed us to not have to charge admission as many other divisions charge per meet. The clinics are still in process but we will have 2 clinics and of course the roundtable. Howard is working on the subject for the next roundtable. The roundtable at the last meet was on animation. There are still a few DVD's available from that clinic and we will bring them for those wanting one.

There are still some open positions in the division and I am looking for people to volunteer. If you are interested in helping please email me at [frank@frankmarkovich.com](mailto:frank@frankmarkovich.com) or any of the other Coast board members. Two of these are the committee chair for the Auction and the webmaster – John Sing has been doing that but he now lives in Florida and we need to find someone local. Also if there are ideas of things you would like to see at the meets let me know.

The results of the survey showed that members would like clinics in between meets. Looks like the first one will be an evening in early November. I am working on that and any ideas for clinics would be appreciated. I would also like to get someone to volunteer to take over a youth program for the division. I would be able to help with that. Towards the clinic between meets we will have one in November – most likely Jim Eckman or I will do the clinic. We have some ideas on locations but if anyone knows a place that would not charge that would be ideal. This first clinic will be on modeling – not sure of the subject yet. Since it will not be at a meet we could have a clinic that lasted longer than 1 hour!!

The switching contest will have some exiting news to present at the next meet. Be prepared. We are going to expand it.

The meet after this will be back in San Leandro at the Boy Scout Center on Dec 8<sup>th</sup>. Mark your calendar.

**Continued on Page 30**



## Coast Report (Cont.)

At every meet we can judge for the achievement award. Let me know before the meet and I can line up judges. I can always be one and Jim Eckman can also. 🚂

## Daylight Division Report

by Dave Grenier, Daylight Division Superintendent

Photos by Mike O'Brien, unless noted



The Daylight Division held its Summer Meet August 17, 2013, at the Spike 'n' Rail Steakhouse, 2910 Pea Soup Anderson Blvd, in Selma, just off CA-99 at the old windmill. There were 21 members and 9 non-member visitors, for a total of 30 attendees.

After enjoying a plated breakfast served at 9:00 AM, we broke for registrations, model and



**The model contest featured a number of interesting entries.**



**The preserved SP depot in Selma's Pioneer Village houses the Fresno Model Railroad Club's layouts**

photo contests, plus more socializing until the meet itself started at 10:00 AM. This meet was different than previous Daylight meets, as there were no clinics, so we went right into the quarterly business meeting.

Division election results were announced by Suzie Paff, assisting Doug Wagner, Elections Chair. Thirty-nine ballots were returned, unanimously re-electing Dave Grenier as Superintendent and electing Bob Sexton as Chief Clerk/Paymaster. Doug reported that this was the most ballots ever returned in any Daylight Division election.

Switching hats, Achievement Program Chair Dave Grenier announced the following Daylight members earned Achievement Program Certificates of Accomplishment since the last business meeting:

Chuck Harmon	Master Builder Cars
Andrew Merriam	Master Builder Cars
Andrew Merriam	Master Builder Structures

Both Chuck and Andrew have completed 6 of the 7 certificates needed for MMR. Both of them are diligently striving to complete their 7<sup>th</sup> and final certificate.

Dave also announced that Giuseppe Aymar, a member of the GEHAMS club in Bakersfield and RED member, had been awarded Master Model Railroader #513 and that Coast Division Superintendent Frank Markovich had been awarded MMR #514.



**The Fresno Model Railroad Club is located upstairs in the old Selma Depot. The town of Selma is up front.**

Photo by Chuck Harmon

**Continued on Page 31**



## Daylight Report (Cont.)

Congratulations to you for your accomplishments. (Switching hats again.)

Due to continuing technical problems since late January, the last 3 issues of the *Daylight Observation* newsletter could not be sent to the printer and have only been published in digital format on the Daylight Division website. No paper versions were printed or mailed out. After being discussed at length, a motion was made and passed unanimously to eliminate the printed version of the newsletter and only have it available on the website. In the future, E-mails and postcards will be sent to the members notifying them of the next meet date and that the newsletter is available on the website.

The current *Daylight Observation* can always be found on the Daylight Division website at [www.pcrnmra.org/daylight/newsletters.html](http://www.pcrnmra.org/daylight/newsletters.html) and the next Daylight meet information will be at [www.pcrnmra.org/daylight/nextmeet.html](http://www.pcrnmra.org/daylight/nextmeet.html).

Doug Wagner, Acting Contests Chair (Steve was ill at home), announced the Favorite Model Structures contest was won by Chuck Harmon for his combination tower-station, while the Favorite Photo Maintenance of Way contest was won by Vince Cody for his velocipede photo presentation. Prizes will be awarded at the next meet.

