



BRANCH LINE

NMRA'S FIRST REGION

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Scale Railbirds Flock to SLO!

by Steve Wesolowski, Publicity Volunteer, Coast Rails 2014 PCR Convention/
Trains to Hadley Junction

Once again the scale railbird's yearly migration from all across the Pacific Coast Region of NMRA is happening. Please let me welcome you to San Luis Obispo, reputed to be the happiest place in America! From April 30 through May 4th, 2014 we'll flock together for the Coast Rails 2014 PCR Convention, Trains To Hadley Junction at The Sands Inn & Suites, 1930 Monterey Street, in San Luis Obispo. While enjoying our convention, be sure to take in at least a few of the many activities San Luis Obispo has to offer.



Our Convention Hotel is Full, But... Although the Sands Inn is full, eight other motels within a block of the Sands are listed at www.pcrnmra.org/conv2014/hotel.html, plus a few more, with their average prices also posted. There's room at the other Inns!

Question: Where/What's Hadley Junction? Answer: Where the 3' Pacific Coast Railway met the SP (at SP Milepost 259). Andrew Merriam explains this fully at www.pcrnmra.org/conv2014/hadley.html.

Register Today! Register now for PCR 2014 for \$89. When you register for \$89, the "Non-Rail/Spouse" fare of \$69 also applies to female or male spouses who are model railroaders. Our "First Timer" fare of \$69 is for any PCR member who has not registered at our last 5 conventions. You can register on-line at www.pcr/nmra.org/conv2014/registration.html or you can use the registration form on pages 25-26 of this issue of the Branch Line.



San Luis Obispo RailRoad Museum

Our Coast Rails 2014 PCR Convention is co-hosted by SLO's Railroad Museum, which means SLORRM members in good standing can register for our convention without joining NMRA. This also means we all

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Coast Rails 2014 (Cont.)

can enjoy more train fun at the Museum, especially on Saturday, May 3, 10 AM to 4 PM, when SLORRM is open to all registrants for museum tours. The SLORRM website is: www.slorm.com. See schedule at www.pcrnmra.org/conv2014/slorm.html.

Non-Rail Activities All Non-Rail convention attendees are cordially invited to visit the Non-Rails Hospitality Room to enjoy the fun, fellowship, and activities. All on-site Non-Rail clinics and activities (except for contest entries and judging) will be in the Non-Rails Hospitality Room, located in the Sands' Meeting Room A downstairs, known as the "Coaster Room." We've



Thursday nights in SLO is Farmer's Market Time!

planned fun activities, including a bus tour to nearby Hearst Castle, enjoying the SLO Farmer's Market, and much more!

Plan to arrive early and/or stay after PCR 2014 ends. Bring your family to enjoy some of the many recreational opportunities the Central Coast offers! For more ideas, our Non-Rails page is

www.pcrnmra.org/conv2014/nonrails.html. Or contact Dorothy Deis at

cr2014nonrail@pcrnmra.org with your questions.

Schedules - Now that all schedules are on our website, registrants can plan all they want to enjoy in SLO before, during, and after PCR 2014. There may be some changes as the convention gets closer, so visit www.pcrnmra.org/conv2014/sched.html to stay current with any changes when they happen. A hard-copy of the preliminary schedule is included in this issue of the Branch Line. (See pp. 17-21)

Sign up for Outside Tours Now! We have several exciting outside activities/tours for registrants. Most include travel by bus, with fees to pay the costs. Reserve outside tours before March ends. On April 1 the committee will decide if there are enough sign ups for the tours to cover the costs. Any tour without enough sign ups may be cancelled. For complete outside tour descriptions go to www.pcrnmra.org/conv2014/outside.html.

PCR 2014 Outside Tours include:

Wednesday, Over The Cuesta Tour: \$53.

Thursday, Hearst Castle Tour: \$73, and Amtrak South & Back Tour: \$85.

Friday, Bitter Creek Western RR with Wine Tasting Tour: \$60.

Saturday, Pacific Coast Railway Tour: \$60.

Sunday, Fillmore & Western Railway Tour: \$82.

Our Central Valley Model Works shop tour is a self-guided tour all days of the convention, with no fee. See the web page above for more info.

Clinics - Most clinics are free to everyone registered, except for Modeling With The Masters (MWTM) clinics (Fees: \$25-\$70). A \$5 fee for

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Coast Rails 2014 (Cont.)

Lloyd Lehrer's Sagebrush or Furnace Filter Hands-On tree making clinics buys enough material for 1 or 2 trees, depending on scale. Deadlines: You must buy your ticket in advance to attend extra fare clinics. The deadline for the Fast Tracks clinics is Saturday, March 22. The deadline for other MWTM clinics is Monday, March 31. For clinic descriptions go to www.pcrnmra.org/conv2014/clinics.html.

Modeling With The Masters (MWTM) The MWTM program is a series of hands-on make-and-take clinics taught by Clark Kooning, MMR, with Tim Warris, owner of Fast Tracks, assisting Clark. They will help you, answer questions, share their modeling expertise, skills, and techniques. When your session is over, you'll take your project home.

These MWTM clinics are offered:

Building a Laser Structure Kit.

Scratch Building in Styrene.

Learning to Build a DPM Kit Properly.

Building a Turnout Using Fast Tracks.

Scratch Build a Cattle Ramp.

Scratch Build a Puddle Jumper Bridge.

Attendance is limited to 18 in each MWTM session, except for Building a Turnout Using Fast Tracks, which are limited to 12 participants per session.

MWTM clinics are usually only at national conventions and fill quickly. You bring your own tools. For MWTM clinic descriptions, required tool lists and more, go to www.pcrnmra.org/conv2014/mwtm.html.

LD/OPS SIG Clinic Track Thursday - The Layout Design and the Operations Special Interest Groups are hosting a LD-OPS SIG clinic track all day Thursday on layout design and operations topics, followed by evening roundtable discussions. They are open to all registrants. LD-OPS SIG Track clinics include "21st Century Layouts: Why Modules Have Made Traditional Layouts Obsolete" by Paul Ingraham, "Operations for Dummies" by Bill Kaufman, and "Shelf-Layout Prototypes" by Brewster Bird.

Layout Tours - The SLO & Central Coast area has an impressive collection of quality model railroad layouts in all sizes & scales. Many are a short drive from the Sands, with some open for viewing every day of the convention. Addresses, maps & directions will be at our registration desk. For descriptions and hours go to www.pcrnmra.org/conv2014/layouts.html.

Operating Sessions - Operating sessions are open to everyone registered. First-time operators are given first priority for sign-ups, although operating sessions are open to all convention registrants. No previous experience is necessary. First-time operators are paired with experienced operators.

Bring your Models & Photos, and other Contests - As at any NMRA Regional and National Convention, we'll enjoy the full range of

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Enjoy the beach at Avila

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Coast Rails 2014 (Cont.)

model, module, photo, arts & crafts and switching contests, along with displays of non-judged items. I hope every registrant brings at least one entry for the judged contests, or to display for the rest of us to enjoy their work. Sharing our work and seeing each other's work is one of the best ways we learn and grow to become better modelers and photographers. For a schedule of the contest room hours, information on all the contest categories and links to required forms go to www.pcrnmra.org/conv2014/contests.html.

Contest Judges - Volunteers are always needed to judge and provide security for all our entries. Are you new to judging? Training will be provided by working & learning with more experienced judges. Judging and learning how to judge better will help you become a better modeler or photographer. Contest Judges also earn 2 time units towards their AP Association Volunteer Certificate. Contact our Contests Chair, Matt Hoffman, to assist in this very important function at cr2014contests@pcrnmra.org.

Swap Meet - Coast Rails 2014 will host a swap meet Saturday morning for all attendees. Convert your surplus railroad inventory to cash! Tables are \$5.00 for a half table and \$10.00 for a full table. For details go to www.pcrnmra.org/conv2014/swapmeet.html.

Annual Hobo Breakfast - As we've done at PCR conventions 53 years now, Hobos gather for breakfast during the convention. This year's



Enjoy the water at Morro Bay

Hobo Breakfast will be held at 7:30 AM Saturday at the Apple Farm Inn. Hobos are model railroaders who have attended at least one NMRA National convention outside the boundary of their home region. Hobos are encouraged to bring guests. If you are not a Hobo by definition and would like to join us, you are welcome to come as my guest. Each Hobo pays for their own breakfast and their guests'. Rod Smith, PCR Hobo In Charge can be reached at cr2014hobos@pcrnmra.org.

Volunteer! Volunteers are the lifeblood of all conventions. Coast Rails 2014 needs help in the following areas during your convention: registration desk, company store, clinic hosts, contest room, contest judges, switching contest, swap meet, and the Non-Rails Hospitality Room. If you would like to help out for an hour or two during the convention, please contact our Convention Chairman Paul Deis, at cr2014chair@pcrnmra.org. Convention volunteers are considered "regional committee members" and accumulate Achievement Program Association Volunteer points at the rate of one time unit per month of active service. Model contest judges earn two time units for one day. By volunteering to help in any position, you can renew old friendships, make new friends, and help make this convention the best that it can possibly be. Remember, you always get more than you give!

Door Prizes Donations/Recycling Our Door Prize Volunteer Glenn Geissinger at www.cr2014prizes@pcrnmra.org is soliciting door prize

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Coast Rails 2014 (Cont.)

donations from model railroading suppliers, authors, publishers and others within PCR and beyond. Most of us have at least one new/nearly new/unused kit, book, tool, scenery item, framed train photo, or other modeling items we will likely never use. We encourage you to bring one or more of your new/near new items to SLO to "recycle" as door prize donations when you check in at registration. Also, at the end of our Annual Business Meeting unclaimed door prizes are raffled off. If you win a door prize you can't use, gather at the back of the room after the meeting ends to exchange it for a door prize someone else can't use.

And, if you made it this far, happy trains to you, until we meet again, April 30 in SLO at Coast Rails! 🚂

[You can contact Steve at cr2014publicity@pcrnmra.org.

Here's a shot of the Port San Luis layout in the SLORRM.



Here are 3 shots of Terry Taylor's 1953 ATSF layout.



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President's Message

by Pat LaTorres, President, PCR/NMRA

I'm back again for a quick look at the life of the PCR of the NMRA, as always with a slight slant, being from my perspective. The first thing I get to do is congratulate yet another PCR member for earning his entry into the family of Master Model Railroaders, joining with Giuseppe Aymar and Frank Markovich – Chuck Harmon, you done good! As I've said since I first started looking into the Achievement Program (AP), this is not some form of "competitive modeling", this is a challenge that we can place in front of ourselves if we so choose. On the other hand, many very good model railroaders go through their entire modeling life without ever submitting one item towards the AP. That being said, this program can be used as a tool to encourage us to strive a little harder, to raise the bar just a bit higher in or model railroading experience. That one does not reach MMR doesn't make one less of a modeler than those who do and those who earn the title of MMR are not necessarily any better than some that have not pursued the title. It is only a goal that we can place before ourselves, something to look at as a series of mileposts along the modeling portion of that road we travel through life.



Before moving on, I'd like to take a quick look back at the 2014 joint Layout Design/Operations Special Interest Group(s)/PCR weekend – this year moving to Alameda, as a first time out of the South Bay Area. As always, it was good to have a chance to get together with friends from throughout the PCR and beyond. For those that have never attended and/or may not be aware of this event, it is a meet to provide resources for those looking to design a new model railroad or improve an already existing railroad and then to provide an opportunity for those without a lot of operating experience to operate on a model railroad in a prototypical fashion. Traditionally, the meet is held in late January or early February, on the weekend between the last NFL playoff game and the Super Bowl, with clinics and layout design consultations on Saturday and operating sessions on Sunday. If you've not attended before, you might want to pencil into your schedule for 2015. This event has grown so much over the years, this year we had over 100 pre-registered attendees. As I may have mentioned, the meet has in some ways been a victim of its own success, in that over the past four years the organizers have had to look for new facilities to present the activities. I would like to extend a big thank you to those that have put this together, the four big names that keep coming to the fore are David Parks, Bruce Morden, Byron Henderson and Seth Neuman. While I only mention these four by name, anyone that has attended this meet know that several other folks are involved and all of them deserve our appreciation. In addition to the Saturday activities that were held at the Elks Lodge, the meet also provided an opportunity for operating sessions on a number of model railroads – this year with a focus on railroads in the East and North Bay.

Moving on, I realize that you will be reading this just before or just after the 2014 PCR convention in San Luis Obispo. This convention marks

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the conclusion of my seventh year working for the membership of the region, having stepped into the position of Vice President at the 2007 business meeting at the conclusion of the Santa Cruz convention. While I'm able to look forward to one final year before I step down as President of the region (and as my wife reminds me, into a life of freedom of sorts), I also have an opportunity to look back at the joys and trials of the past seven years working for the region's membership. While there have been some bumps in the road, overall it has been a wonderful experience – though maybe not something everyone would be suited for. Over those years there have been the changes that Ron Plies and I brought to the regional contests, both modeling and the “artsy” categories – photography and crafts. We've had the pleasure of seeing participation in all categories increase, especially the show-and-tell field. In the same time frame we have seen four new MMRs come out of the PCR – the three mentioned above and our now past President, Ron Plies (and at least one sitting in the wings, pretty darned close to joining the club) – and a number of other members seriously starting down this path. I truly believe that these events are all tied together.

Extra 2011 West, the 2011 NMRA national convention came to Sacramento and while this was “officially” presented by 21st Century Limited, the fact remains that all of the active members this committee were current or past PCR members and it was the beliefs put forward by this region that brought this convention to its level of success. While still on the subject of conventions, we also enjoyed our first joint regional convention, the 2012 Siskiyou Summit meet, in Medford Oregon, where we joined with the folks from the PNR for a grand time of modeling and sharing our joy in the hobby. And, there is the potential for something of the same nature in the future with our neighbors to the south, in the PSR, if there is enough interest on both sides of the Tehachapi Mountains.

In other areas, as I've mentioned earlier in this column, the co-operation between the PCR and the Layout Design and Operations Special Interest Groups (LDSIG & OPSIG) has grown the annual joint meet each year, with more and more attendees coming to this event – from all over the United States. A side effect of this growth has been the proliferation of operations focused layouts appearing across the region. Another area of potential growth has been the increased interaction between the PCR and the Railroad Prototype Modeling community. In the past there was a level of conflict between the RPM folks and the NMRA, but this has been greatly reduced within the PCR due to efforts from both sides of the fence to bring the two groups together. Hopefully, this effort to come together will produce even more positive results as we move forward. Along the same lines, we in the PCR have reached out to the modelers in the narrow gauge, the garden railroad and even the larger scale live steam communities. Not to tell them how to conduct their form of the hobby, but to share and enjoy each other's modeling experience. This is something that I feel is important for all of us to keep in mind. While the NMRA is an important part of the model railroading experience, we cannot and should not try to be all things to all people. There may be other groups which can better serve some aspects of the railroad hobby and we should be willing to accept and support those other groups.

All of these activities are working towards slowing the drop in membership that had been felt all across the NMRA, especially within the

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PCR. And while I feel that it is important to arrest the decline in membership, our next step is to develop some programs that may actually start an upward trend in our membership count. Hopefully we will have an opportunity to address this at the convention in San Luis Obispo.

One last matter that I'd like to touch on quickly is, while 2015 is my last year as President of the PCR, this also means that two positions on the region board will need to be filled. Since both Ed Merrin and I will be terming out with the 2015 term, both the President and Vice President positions will need to be filled. While my hope is that Ed will step up to the position of President – and based on the support that I have received from Ed, I feel that he would be the correct person to step into the President's chair – we still need someone to step in to the Vice President position. My personal feeling is that someone running for VP of the region should have some previous experience on the regions's Board of Directors, though this is not a requirement. So, if you feel that your current divisional Director would make a good VP (and potentially President), encourage him [or her] to accept nomination to the position. Keep in mind that this will require someone else to step into the position that they're vacating. If you know of a former member of the board that would fit this job, encourage him or her to step up. While this is all a year out, now is the time to start thinking about it. 🚂

From the Fireman's Seat

by Ed Merrin, Vice-President, PCR/NMRA

This has been a wild and busy quarter around here. Debates continue about how our increasing membership age will affect our organization and whether or not we should be trying to do anything about it. There's been the usual endless dialogue about why anyone should join the NMRA. There was even some interesting stuff from the National about whether to establish NMRA standards for Lego trains (the BOD vote was no). And I had some personal model railroad adventures as well. The whole thing could take your breath away if you let it.

I'd like to touch on some of these things in this column. The first is why we join NMRA. It seems to me that over the years I've heard about countless member surveys asking that very question. The conclusion is almost always the same, that people join for the "fellowship." Now this word fellowship is a tough word to define and I'd like to explain my putting the word in quotation marks. In some circles it has connotations of mysterious ancient rites and organizations, such as the Fellowship of the Rings, and so on. More familiar to me is the program you sign up for after obtaining a doctorate level degree to obtain further expertise while working for low pay. I assume in this context it connotes bonding with people that have a similar passion, in our case model trains, and entering into long-term friendships with those folks.

Another way to put this is how wonderful it is to have friends you can talk with on and on about trains and the minutia of how you built this or that without them objecting, changing the subject, making "cute" remarks about



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Vice-President (Continued)

playing with trains, or getting a far away look in their eyes and yawning. It certainly looks like that's a big value in membership, but is the NMRA necessary to obtain this? After all, there are clubs, round robins, modular clubs, and SIG groups (official or otherwise) out there for folks to affiliate with, without having to join the NMRA.

It seems that you need an extra ingredient or two to spice the NMRA option up a bit. One angle is that some people just like to join things, and the bigger the better. They like belonging to organizations with a big public presence, with officers and headquarters and all that. And some people like to be political, sitting in meetings and making big decisions about stuff. But the number of folks who are attracted to all that may be declining in today's world.

Why go to the movies if you can stream from Netflix, Amazon, or Xfinity? For the popcorn? For thrill of someone in the audience with a concealed weapon? That's the twenty-first century for you.

Another hook might be what I call the public service motive. Since the NMRA was originally (I think) created to establish order out of chaos by developing standards and recommended practices, shouldn't we belong just to support its further efforts in that area? Consider it akin to "giving at the office." Your dues are keeping this important model railroad charity going so it can continue good works (leaving it up to the aforementioned politicos to do all the actual work). As a result, all of "model railroad kind" will benefit.

There is a problem with maintaining our organization with that. If membership should shrink away, perhaps, if doomsayers are correct, because we all get too old and our ranks are aren't filled by younger members behind us, what influence would NMRA have on manufacturers to comply with or even care about its standards? Is there some critical mass of membership size necessary for NMRA to be relevant?