The business meeting wrapped up with a drawing for the \$25 door prize, won by Suzie Paff, and Daylight Division's "World Famous" White Elephant Auction, conducted by auctioneer Dan Seames.

Our meet host and coordinator, Steve Fischer, then briefed us on the two layouts that would be open for us to visit, starting with the Fresno Model Railroad Club layout located in the historic Selma Depot at the nearby Pioneer Village. The HO layout has been extensively rebuilt by the club members and looked great. The second layout was the Hillcrest & Wahtoke Railroad at the Hillcrest Tree Farm in Reedley. The H&W is a 15 inch gauge live steam railroad spread out over 20+ acres. We not only got to ride the train, but some of us even got to actually run the #13 locomotive, a 2-8-0 Consolidation. The gondolas and caboose were built on site at the nearby Hillcrest Shops. This was one of the excursions during the Sierra Memories 2008 PCR Convention in Fresno. The weather was much better then, as this time it was almost 100 degrees. It's been a very hot summer here in the Valley.



The Fresno Club has a sectional layout set up in the lower level ticket office area



One of the major industries in Selma is the Cinderella Raisin processing plant.  
Photo by Chuck Harmon



The Selma Depot model is on the layout inside the depot. Suppose there's a layout modeled in the upstairs?  
Photo by Chuck Harmon



The Selma layout features some spectacular scenery, created under the guiding hand of Steve Fischer  
Photo by Chuck Harmon



## Daylight Report (Cont.)

The next Daylight Division meet will be Saturday, November 16, 2013, at the newly restored San Luis Obispo Railroad Museum, 1940 Santa Barbara St, San Luis Obispo. Check the Daylight Division website "Next Daylight Meet" page at [www.pcrnmra.org/daylight/nextmeet.html](http://www.pcrnmra.org/daylight/nextmeet.html) for the latest up-to-date information.



The Hillcrest and Watoke RR was amazing!

See you at the next meet! Come join us for an unforgettable day of Daylight Division hospitality! All PCR / N M R A members are welcome! 🚂



Yes, this is a live steamer! Several exhibits are in the Museum area at Hillcrest Shops.



## SIERRA DIVISION REPORT

By Gary Ray

The May 11th **Sierra Division Meet** in Sacramento was mainly an organizational meet to discuss ideas to increase participation in meets and to recruit and retain members. Twenty members were present. Dates were set for the next three meets with the first one being our **annual picnic on August 24th in Reno. Dennis Drury and James Petro** are doing the planning for this family oriented event. The division is looking for hosts to arrange future meets and a Program Chair to arrange clinics. The Sierra Division would be happy to pay for gas and provide lunch for clinicians from other divisions. Clinicians can receive AP credit for their presentation.



Many thanks to Dave Mussatti for slide show of SP in Owens Valley, past & present.

We would like to have a list of layouts that are available for visitation and/or operations. We are planning a future clinic on "Operations" for those who have never operated on a layout to make them feel at ease. We hope future meets are in locations that can be used from 9 to 5 and will include 2 clinics and possibly a layout visit. Contact **Scott McAllister** [[scooter923@att.net](mailto:scooter923@att.net)] (916) 351-9885] if you can help with any of these needs. Future meets will be held on October 12th in Cameron Park and on February 8, 2014.

It was decided that the Division would have a fall meet even though it falls close to our fund raiser: **The International Railfair** in November. The Sierra Division tentatively decided to drop paying for volunteers to attend the Railfair banquet because of costs to the division, but volunteers do get free admittance to Railfair and may also purchase tickets to the banquet if they desire to attend. If you have an objection to deleting the banquet, let Scott McAllister know as soon as possible or at the August meet so a final decision can be made.

Some of the changes that are being made in our division will include meet dates in February, May, August, and October. A swap meet once a year in May, a picnic in August, and a business meeting would be part of the October meet starting in 2014. Members voted on changing the election of directors to even years.

Continued on Page 33





## Sierra Report (Cont.)

One new member, **Jim Collins**, has volunteered to be our Membership Chair. He has already written a welcoming letter to new members and given them a phone call. When new members come to their first meeting, they will receive a NMRA track gauge and a name tag will be ordered to distribution at the next meeting they attend.

In order to help facilitate ride sharing in our huge geographic division, **Gary Ray** [[gerber1926@gmail.com](mailto:gerber1926@gmail.com)] (530) 873-0626] will try to put members in contact with others in their area.

Door prizes will be handed out at our meets. I was the lucky recipient of a beautiful **Bar Mills** kit; Bud Smiley's Gas Stop. Altogether nine prizes were awarded for door prizes and our flat car loads contest.