There is a special extra ingredient that NMRA provides that just hanging out with some local railroad friends doesn't. It is the capability of creating activities where we can gather and have a good time doing things that are difficult to pull off without organizational structure. In short, meets and conventions. And yes, consider this a plug for registering for the upcoming PCR convention in San Luis Obispo.

Of course, that brings up another area of concern on the message boards and in face-to-face discussions. Just what is it that happens at these events that will make people love to be members so they can attend? And, to follow that up, do people in the 60s want the same things as people in their 50s, or in their 40s, and so on?

There's been some talk about outside groups such as Free-mo modular clubs, prototype modelers, etc. The scuttlebutt is that the folks attending their functions are younger and like to do different things at their gatherings. They like less structure and bureaucracy, less sedentary (e.g., talks and clinics) and more active activities (running trains, hands on clinics). Models on display yes, contests with complex scoring rules no. Having dropped in on a few of these, I can attest to the fact that the ages run a little younger, but I didn't see quite the dramatic differences that are supposed to be there in terms of content. But the gatherings are smaller

Continued on Page 10

Calendar

March 22 - 23, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

March 22, 2014 - 10:00 am to 1:00 pm, Public Open House, Golden Empire Historical And Modeling Society, 1534 19th & Eye Streets, Bakersfield, CA
Info: (661) 331-6695

March 23, 2014 - 9:00 am to 5:00 pm, Coast Division Meet, Janet Pomeroy Center, 207 Skyline Blvd, San Francisco, CA. NOTE: This is not on the usual 1st Sunday due to a meeting site conflict. Directions: From 19th Avenue (Hwy 1), turn West onto Sloat Blvd. At the SF Zoo, turn South onto Skyline Blvd (Hwy 35). The Janet Pomeroy Center is on your right. Enjoy free clinics, model, photo & switching contests & displays. Free door prizes. Buy raffle tickets for modeling prizes, enjoy silent and live auctions of model railroading stuff. Contest Theme Categories:
- Model: Caboose, Freight Car, Maintenance of Way - Photos: TBD

March 29, 2014 - 9:00 am to 5:00 pm, Western Prototype Modelers, San Bernardino Santa Fe Depot, 1170 West Third St, San Bernardino, CA

April 5-6, 2014 - 10:00 am to 5:00 pm, Spring Train Show and Open House, South Bay Historical Railroad Society, Santa Clara Caltrain Station,

Continued on Page 11

Vice-President (Continued)

than a typical PCR convention. That makes it easier to be loose and casual.

This brings us back to the “fellowship” concept. What makes the meeting “good” is as much who you are gathering with as it is what happens there. It’s all good, as long as the people are there you want to have “fellowship” with. In other words, people that are for the most part about your age and with your set of general interests in life. This brings us back to the agonizingly rehashed problem of getting people younger than 60 into our organization. You don’t attract younger people unless there are younger people already there. Aggravating, right?

Here’s a start on clearing up this logjam. Break the set, think outside the box, and stop doing everything the same way year after year. Experiment a little.

When I was elected Chief Clerk of the Redwood Empire Division a few years back I was given a wooden box with all the stuff in it to tell me how to do everything. These materials went back many years. Our RED meets followed a format that was similarly laid out in outlines, the same format/outline that had been followed for many years. For some of our members this was very comforting and familiar. For others, it was the same old stuff so why bother coming to meets? A few attempts were made to spice things up, all helpful, but overall it was the same deal.

More recently RED, under the direction of superintendent Dick Foster and with encouragement of Director Dave Croshere (Hate to leave out other names, but this isn’t an Academy Award ceremony. I apologize for slighting anyone) has been trying out new things. For instance, our last meet was held in a barn where the Northwestern Pacific Historical Society is renovating several pieces of old rolling stock. The meet included a tour of the projects as well as a tour after at the Society’s archives. It was a different sort of experience and it looked to me like there was more energy than usual. Will the next meet be the same? Absolutely not! Will the programs continue to vary and offer some excitement and spark interest? I’m looking forward to finding out. Will attendance increase? I’m hoping. Will the word get out that we’re not just a gathering of geezers? I hope so.

Stay tuned for more news, all good I hope!

As for my aforementioned personal adventures, I’d like to mention just one (of many) before closing.

Recently I had the pleasure of attending an operating session at Dave Houston’s Rocklin Sub. Now, I had never been to Rocklin before. All I knew about it was that the Forty-Niners used to practice there years ago. But now I can say that the place is on the model railroad map. This is a nicely designed, beautiful layout with great scenery, long trains, and a great operating scheme.

On display was a microcosm of today’s model railroading. On the one hand, there were intense discussions about how to approach some electronic DCC based issues. On the other hand, there was the quintessential down home and low tech meeting of the minds on how to rerail a locomotive that had taken the impolite but predictable step of choosing the hardest place to reach to slip its drivers off the track. Finally, a small committee was able to right the wrong (would have helped to have 30 year-old eyes).

There, in a nutshell, is the many faceted hobby we’ve all signed on to. There should be something for everyone to get involved in. ‘Till next time. ■■■

Calendar (Cont.)

Santa Clara, CA. (408) 243-3969

April 12, 2014 - 9:00 am to 5:00 pm, Western Prototype Modelers, San Bernardino Santa Fe Depot, 1170 West Third St, San Bernardino, CA

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

May 2, 2014 - Daylight Division Spring Meet, at Coast Rails 2014, Sands Inn & Suites, 1930 Monterey Street, San Luis Obispo, CA. Business meeting only.

May 10 - 11, 2014 - 10:00 am to 4:00 pm, National Railroad Day Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

May 17, 2014 - RED meet at Monroe Hall in Santa Rosa.

May 24, 2014 - Sierra Division Meet, and annual picnic, Ione, CA. Changed from 5/10/14.

June 1, 2014 - 9:00 am to 5:00 pm, Coast Division Meet, 1001 Davis Street, San Leandro, CA (at SF Bay Area Council Office of Boy Scouts of America)

June 14, 2014 - Noon to 5:00 pm, Open House, Silicon Valley Lines, 148 E. Virginia St, San Jose, CA. No entry fare, donations welcome! Come visit, bring your children and participate in running trains on our 600-foot long mainline double-decked HO layout. We

Continued on Page 12

Achievement Program

by Jack Burgess, MMR, Manager, PCR Achievement Department

Continuing our discussion on the various AP certificates, this issue we will talk about the requirements for Association Official. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.



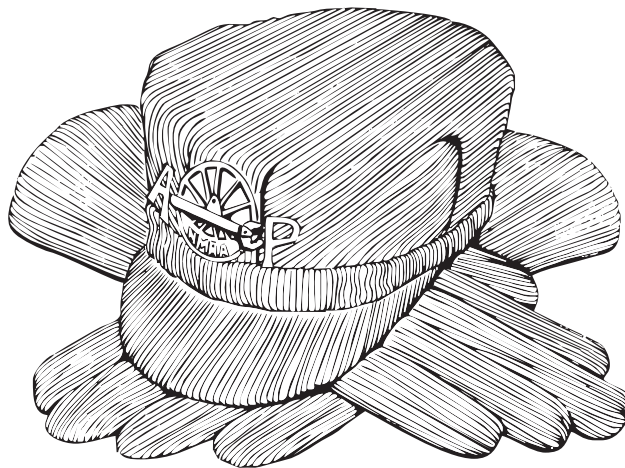
We previously discussed the AP certificate for Association Volunteer. The Volunteer certificate is structured toward service on a National, Regional, or Divisional committee or as a Divisional officer or director. On the other hand, the Association Official AP certificate recognizes service as an officer (as President, Vice President, Secretary, Treasurer, or Director) at the national, regional, or divisional

NMRA level. The minimum requirement for this certificate is at least one year at the national level; two years at the Regional level with at least one year as President or Trustee; or three years at the Regional level at a position other than President or Trustee. Division Superintendents or Directors who serve as voting members of the Regional Board are also eligible.

Serving your region or division not only aids the NMRA but also provides a simple way to also participate in the Achievement Program.

I am pleased to announce that, since the last issue of the Branch Line, Chuck Harmon has been awarded a Certificate of Achievement award for Master Builder - Structures. This was the last certificate Chuck needed and Chuck is therefore also our newest Master Model Railroader. Chuck Harmon is Master Model Railroader No. 529! Congratulations Chuck!

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.)

have open houses on Saturdays twice a year. Contact: svl@siliconvalleylines.com

June 20 - 22, 2014 - Large Scale West Coast Regional Meet, Sacramento Valley Garden Railway Society and Shasta Garden Railroad Club. Websites: www.svgrrs.org and www.shastagr.com

June 28 - 29, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. In conjunction with Crockett Railroad Days.

July 13 - 20, 2014 - Cleveland 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

July 26-27, 2014 - European Train Enthusiasts EuroWest at Hiller Aviation Museum. Layouts, vendors, clinics, raffle. Saturday 10-5; Sunday 10-4. Adults \$14, seniors and youths (5-17) \$9; includes aviation museum and free parking. 601 Skyway Rd. San Carlos. Contact Jens Ullmann: eurowest2014@dreileiter.de or www.ete.org.

August 9, 2014 - Sierra Division, Chico, CA. (Was Portola)

Continued on Page 13

“IF”

by Giuseppe Aymar, MMR, PCR Contest Chairman

Q- **If** April flowers bring May flowers what do **Mayflowers** bring?.....

A- “Pilgrims“

Q- **If** April showers bring May flowers what do May flowers bring?.....

A- PCR’s Coast Rails 2014 Regional Convention in San Luis Obispo



“**IF**” - Imagine the possibilities this little one syllable word contains inside, between the **I** and the **F**. Just like a flower, imagine the word “**if**” blooming and revealing its contents. In bloom, this is what it would reveal:

IF you register for the convention, you will be guaranteed 4 days of relentless learning, coupled with a ton of fun visiting private layouts that can only be viewed as a participant to the convention. Unless invited by the owner, you would not be able to ever see them.

You can and should participate in the contest activities by bringing your favorite models, modules, photographs or arts & crafts items for judging or just for displaying. Let other attendees enjoy what you have created. That is why we subscribe to magazines, to see in pictures or read in print what others have done!!! In the contest room you will be able to see first hand the work of your fellow modelers and friends. What a gift!!!

You can donate your time Saturday morning to be a judge in the contest room. As a reward and a thank you for your efforts, you will partake in our annual “judges’ lunch.” PCR and the Convention Committee value your participation and your dedication to making this convention a success for all who attend. Besides, being a judge you will earn points for the Achievement Program’s Volunteer category.

By entering models you will be scoring points and possible merit awards that you need to meet criteria in the different categories of the Achievement Program. You will become a beacon for other modelers. Time and again I heard fellow modelers relaying to me how much they enjoy seeing all these models in the contest room. It is a blessing to be able to assemble such a variety of styles, abilities, vision and perspective on modeling; all there at your fingertips. Take your time to savor the work that went into the display be it models, photos, arts & crafts or modules. Make sure you read the paperwork supplied with each entry for a better understanding of what the entry is about, for it has been nursed and cared for by its creator. Many times it is a work of love, regardless of one’s abilities, a fantasy that has sprouted and flourished and resides in front of your eyes, begging to be looked at, admired and appreciated. By perusing the contest room you will give acknowledgment and sanctify the work of your friends; entering items in the contest room will give pleasure and satisfaction to many.

The convention website is an invaluable asset to review the contest

Continued on Page 13

Calendar (Cont.)

August 16, 2014 - Noon to 5:00 pm, Redwood Empire Division Picnic Meet, Location: TBD

August 16, 2014 - 9:00 am to 5:00 pm, Daylight Division Summer Meet, Gary Siegel's, Santa Barbara, CA. Clinics, Model and Photo Contests, White Elephant Auction, Door Prizes, Layout Tours and Operating Session on Gary's SP Santa Cruz outdoor layout.

Contest Categories - Model: Diesel, Other Locomotive; Photo: Model Black and White

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

September 3 - 7, 2014 - Pacific Southwest Region (PSR) Convention, Courtyard Marriott, Hotel Circle South, San Diego, CA. Website: www.psrconvention.org

October 11 - 12, 2014 - Showcase of Miniatures Show, Doubletree Hotel, 2050 Gateway Place, San Jose, CA. Largest sale and exhibits of miniatures west of the Mississippi. More than 100 dealers. Admission: Adults \$7, Seniors (62+) \$5, Children (5-12) \$3, under 5 Free (no strollers please).

October 11, 2014 - Sierra Division, Sacramento, CA.

October 18 - 19, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

Continued on Page 14

"IF" (Continued)

room schedule for when to drop off and pick up the entries, to download forms that should be filled out before coming to the convention, thus avoiding last minute scrambling and assuring that you put on the forms all the pertinent information to guarantee your entry the best foot forward. By all means, we will always be available at the contest registration desk to help you with any question or to so solve any problem to the best of our abilities.

Remember, you can choose not to have your entry judged, but exhibited as a show entry, or partake solely in the AP judging and not part of the contest. It is your call. The important part is to bring stuff to the contest room.

So, bend down and pick up your "IF," dust it a little, smell it, admire it and savor what it can do for you if you only bring it home and act on it. 🚪

The Answers Are Out There Quick, Easy, and Cheap HO Scale Conifer Trees

By Robert Pethoud, Daylight Division Member Aid Chairman

FDR once said, "Forests are the lungs of our land, purifying the air and giving fresh strength to our people." Conifer forests are almost spiritual places for me and one will be prominently featured on my model railroad. Recently I tried out a simple method of making model conifer trees which gave impressive results far out of proportion to the minimal effort I put in. Just days after I finished my first few trees, the March 2011 issue of *Model Railroader* arrived. Coincidentally, it contained an article by Cody Grivno, called "Make Conifers the Quick and Easy Way," which describes basically the same process. Cody's method is brilliant (it's almost the same as mine) and is inexpensive as well as quick and easy. In the next few paragraphs I will describe my method, which differs from Cody's in half a dozen ways and yields, I think, better looking trees while being somewhat quicker, easier, and cheaper (win-win-win-win!)

Furnace filter material is used for the trees' foliage and is the basis for this method. I found a brand called NaturalAire at my local Home Depot. It comes in rectangular pieces 24"x36" and 1" thick, designed to be cut to fit your furnace, and is almost a conifer green color. In addition to this, you will need some tree trunk material, some ground foam, and the usual selection of tools and adhesives.

Trunks

Bamboo skewers are cheap, readily available, and their top ends are already sharpened to represent tree trunks. Cody uses 3/16" and 1/4" dowels colored with wood stains, but to me those trunks look too large in diameter for the heights of his trees. Be aware that wood stains may not work well on bamboo, but paint is fine. For small background trees, toothpicks can work, and I found that 3/32" square basswood is ideal for trees from 3 to 5 inches high. There is no need to make the basswood cylindrical; just leave it square in cross section, but sand or whittle the top to a point. For large foreground

Continued on Page 14

Calendar (Cont.)

November 15, 2014 - Noon to 5:00 pm, Redwood Empire Division Meet, Location: TBD

December 6 - 7, 2014 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA.

January 23 to 25, 2015 - Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA Layout Design and Operations Special Interest Groups.

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

Future NMRA Conventions

2014 - July 13 - 20, Cleveland, OH

2015 - August 23 - 30, Portland, OR

2016 - July 3 - 10, Indianapolis, IN

2017 - Orlando, Florida 

Answers (Cont.)

trees I make the trunks from wooden chopsticks and bamboo skewers. Drill a 5/64 inch hole in each end of a chopstick, the bottom to hold a toothpick for planting the tree and the top to hold the skewer. Whittle the bottom 3/4 inch of the skewer to fit the hole. I make no effort to scrape bark detail into the trunks. I color the trunks with two or three coats of cheap acrylic craft paints applied with a brush. Start with a full strength application of a brown color or two and finish with a wash of black. Brown colors that work well for me are Apple Barrel #20576 Toffee and #20779 Caramel Candy.

Foliage

Basically, we are going to skewer pieces of the filter on the tree trunks we prepared, starting with large ones near the bottom and working to small ones at the top. I began by cutting two one-inch wide strips 24" long from one end of the filter. Then I cut each of these strips into one-inch squares, which gave me a total of 48 little cubes measuring 1" on a side. Next I cut three strips each 1 1/2" wide from the filter. Cutting each of these strips into squares 1 1/2" on a side gave me 48 more pieces. I continued in this way with four strips 2" wide and five strips 2 1/2" wide.

I would rather have cylindrical pieces of filter than the square prisms I cut, so I compromise by cutting the four corners off of each square, giving me octagonal prisms in graduated sizes and a pile of small triangular prisms. Don't throw away the small pieces! Cody cuts smaller pieces of filter to begin with—down to cubes 1/4" square—but I found it easier to trim the material down after skewering.

Here is the critical part in preparing the foliage. Take an octagonal prism and peel off the square grid attached to one face. Then gently tease the prism apart vertically, leaving it in one piece but making it 2" high instead of 1". On each prism you are trying to make the octagons move from 1" apart (the thickness of the original filter) to about 2" apart. As you pinch parts of the filter and pull apart, you will feel the resistance drop as the material is about to separate. The trick is to stop just before it completely separates.

Now comes the fun part—assemble the tree. Take the largest piece you will use and skewer it on the trunk, then put on the next smaller size piece just above that, and so on. At the top you can glue on one of those small triangular prisms you cut off earlier (and did not discard). Aleene's Tacky Glue works well for this. Notice that glue is not really necessary to attach any but the small top piece of foliage. Use a pair of scissors to trim the filter material to look more like a genuine tree.

Finishing

Gather your favorite brand of ground foam in conifer colors and some cheap, unscented hair spray. Cody recommends coarse turf, but I prefer the finest I can find, so that the trees can remain somewhat lacy in appearance. Spray on the sticky stuff and sprinkle on the ground foam. I like a dark color all around and then a second coat with a lighter color dropped from above, for highlights.

Summary

Cody's tree-making method is destined to be a classic, with my few refinements: (1) smaller diameter trunks (1/16" to 1/4") colored with (2) cheap craft paints, (3) larger filter pieces cut into (4) octagons and (5) carefully teased almost apart, and finished with multiple colors of (6) fine

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Branch Line Deadlines for 2014

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

OCT-NOV-DEC 2014 Issue
Articles due by
September 10, 2014

JAN-FEB-MAR 2015 Issue
Articles due by
December 10, 2014

APR-MAY-JUN 2015 Issue
Articles due by
March 10, 2015

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

Answers (Cont.)

ground foam. I estimate that for a 9- to 12-inch tree I have less than 25 cents and 15 minutes invested. Since I need literally hundreds of trees for my Cascade Northern Railroad, with this method I may actually be able to build them in my lifetime and without breaking the bank—sweet!