Winners of the flatcar loads contest were **Dick Witzens, Jim**

**Collins, Bill Eversult, and Jim**

**Dieckman**. Our August 24th

contest is for scratch built or

modified stock cars: scratch built,

resin kit, weathered, realistic load.

In addition, the division is going to

have a quarterly photo contest. For

our first contest, any railroad

subject can be included. Each print

must be at least 5"x7" and not

exceed 8"x12". Photos need not be

mounted. No more than three

entries per person. A new model

building contest similar to the

**Northeastern Scale Models** Yard

Office is in the planning stages.

The Sierra Division is excited

about the new ideas that we are

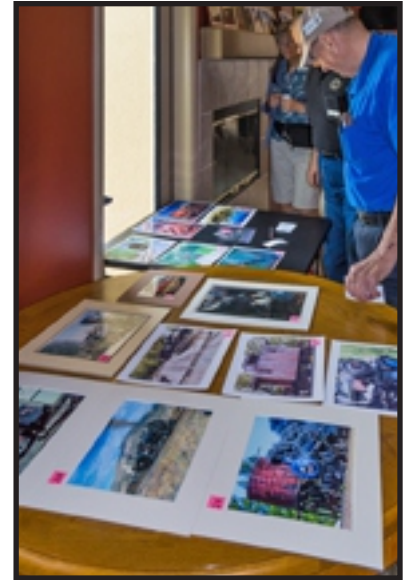
implementing and is looking

forward to seeing you on August

24<sup>th</sup>. 🚂



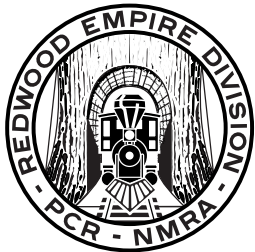
Brian Witt helped others with car card operations. Jim Collins is new to operations and gives it a try.



Dick Klammer looks over the photo entries.

## Redwood Empire Division Report

by Dave Croshere, RED Director



The Redwood Empire Division has a new Superintendent in Dick Foster. Dick is off to a good start in organizing the division meetings. Verne Alexander agreed to continue as Chief Clerk. Dave Grundman is continuing to arrange our meeting's entertainment programs. Giuseppe Aymar is still moderating the show and tell portion of our quarterly meetings. With this group in place our meetings will have a good attendance of enthusiastic members.

During the summer two layouts unfortunately required dismantling. In each case 8 to 10 RED members turned out to help their fellow modelers with these difficult tasks. Both cases were a good example of the close companionships acquired and a willingness to help our modeling friends.

Continued on Page 34



## RED Report (Cont.)

Santa Rosa's Home and Train Show is the weekend of September 20th thru the 22nd. RED will have two booths. One booth will show the benefits of RED membership. To help display these benefits we have incorporated some new ideas to appeal to as wide a range of modelers as possible. The second booth will sell various structure kits, locos and rolling stock. The items to be sold were donation made by members.

I want to close with congratulations to Giuseppe Aymar as Master Modeler #513. Many have said this is the highest honor in Model Railroading. To achieve this honor with the consistent excellent quality of Giuseppe's models is truly amazing. 🚂

## InfoNet-News For August, 2013

by Tom Draper, Director, Support Services

Message from Fred Headon, MMR, current NMRA Canadian District Director:

As the Canadian District Director I am taking this opportunity to explain some features of NMRA Canada. This entity has been established for NMRA members who reside in Canada . It is an educational, non-profit association (paralleling its parent) that focuses on promoting and teaching the art and craft of model railroading. Our membership which varies between 900 and 1100 ranks Canada as the second largest national membership within the global extent of the NMRA.

Our agreement with the NMRA Board of Directors allows us to set a dues structure based on Canadian residence and circumstances while maintaining all the rights and privileges of NMRA membership. Volunteer administration allows a lower dues rate for Canadian members and allows payment in Canadian dollars to overcome exchange rate issues. A similar agreement allows Canadian members to subscribe to the NMRA magazine. Subscriptions to a member's Regional publication (four Regions span the Canada – U.S.A. border) can also be paid through the offices of NMRA Canada. Currently our Board of Directors includes representation from New Brunswick , Ontario and Manitoba . We intend to expand our representation to better reflect our membership.