Until next time, email me with questions and comments at pethoud@comcast.net 📧

Pacific Coast Region SIG Report for First Quarter 2014

by Seth Neumann

The big news for the SIGs was the 2014 PCR/Layout



Design/Operations/ Special Interest Group Meet (“SIG Meet”) on January 24-26. This was possibly the best SIG meet ever! One hundred-twelve attendees from all over the West attended the clinic/panel program on Saturday, 84 operators participated in 10 Op Sessions on Sunday, 40 people attended the kick off dinner at the Rusty Pelican in Alameda on Friday night and 24 people received consultation and help on their layout designs or operating plans at the consulting sessions on

Saturday. We also had 10 layouts in the East Bay open for visits on Saturday night and the majority of Saturday attendees participated.

Clinics and panel presentations were: Designing and Operating the B&OCT by Clif Linton, Paper and Pulp Industries by Don Marenzi, Design and Operation of the WP Oregon Division by Mike Coen, NWP for operations by PCR Vice President, Ed Merrin, Designing the Ocean Shore by Pete Cressman, and Operating Schemes Panel by Bruce Morden. And, of course, Mike Coen and Clif Linton were open for visits Saturday Evening and operations on Sunday.


Thanks to all the presenters, owners and hosts, committee volunteers and consultants for making this meet successful.

One thing that made this meet special was a new location, the Alameda Elk’s Lodge which was facilitated by Clif Linton, who is both an Elk and a Coast Division member. The venue was excellent with a spacious meeting hall and space for consulting and exhibits (including the FremoN group) downstairs. They also had excellent catering and provided a fine meal that fit within the budget from the \$25 donation. Not only did we get excellent and reasonably priced food, but we were able to start the afternoon on time as no one had to straggle back from lunch. This is the most comfortable facility we’ve had in years, and although not railroad, its other attributes more than made for the lack of railroad atmosphere.

Another great attribute was its location in Alameda which made possible a focus on East Bay layouts, which had not been featured due to our Silicon Valley venues in the past 15 years. As a result we had many tour layouts that were new to the SIG meet .

We’d very much like to continue to move the meet around from year to year and all we need are venues. If you are a member of a lodge, a church or

Continued on Page 16



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

Web Announcement

By Gus Campagna,
Manager, PCR Publications
Department

New pages added to the Website. We are in the process of adding a page to display Layout Stories. We are seeking submissions from layout owners to tell the story of their layout. Details are on the page about what we are looking for. Check out the Layout-stories page on www.pcrnmra.org 



Jim Providenza switches on Mark Steenwyk's Milwaukee Beer Line



SIG Report (Cont.)

some other group which can rent out a facility at a reasonable price, please contact me or David Parks and let us know. We'd love to bring the SIG meet to your area! We are particularly interested the North Bay (Marin/Sonoma) and Contra-Costa County, which have been underserved by the SIG meet. In any case we'll be holding another SIG meet in 2015, plan for the "bye" weekend, January 23-25 2015, between NFL playoff s and Super Bowl, location TBA.

No sooner were we done with the SIG meet than "Visiting Ops Meet" season was upon us! A few of us were able to secure invitations to the semi-annual Prairie Rail Invitational in Kansas City (with a side trip to Omaha for some of us) where we explored more of the land of big basements and long winters. I was able to run 7 times in 5 days on 6 different layouts, this time all yards and switching. The unique thing about Kansas City and Omaha is that they are railroad towns and most of the layouts I ran were owned by professional railroaders. It is very enlightening to see what aspects of railroading the pros chose to model. For example the layouts owned by engineers featured a lot of momentum and the use of braking as provided by Tsunami decoders in order to simulate the dynamics of real trains. There's no way to get a new perspective like traveling!

As soon as this column is done, I'll be traveling to the Seattle area (along with 15 Bay Area or ex-Bay Area operators) for SoundRail!

If you are interested in any these out of town meets, contact me at the address below as we are now in the long-desired position of having meets in most major western cities and many more operating slots than in the past.

Looking ahead:

La Mesa Tehachapi TT&TO Meet April 5-6.

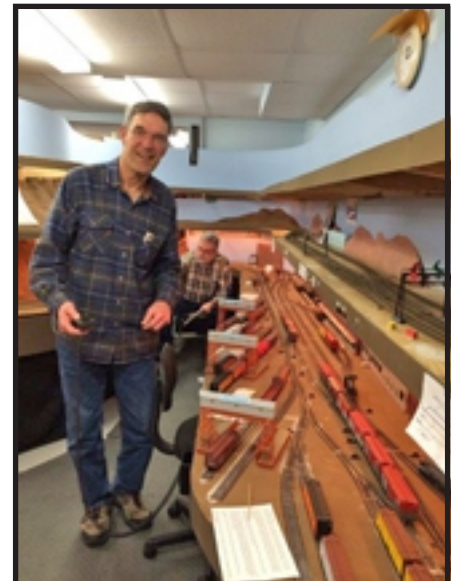
The PCR "Coast Rails 2014" convention will be held in San Luis Obispo April 30 - May 4. Expect a full SIG Clinic program and Op Sessions.

NMRA Cleveland 2014 in Cleveland, Ohio July 13-19 with a full SIG program of consulting, touring, operating and clinics

[Seth can be reached at sneumann@pacbell.net.]



John Sutkus handles the car ferry slips on Paul DeLuca's New Yourk Central (in Omaha, NE)



Coast Rails 2014 Daily Schedule

(Subject to change without notice)

Date: 03/19/14 @ 7:16 PM

Wednesday, April 30

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	
Registration				OPEN																											
Clinics																															
Starlight Room							Going North Over Cuesta						Golden Soldering		Santa Fe Ops		Transition-Era Tank Cars							Nuts & Bolts Planning NWP		Using Sanborn Maps					
Owl Room																															
Lark Room (upstairs)							Introduction to EduTRAIN						Creating EduTRAIN Clinic		Nn3 Overview		PCRY SLO Facilities														
MWTM (Holiday Inn)																															
Outside Activities																															
Contest Room (Daylight Room)																															
Non-Rails (Coaster Room)																															
Layout Tours / Op Sessions																															

- Starlight Room
- Owl Room
- Lark Room
- Daylight Room
- Coaster Room
- Sands Meeting Room B Ground Floor
- Sands Breakfast Room Ground Floor
- Sands Board Room Second Floor, No Elevator
- Sands Meeting Room C&D Ground Floor
- Sands Meeting Room A Ground Floor

Coast Rails 2014 Daily Schedule

(Subject to change without notice)

Friday, May 2

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30			
Registration																																	
Clinics																																	
Starlight Room				Rail Detector Cars Ops	Drury		SLO RR Museum History	LaRose				Ops for Dummies	Kaufman		Planning the State Belt	Kaufman		Hostling Redondo	Johnson					Sierra RR Jamestown	Schaumburg		The State Belt						
Owl Room							Daylight	Meet				Stunning HO Track	Reichert		Evergreen Trees	Rasmussen		Furnace Filter Trees - \$5.00	Lehrer					Using Servos & Frog Juicers	McRee		Dead Rail System 1	McRee					
Lark Room (upstairs)				So. Cal Citrus Industry Ops	Chaparro		Op Sessions & AP	Harmon, MMR				Super Detail SP PA2	Searle		Passenger Terminals	Clark		Layout Design w/ Pax Trains	Clark					Installing Decoders	Schutzer		Model Photography	Schutzer					
MWTM (Holiday Inn)																																	
Outside Activities																																	
Contest Room (Daylight Room)																																	
Non-Rails (Coaster room)																																	
Layout Tours / Op Sessions																																	
Starlight Room																																	
Owl Room																																	
Lark Room																																	
Daylight Room																																	
Coaster Room																																	

(ODA = Oceano Depot Association)

- Sands Meeting Room B Ground Floor
- Sands Breakfast Room Ground Floor
- Sands Board Room Second Floor, No Elevator
- Sands Meeting Room C&D Ground Floor
- Sands Meeting Room A Ground Floor

Coast Rails 2014 Daily Schedule

(Subject to change without notice)

Sunday, May 4

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30
Outside Activities	Fillmore and Western Tour																Central Valley Model Works Shop Tour - Oceano													
	Business Meeting																													
Meeting Room	Gibson - HO - SLO																SLO Model RR Assoc / Oceano Depot - HO, N - Oceano													
	White - N - Oceano																Clinton - G - Santa Maria													
Layout Tours / Op Sessions																	Goodman - G - Orcutt													
																	Moore - G - Santa Maria													
																	Morse - G - Santa Maria													
																	Lompoc Model RR Club - HO - Lompoc													
																	Doc Burnstein's - G - Arroyo Grande													
																Parker - HO - Oceano														
																So. Coast RR-HO-Goleta														
																Cementina - G - SLO														
																Merriam - HO - SLO														
																Newman - HO - Santa Barbara														
																Morden - HO - Carpinteria														
																Taylor - HO - SLO														

Clinic Schedule on WEB

by Bruce Morden, Clinics
Chair, Coast Rails 2014

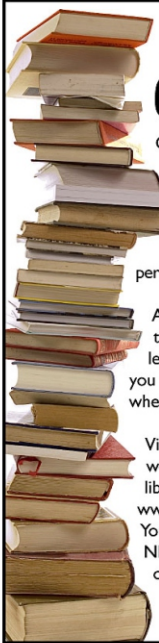
We are hard at work gathering some interesting clinics for Coast Rails 2014. We already have clinics focusing on railroad history, passenger and freight car and scenery modeling, electronics, and 3-D printing. There will be at least a dozen clinics for the Layout Design and Operations Special Interest Group track including discussions on design of 21st century layouts and how to operate them. We will post times and descriptions for all the clinics on the convention web site at <http://www.pcrnmra.org/conv2014/clinics.html>

Model Contests and the Achievement Program

by Pat LaTorres, President, PCR/NMRA

With the 2014 PCR convention and the associated model contests right on top of us, I figured I might as well touch on an old subject, the ever infamous model contest. Going back several years, when Ron Plies and I were threatened with election to the PCR Board of directors (as President and Vic President, respectively), one of our common concerns was the health of the region's model contests. Over the years the region's Board of Directors has instituted several changes in the contest to help encourage participation in this program. At past regional and national conventions I have had conversations with several people regarding the contest room in general and the judged contest in particular. There has also been a lot of comment on the Regions and Divisions Yahoo! Group regarding the Achievement Program (AP) and model contests, their usefulness, their administration and their basic validity in today's model railroad world. I'll try to touch on all of this as I wander through this dissertation and hopefully leave you with some worthwhile thoughts when you get done reading. As an initial comment, I will say that I have had reservations regarding these activities for many years, so what you will read here are my thoughts and feelings and they do not necessarily represent the views or opinions of the NMRA, its management, or officials – but it may not be that far off of the views of some of these people either.

I'll start by saying that I've always wondered about "Competitive Model Building", and I've found that my view is shared by many more people than I initially thought. Over the years, I've come to feel that entering models for judgment against models entered by other modelers is not a bad thing, in and of itself. The part that I've always taken issue with was those that focused their entire modeling effort at building models just for competition. My philosophy, which while shared with some other folk, is not the only option. It is only an opinion and we know that everyone is entitled to one of these – no matter how much in error their's might be. Like many kids growing up in the fifties and sixties, I spent much of my earlier years building model cars, ships and airplanes. Since I've become a model railroader, I have noticed one distinct difference in my model building. As a model railroader, I build models that actually move and function. No, I'm not talking about the log loaders and operating milk cars and such that one found on American Flyer and Lionel toy train layouts. But I am talking about the fact that our trains can operate across our model railroads, they can couple and uncouple, we can operate our locomotives in multiple unit consists. Beyond that, our model railroads themselves are models. The switches operate to control the routing of our trains, the turntables can turn our locomotives, the buildings and scenery can rival that found in the full sized world, we dispatch our trains in the same manner used by the prototype. This is the difference between the static model builder and the model railroader. I will never take anything away from the static model builder, some of the work found in that field of endeavor is on the level of art. But, the same




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4 2 3 - 8 9 2 - 2 8 4 6

Check it all out!

Registrar Pleads for YOUR Registration

by Doug Wagner, Registrar,
Coast Rails 2014 PCR
Convention

I know, I know, not another plug for the PCR's Convention, Coast Rails 2014, in San Luis Obispo, April 30-May 4. Well, the bosses expect me to earn my money, so I'm the guy who is sending you today's advertisement!!!

Even though the Early Bird \$10.00 discount registration ended January 31st, don't let that stop you from still registering for the SLO Convention. There is plenty of activities to keep you occupied and running ragged for the entire convention.

If you have never attended a PCR convention in the last 5 years - or have not attended one in the last 5 years, you may sign up for the \$69.00 "First Timers" fare. The "First Timers" fare runs from now to the end of the Coast Rails 2014 Convention.

For those of you that have already registered - or are still considering it - there is a great lineup for Modeling With The Masters clinics. If you are an experienced modeler - or just getting started - the Modeling With The Masters clinics will provide you with hands-on experience of actually constructing a model railroad structure or your own turnout, taught by Master Modelers. For more information concerning the Modeling With The Masters

Continued on page 24

Model Contests (Cont.)

can be said of the models found in many model railroad contests, and they actually move.

Having said all of this, what I want to address right now is how to make building for and entering model railroad contests a much less stressful activity. We've all seen great work by some of the "famous name" modelers, but something that many folks miss is that most of those models were built to be used on a model railroad. You look at all the really good models that have been entered over the years by Jack Burgess, MMR and you will find most of them somewhere on his Yosemite Valley Railroad. You look at the models that were built by Ron Plies, MMR and you'll find them somewhere on one of his modules (either Port Costa, or the Eel River group). I'm sure that any of you can come up with many other examples. This brings me to the key stress reducer. Build the models that YOU think you'll need on your railroad, or that will end up on a friend's railroad. This may not seem like much, but it's the first step to keeping things in perspective.

If you are planning on building a Northern California logging railroad, you probably won't have much use for an 85' Pullman observation car - so why build one? On the other hand, you'd have good reason to have a pusher snowplow of some type, a series of log cars, or some short passenger cars to move the logging crews up to the camp at the beginning of the week and back to town on Friday. So these are the cars that you'd want to build. By the same token, if one were modeling the Southern Pacific between San Francisco and San Jose in 1957, there wouldn't be much use for an 85' trailer flat, but a few nice 70 ton hoppers would fit right in. So this is where one would focus their energy. The important thought here is, build a model that you have interest in and would likely run on your railroad.

The next step is, start small! I cannot stress how intimidating it is to see some of these beautiful scratch built models on the contest tables. Well there is a "Kit" category at both the PCR and the national level. This allows one to start by taking a kit and adding details, maybe changing it just a bit to match something which was caught in a photograph somewhere. This now takes the model beyond the basic kit and makes it something unique. Keep in mind that a complex kit model can easily earn a merit award (87 ½ points), if it is well built. So yes, you will need to take the time to build any model carefully and finish it to the best of your ability. But, if you take your time you will end up with a very nice model. Also, keep in mind that there is a novice category at the PCR convention contests. The novice category is for anyone that has not earned more than 100 points in any category, earned a "Best-Model-Of-Show," or earned more than 87 points in the category being entered at a previous PCR model contest. If you fall into any of these groups, you probably don't need to be reading this anyway.

Once you've decided to build a model for the contest, and what model to build - and again, I recommend starting off with something not too difficult and working up to more complex models - clear an area on your workbench and focus a major portion of your energies on that model. One hint which I've heard from many great modelers is, spend some time - even if only a half hour or so - EVERY day on the model. It may surprise you how quickly that project becomes a model, rather than a collection of parts. While I have a number of projects that I may be working on, there is always one

Continued on page 24

Registrar Pleads (Cont.)

clinics, please go to this link: www.pcrnmra.org/conv2014/mwtm.html.

Several tours have been lined up for your enjoyment. I can't list them all here (you've already heard enough from me!), so for more information concerning the varied tours being offered at the Coast Rails 2014 convention, please go to this link:

www.pcrnmra.org/conv2014/outside.html.

To look at what is being fully offered, and to get all the information that you'd ever want to know about the PCR Coast Rails 2014, in San Luis Obispo, please go to this link and take a gander at the different **a c t i v i t i e s**: www.pcrnmra.org/conv2014/index.html - and especially to register.

OK, that's it for my shameless plug - you may now get on with your normal lives ! Thank you for your time and patience. We now return you to our regularly scheduled program.

[Contact Doug today at carldw@aol.com or phone (661) 589-0391.]

Model Contests (Cont.)

model that is the focus of a bit more effort. Once you think that you've got it nailed, enter it in at a division meet (often a popular vote contest) and have it evaluated for AP. This first entry will give you a feel for areas that might need a bit of attention before bringing it to a regional or national convention. Also, keep in mind that you can have a model evaluated (note that I did NOT say judged) by your divisional AP Chairman or his/her designee without entering it in a contest. The advantage of this is that you can get direct feedback which you might not get in a contest environment – which are generally blind judged (that is, the judges don't usually know who built what model, so they cannot ask for clarification on anything that they're unsure of).

On the subject of clarification, I'll move onto what is generally considered the most disliked part of the contest/AP experience – the documentation. When one enters a model for consideration in the AP, the model is judged using five criteria; Construction (40 pts.), Detail (20 pts.), Conformity (25 pts.), Finish (25 pts.), Scratch-Building (15 pts.), all of which add up to the total score for the model. What scares many people away is all of the perceived writing that is required. While you can write a full book, I find that a page or two can often do the trick. My technique is to write, “see attached” in the criteria section on the entry form and then on a separate sheet of paper write a paragraph, or at most two for each criteria, covering the appropriate features. The second trick is to take a few photos of the model during construction, focusing those details that you want to bring attention to. As a judge I can tell you that I tend just skim over that documentation that takes too long to read and I only tend to focus on whatever criteria section that I am judging (usually there are five groups of judges, each only looking at one of the five criteria). Keep in mind that the judges only have so much time to look at each model, especially when there are a lot of models entered.