Within Regions of NMRA Canada are a number of Divisions most of which have a common pair of problems – considerable distance between centres and small member numbers. One service to our members, the NMRA Clinic DVD's (but not the Prototype or Modeling ones) are available through a Canadian address facilitating access. The bi-lingual NMRA Canada website offers links to sites focused on Canadian railway history and to Canadian-focused SIGs including the Canadian National Historical Association, Canadian Pacific Historical Association, Pacific Great Eastern/BC Rail SIG, Ontario Northland Historical & Technical Society, the Toronto, Hamilton & Buffalo SIG and the VIA Rail SIG. Links are included to some member's model railways and to clubs within each of our four Regions to enhance the fellowship that is so much a part of NMRA activities. 🚂



# InfoNet-News For September, 2013

by Tom Draper Director, Support Services

Message from Pete Magoun, MMR current NMRA Central District Director  
**Recruiting Tools**

As I travel around the NMRA I hear a common theme rumbling at Division and Region levels: "How do we attract more members to the NMRA?" Sure, there are variations on this theme, like "What's 'National' doing to attract new members," or "What tools do we have to attract new members," but the underlying theme doesn't change. We need new members if the organization is to survive. That job is for each of us.

This discussion came up awhile back at a Region convention, where I had been asked to comment after the banquet. The term used was "After-Banquet Speaker," which is generally not a good idea around me, because I can talk about the benefits of the NMRA for a long time. This is a great hobby, and the NMRA makes it even better. But I digress....

The festivities included a slideshow of host Division activities, including modular shows in shopping areas, open houses, road trips and so on. That slideshow triggered a major change in my intended remarks, for I realized that it could be the basis for a completely different presentation. So let's have a look at the discussion. It's Tool Time!

There are really only three tools you need to conduct a successful membership growth campaign. They're inexpensive, and all of us have them. We simply need to use them!

The first is our eyes. We need to make eye contact with a potential member. We can smile with our eyes (try it – it works!), and our eyes tell the new prospect a great deal about who we are and where we're going. When we're happy, enjoying ourselves and proud of our organization, this shows in our eyes. [So does the Grumpy Old Man part, so be careful!]

The second is our mouth. We can smile with our mouths, and we can say a lot about the educational opportunities, fun, fellowship and so on we're enjoying within our little corner of the NMRA. We can answer questions, provide invitations, and make folks feel welcome.

The third is our hands. Use them for handshakes. Invite people in with a handshake. Make folks feel welcome. It's not difficult, and it makes a world of difference to a prospective member.

At some point in our NMRA experience, someone smiled, extended a hand to us, made us feel welcome, and invited us to join the fun. It wasn't difficult, and it opened the door to us. Be that someone! Go for it!

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

If the person holding a region or division office changes, or their email address changes, please contact me at [tcdraider@aol.com](mailto:tcdraider@aol.com) with the corrected information. 📧



# NATIONAL MODEL RAILROAD ASSOCIATION, INC.

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**PCR/NMRA**  
**Coast Rails 2014**  
**PCR Convention**  
**April 30 - May 4, 2014**  
**Sands Inn & Suites**  
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**San Luis Obispo, CA**

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 14008 Tierra Blanca Ave.  
 Bakersfield, CA 93314  
 E-mail: [CoastRails2014@pcrnma.org](mailto:CoastRails2014@pcrnma.org)  
 Website: [www.pcrnmra.org/conv2014](http://www.pcrnmra.org/conv2014)  
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**Please Print**

**Registration Form**

Hosted by: Daylight Division, PCR / NMRA

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   on Ra      Nil   o      Y uth				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: _____	
Will you attend the Hobo Breakfast at the Apple Farm?    Yes, How many Hobos? _____    No					
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)					
Last Name		First Name		First Name (for Name Badge)	
Registration Type (Please check one) Modeler    Non-Rail    Youth		E-Mail (if Different)			NMRA #
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times: _____					
I can help more. Have a Volunteer Coordinator contact me					
Primary Scales and Interests		HO   N   Z   S   O   G		Narrow Gauge    Other: _____	

*All Fares include Clinics (except MWTM Clinics), Layout Tours, and Saturday Night Awards Banquet Ticket.  
 Day Fares do NOT include Saturday Night Awards Banquet.*