There are few important items to focus on in your documentation. If you developed some unique or unusual technique as part of your construction process, make a point of emphasizing this. When modeling a specific prototype model, be sure to mention any unique features of this prototype – things like the Southern Pacific's practice of not lettering the tenders of many locomotives assigned to the Mountain District of the Sacramento Division, which would explain a lack of lettering on a cab-forward locomotive running between Sacramento and Reno, which might otherwise lose “Conformance” points if a judge was unaware of this practice. If you were modeling a “fantasy” or freelanced model, but one that is based on prototypical practices, be sure to mention the appropriate practices – this will help pick up points in “Conformance.” Again, I think back to a model of a six cylinder Shay locomotive entered at one convention, where the modeler described how this was based on a possible prototype practice and picked up a few extra points that could have been easily missed. If you had to fabricate grab irons, this should be mentioned in both the “Scratch-Building” and “Detail” areas, since a judge in one area might not read the section related to the another (think back to that time constraint issue).

Once more I'll mention how having a model evaluated for AP prior to entering it in the judged contest can work to your advantage. If your documentation misses something, the AP judges can ask for clarification, while in the judged contest they won't have this opportunity. At the 2012 joint

Continued on page 25

Call for Donations

by Glenn Geissinger,
Coast Rails 2014 Door
Prize Chairman

This is a request for donations for door prizes for the PCR convention in San Luis Obispo in 2014. We are asking you to look through your storage areas and select something that would be appropriate for a door prize. This would include new or slightly used rolling stock, locos, books, tools, paint supplies, kits, and even something for the non-rail attendees such as fabric or yarn. These can be forwarded to Glenn Geissinger, Door Prize Chair at PO Box 2321, Avila Beach, CA 93424. Or you can bring them to the convention. See you there and thank you. 🚂



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

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

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Then, get that popcorn ready.

Model Contests (Cont.)

PNR/PCR regional convention, the models that were being submitted for AP evaluation were looked at prior to contest judging by a separate group of judges and many models earned higher scores, because the judges had the opportunity to ask questions of the modelers.

I'll wrap up by reminding folks that not everyone has an interest in the judged contest. In that case you are always welcome to enter models in the "non-judged", or show-and-tell category. We would always enjoy seeing what other modelers are doing. Also, just because someone does or doesn't choose to enter the contest, it doesn't mean that their models are, or are not as good as someone else's model. And, even if you are interested in working towards an AP certificate, there is no requirement that you enter the judged contest. So, in my opinion the most important part is, I would love to see what you (as in, ANY other modeler) are working on. But, if you've already brought it, why not enter it for AP, if not in the contest. I always think of one (to remain un-named) PCR member that always seems to show up with some model which he finishes in his hotel room at the last minute to enter in the contest. And if you don't have something to enter this time, serving as a judge will always provide the opportunity to learn just a bit more on how to build neat models. 🚂

Detailing Wood part 2

by Frank Markovich, MMR, Coast Division Superintendent
Photos by Frank Markovich

Tools you can use.

The most important tool for me is the X-Acto knife with a #11 blade. I get them by the box.

File cleaner – for doing grain on large amounts of wood at one time.

Wire brush for the same.

A special tool that I will show you puts a number of X-Acto blades (5 to 7) in at once. It's easy to make. I have a number of these.

Pounce tool (used in sewing), also called a tracing wheel.

A drafting pencil for nail holes. Can also make nail hole tools, which I will show.

Various good paint brushes – Some inexpensive ones for dry brushing and other techniques that seem to eat brushes. Good inexpensive collections can be had from Michael's Craft stores or Aaron Brothers. Get on both companies' Email lists for sales and specials. Even inexpensive foam brushes can be used.

Hobby Ruler.

Old T-Shirts – One way to apply paint quickly.

Scales, squares, weights.

Ruling pen for applying super glue. Drafting supply stores have this.

T-pins for holding parts down.

Glue applicators work well.

Rubber cement.

Rubber cement pickup.

Chalks.

ACC – I use this very little but others use it quite a bit. For wood I

Continued on Page 26

Wood (Cont.)

prefer using carpenter's glue or even white glue.

Epoxy, goo, etc. can be used for special needs.

Palettes for many items. I use tops of cottage cheese and other items.

It is a type of recycling.

Masking tape – can be used in place of rubber cement pickup.

Blue tape for masking – don't use much but it does help

Cutting mat – large one makes it easier. Good surface helps.

Paints

Even though you can't get Floquil anymore you can mix your own. 99% Isopropyl alcohol with ~2 ounces of India Ink. You could also use 70% Isopropyl alcohol. I prefer 99% as less chance of warping the wood. You can vary this and I do. For interior wood use the same Isopropyl alcohol with brown India Ink (I found this recently – it works really well). The alcohol – India Ink mixture is really inexpensive, \$7 a pint. It goes a long way.

If you can find it use Floquil Driftwood stain. I have 2 pints left. It's like gold to me. There are formulas for making it. Some are better than others. My favorite is CN Gray with 2.5 parts thinner.

Rubbing alcohol and leather dye. I have also used this, but prefer India Ink.

Various stains – I like maple, oak, etc. You can buy larger amounts of MinWax stains. They are much less expensive than hobby stains, what Floquil used and rebottled.

Floquil weathered black, cheery, maple, concrete, mud, etc.

Floquil grimy black, thinned out considerably.

Continued on Page 27



These photos show some examples of detail you can add with the distressing tools



Wood (Cont.)

Acrylic Paints – I mainly use these now. The usual suspects are needed, some listed below:

Burnt Sienna, Raw Sienna, Burnt Umber, Raw Umber, Various yellows, greens, and white. You can buy sets of these from Michael's crafts. Watch for sales and get on their email list.

Floquil Poly S: Earth, Dirt, Mud, others as needed.

Being safe:

Wear safety glasses whenever working with tools, or with adhesives and paints.

Work in a well-ventilated area! Use a vented booth when spray painting. A mask at the very least!

Wear gloves with any paints, solvents, glues etc.

Keep cutters sharp! Dull blades are more dangerous than sharp ones.

Discard worn blades properly.

Cut away from you, not towards you.

Work in a clean organized space. Use a healing mat to work on.

Above all use common sense. If something doesn't feel or look right it probably isn't!

Below are some examples of detail you can add in:

Much of the grain detail with distressing tools.

I could go on for pages but here is a brief list:

Hobby knife with #11 Blades. Other blades can be used for special effects.

Dental tools – Dental picks can really work well.

Wood burning set with different points is great for knots.

File cleaner – To clean files by taking out the small filings caught in the grooves.

Wire brush – Don't go to cheap here.

BBQ brush – Get a clean unused one.

Fine-toothed modelers saw blade, in handle.

Course sandpaper or emery board.

Other knives etc. I look for all sorts of unusual items.

Wood carving tools. I use these to gouge out for knot holes.

Wood Distressor:

I built one years ago using #11 blades. My first experiment was to chuck 5 blades in a vice grip. This worked well as long as the grip was tightened up significantly. Then I did something similar with 5 blades. I bolted them together and epoxied over the none blade end. I modified a wood handle by drilling it out to the size just over the end of the blades. Epoxy the blades to the handle. I used this for years, doing every tie on my home layout with this. The handle was great as it allowed me to work very fast. Note: Use safety glasses when doing this technique. I finally broke a blade, after doing the entire layout when working on an individual module.

I have also modified a hobby knife tool to do the same. My son did this in school for a class invention project. Whatever you do dip the handle in something to provide a grip.

Stay tuned for more on detailing wood. 🚂

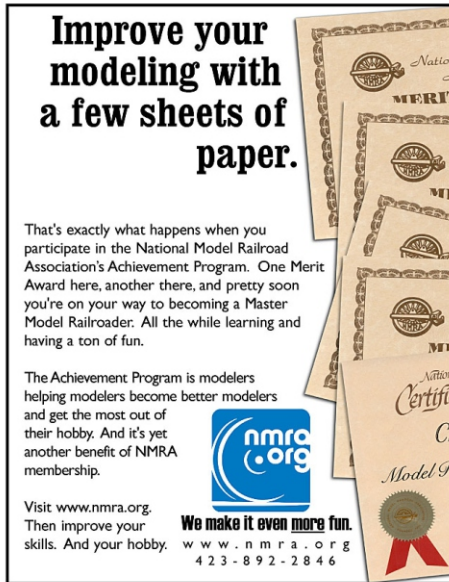
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Thousands of negatives still need your positive support.

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

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

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

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

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

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

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



Welcome to the InfoNet-News For January, 2014

by Tom Draper, HLM, DSA, FA, Director, Support Services



eBay GivingWorks Program

The NMRA participates in eBay's GivingWorks program. GivingWorks allows eBay users to donate a portion of winning auction prices to their favorite charity. Here is how it works: When you are selling any item on eBay, simply specify the 'National Model Railroad Association' as your chosen charity. Set a percentage of the final selling price to donate and let eBay do its work. If your item sells, the percentage you pre-select goes to the NMRA, and you keep the balance. An additional benefit to the seller is that eBay will reduce your final listing fees by the same percentage. If you donate 25% of the final auction price to the NMRA and your item was \$100, the NMRA receives \$25, you receive \$75 and your final listing fees from eBay are reduced by 25%.

Does it have to be train related items for sale? No, past winning auctions have included cell phones, iPhones, toner, calendars, manuals, and of course trains. You can even donate directly from the NMRA GivingWorks page.

So now, if you are changing eras, selling unused rolling stock or upgrading your latest smartphone, sell it on eBay and specify the NMRA as your favorite charity. Simply start by visiting <http://givingworks.ebay.com>, enter 'National Model Railroad Association' in the search box in the upper left corner and the rest is easy.