FARES: <i>Please fill in QTY and Total</i>	QTY	Unit Cost	Total
Early Bird Registration (through January 31, 2014) (Full Fare is \$89.00)		79.00	
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	
Youth Registration (12-18 years old or student)		50.00	
Additional Saturday Night Awards Banquet Ticket (Included in all Registrations except Day Fares) (For non-attending spouses/SOs coming to nothing else and not otherwise registered)		20.00	
Day Fare    Wed    Thurs    Fri    Sat		35.00	
Non-NMRA member must join the NMRA to register. *Student is any person 18 years and under or student 19-25 years old.	6 month Rail Pass (allowed one time only)	9.95	
	NMRA membership with NMRA magazine	66.00	
	NMRA membership without NMRA magazine	44.00	
	* Student membership with NMRA magazine	32.00	
	PCR Branch Line newsletter subscription	6.00	
Swap Meet Half Table		5.00	
Swap Meet Full Table		10.00	
<b>MODELING WITH THE MASTERS Clinics</b>			
Building a Laser Structure Kit	Wednesday, April 30, 4:00 PM	N/HO	50.00
Scratch Building in Styrene	Thursday, May 1, 7:00 AM	N/HO	50.00
Scratch Building in Styrene	Thursday, May 1, 7:00 AM	S / O	65.00
Learning to Build a DPM Kit Properly	Thursday, May 1, 1:00 PM	N/HO	50.00
Building a Turnout using Fast Tracks	Friday, May 2, 7:00 AM	TBD	60.00
Scratch Build a Cattle Ramp	Friday, May 2, 1:00 PM	HO	25.00
Scratch Build a Puddle-Jumper Bridge	Friday, May 2, 4:00 PM	HO	25.00
Payment by    Check**    Cash    (Use website for credit card)		<b>TOTAL</b>	

\*\* Make Checks Payable to: "Coast Rails 2014"    **No Refunds After April 9, 2014**

# 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: glgslewis@comcast.net Web: www.pleasantonmodelrr.org/index.html

## ANTIOCH MODEL RAILROAD CLUB

The Black Diamond Lines is an HO Club located at 425 Fulton Shipyard Rd, Antioch. BDL has been in continuous operation since 1981. We meet Tues. & Fri., 7:00pm to 10:00pm. Formal Operating Session on the 3rd Friday of the Month, but visitors can always find trains running every club night. For more information, e-mail info@blackdiamondlines.com or visit us on the web at www.blackdiamondlines.com and we can be found on Facebook and YouTube.

## BAY AREA NTRAK MODEL RAILROAD CLUB

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

## BAY AREA Z MODULE COOPERATIVE

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

## CALIFORNIA CENTRAL MODEL RR CLUB

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

## CARQUINEZ MODEL RAILROAD SOCIETY

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

## COASTAL VALLEY LINES

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

## EEL RIVER VALLEY MODEL RAILROADERS

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

## ELSIE

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

## EMPIRE BUILDERS MODEL RAILROAD CLUB

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

## EUROPEAN TRAIN ENTHUSIASTS

ETE ([www.ete.org](http://www.ete.org)) serves modelers, railway fans, related organizations, and the community through public venues, operating layouts, the annual convention EuroWest, the chapter newsletter, and the quarterly national journal, the *ETE Express*. ETE is open to all who have an interest in European railways, whether full size or scale model. The SF Bay Area Chapter meets the second Saturday of the month from 1-5pm in various locations around the bay. Contact Bill Keane (650) 355-7231 or billkeaney@comcast.net.

## GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

## 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).

Continued on Page 39

## Clubs (Cont.)

### 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.

### 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 LODGE MODEL RAILROAD CLUB

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

### NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

### Nn3 ALLIANCE

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

### SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HO<sub>n3</sub> layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

### SACRAMENTO MODULAR RAILROADERS

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

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

The SVLS was founded in 1968 and is located in Hagen Community Park, Rancho Cordova, CA. Our initial 1500 feet of track has expanded to over 6300 feet of mainline and sidings. Approximately 1500 feet is dual gauge 4 3/4" and 7 1/2". We can accommodate equipment ranging in size from 1 inch scale (standard gauge) to 5 inch scale (2 foot narrow gauge), the most common scale being 1 1/2". Public run days are on the 1st Saturday and 3<sup>rd</sup> Sunday of each month during our operating season.

### SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

### SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

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

The SLOMRA is a multi-scale modular group with active N, HO, and On30 layouts. The goal of our non-profit association is railroad education and local history through public display of our modules. Our shows usually include G-gauge, tinplate, 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.

Continued on Page 40

BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

### Clubs (Cont.)

#### SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

#### 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 at 1090 Merrill St., near the Menlo Park train station and Ravenswood Ave. We are currently constructing a new 2-level HO layout designed for operations. Scheduled work sessions are Wednesday evenings and Saturday afternoons. Our monthly business meeting is held at 8 pm on the second Wednesday of each month. We are seeking new members with an interest in layout design and construction, model train operations, and/or who just love trains. Contact: Lauren Mercer at 650-322-9335, Tom Vanden Bosch at 650-369-8305 or visit the club website at [wbmra.ning.com](http://wbmra.ning.com). 