From Alan Anderson, Fundraising Dept. Manager

InfoNet-News For February, 2014

DCC Information Tidbit

To prevent your locomotive headlights from coming on when in consist (second, third, fourth locomotive, etc.) program CV22 to zero (0) before putting the locomotives in consist. It does not affect normal operation or as a lead unit in a consist.

In Memoriam – Jim Fitzgerald, 1923 – 2013

From March, 2014 issue of *Model Railroader Magazine*: “Jim Fitzgerald, an early member of the Ntrak Modular Railroading Society, died on October 24 in Paso Robles, California. In addition to serving as Ntrak’s president, he edited the group’s newsletter and helped coordinate the Ntrak layout at the National Train Show each year. Jim and his wife, Lee, were also instrumental in the establishment of T-Trak.” I had the pleasure of working with Jim for several years in conjunction with the Ntrak modular layout group being part of the National Train Show each year. He was a true gentleman and always a pleasure to work with.

Missing forms from the 2014 NMRA Convention insert in the NMRA Magazine

Three forms were missing from the 2014 NMRA Convention insert in the February issue of the NMRA Magazine. Because of a printing problem, three registration pages were not printed. These pages included the merchandise order forms for men's and ladies' shirts, convention cars and other items, and the Extra Fare order form for ordering banquet tickets and registering for Modeling With The Masters clinics. You can register online and purchase any of the items mentioned through the NMRA Company Store without the missing forms. For those who want to print out the forms and mail them in with payment the three missing forms have been included as an attachment to this issue of InfoNet News. The 3 missing forms are 1. Merchandise Order Form 1; 2. Merchandise Order Form 2; and 3. Extra Fare Order Form. Completed forms and payment should be sent to: NMRA, P.O. Box 1328 Soddy Daisy, TN 37384-1328.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in 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 with the corrected information. 🚂



Coast Division Report

by Frank Markovich, MMR, Coast Division Superintendent

Photos by Frank Markovich

Our next meet is after the deadline for the Branchline but in case you read it early here is the information:

First of all I want to wish everyone Happy Holidays from the Coast Division. Our next meet is March 23, 2014 at Janet Pomeroy Center in San Francisco, 207 Skyline Blvd (between Lake Merced Blvd & Herbst Rd).

The meet will start at 9:30 AM. There will be two clinics and a roundtable. I really want to encourage entries in 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. At this time the clinics are Build a Memory – doing the framework and foam sub-roadbed – given by **Mike Blumensaadt** and myself. Then **Moe** will do a continuation of the Timesaver. He will be showing an On3 Timesaver that uses stub switches. It will be worth going just to see that in action!

The roundtable will again be led by **Howard** and the kick off topic will be on Dead Rail with a demo of it installed in an On3 engine.

Again, I am going to show some videos after the business meeting. I am open as to what to show but plan on doing movies from the Kalmbach series “Dream, Plan Build”. These are excellent movies and the ones I will show will be mainly on modeling.

The following meet will be on June 1st at the Boy Scout Center in San Leandro. Mike and I will put on a beginners clinic at Skyline College in San Bruno. We had 12 attendees at the clinic. The clinic lasted over 2 hours with lots of questions. We will be doing this from time to time. Starting at the March meet we will hold beginner clinics where we will build an N scale layout from start to finish.



Benchwork



Frank and Mark showing rock molds



Putting down track



People



Daylight Division Report

by Dave Grenier, Daylight Division Superintendent

The Daylight Division held its Winter Meet on February 22, 2014, at the HobbyTown USA store in Fresno. We had a full house with a turnout of 26 attendees. It was a fun-filled day of clinics, contests, white elephant auction, layout tours and more in the Daylight Division.

First-time meet organizer **Bob Sexton** did a yeoman's job getting the refreshments, clinics, layout tours and the venue lined for us. I applaud his efforts and want to thank him for a job well done. He pushed through some frustrations along the way and put together a fun meet for us all.

I also want to thank our hosts, HobbyTown USA, for letting us use their meeting room/workshop. If we didn't wear out our welcome, we'll probably have future Daylight meets there again.

After signing in, entering contests, enjoying some refreshments and "Meet & Greets," **Bob Pethoud** presented his clinic, "Cheap Trees: Making Trees for Modelers with Little Money and Less Talent". Bob showed us how to make deciduous trees using the twisted wire method, as he described in his article published in the January 2014 issue of *Model Railroader* magazine. After Bob passed out bundles of florist wire to us, we got to try our hand at twisting the wires into an armature for the structure of the tree. Because this method was so quick and easy, Bob then went on to show us a second method of making cheap trees using furnace filter material and wood skewers. Bob will be presenting his clinic again at 7:00 PM, Wednesday, April 30, during the upcoming Coast Rails 2014 PCR Convention, April 30 to May 4, 2014, at the Sands Inn and Suites in San Luis Obispo, CA.

After a quick break for clean-up and setup, **Brewster Bird** then presented his clinic "Operations on Visalia's Kelsey Street and Shirk Street Sidings". He described daily rail operations in the Visalia Industrial Park, starting with a brief overview of Visalia's railroad history and the kinds of products shipped on the railroad. Using a projected satellite map of the area, Brewster showed us how to use the prototype for planning model railroads with the LDSIG LDE (Layout Design Element) approach. Brewster will also be presenting his clinic Thursday evening at 7:00 PM during the aforementioned Coast Rails 2014 PCR Convention in San Luis Obispo. He will then follow this clinic with his "Shelf Layout Prototypes" clinic, showing several examples of prototype railroads that had shelf-like track plans and their reasons for existence.

After the clinics, we took another "necessary" break while we cleaned up and setup for the Daylight business meeting. All the usual activities, welcoming and introduction of first-timers and guests, previous meet minutes, paying of bills, reports, and announcements were completed. The number of upcoming activities announced was too numerous to list here, so check the P C R M a s t e r C a l e n d a r , <http://www.pcrnmra.org/pcr/calendar/mastercalendar.htm>, for more information.

The foremost upcoming event in the Daylight Division is the Coast Rails 2014 PCR Convention in San Luis Obispo, April 30 to



Bob Pethoud presented his clinic, "Cheap Trees: Making Trees for Modelers with Little Money and Less Talent"

Photo by George Pisching



Brewster Bird presented his clinic "Operations on Visalia's Kelsey Street and Shirk Street Sidings"

Photo by George Pisching

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Daylight Report (Cont.)

May 4, 2014. See the website at www.pcrnmra.org/conv2014/ for complete information and to register online.

Achievement Program Chair **Dave Grenier** announced that **Chuck Harmon** completed his seventh AP Certificate, Master Builder Structures and had been named Master Model Railroader #529. Congratulations to Chuck for his accomplishments!

Thanks to **Russ Clover**, the Daylight Division has a new logo! Russ was designing a PCR brochure to include logos for each division, but the Daylight logo he had was “on the ragged side” and asked for a good drawing of it. I didn’t have anything better, so he made a new one for us, adding the words “Division – PCR – NMRA” to indicate what it represents. The membership voted on and adopted the new logo, as shown on the Daylight website: <http://www.pcrnmra.org/daylight/>

Bill Kenney, Contests Chair pro tem, announced the Favorite Model contest was won by **John Houlihan** for his O scale Max Gray AT&SF #2035 caboose and the Favorite Photo contest was won by **Tom Van Horn** for his shop scene photo. The business meeting wrapped up with a drawing for the \$25 door prize, won by **Brewster Bird**, and a pair of David Tutwiler prints, both won by **Don Smith**. The “World Famous” White Elephant Auction was conducted by auctioneer **Dan Seames**. A fun time was had by all as each successful bidder revealed their prize to the group. A few good deals were had and no rocks showed up this time!

Following the auction, there were three layout tours, starting with **John Houlihan**’s basement-sized O scale layout featuring mostly Southern Pacific locomotives running around the walls with some scenery and a working signal system. Since the December layout tours, he added some “water” flowing under the bridge on his swinging entry gate. Looking good, John!

The second layout was the 24’ x 11’ HO layout of **John Ptacek and Trina Easton** depicting the Chicago & North Western railroad in June of 1955, during the days of John’s youth. Their layout is located high up around the walls of two bedrooms of their home, with the single track mainline running through a former closet in a walkthrough to connect the two rooms. It showcases the “Route of the 400” passenger trains, as well as freight operations. The layout is controlled by Digitrax radio control and most engines have custom sound decoders installed. Convenient viewing platforms were provided for the vertically-challenged among us for a close-up view of the action.

The third location was the **Fresno Model Railroad Club**, located at the depot in the Selma Pioneer Village. The first floor had two N scale layouts for the entertainment of the public and for school tours. What we came to see was upstairs, the club’s HO Daylight Valley Lines layout. The Fresno Yard and mainline serve various valley communities, while a long branch line serves Friant and adjacent lumber and gravel businesses. Valley agriculture is also well-represented, as is the community of Selma, where the depot is located.



Fresno’s Hobbytown USA hosted Daylight Division in their meeting room.
Photo by George Pisching



Fresno Model Railroad Club is located in the depot in the Selma Pioneer Village.
Photo by Dave Grenier



John Houlihan’s basement-sized O scale layout featuring mostly Southern Pacific locomotives
Photo by Dave Grenier

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Daylight Report (Cont.)

Thanks to all who opened their layouts for the layout tours. We appreciate being able to visit you often to see your progress.

If you weren't at the meet, you missed a fun time. I sincerely hope you can make it to a future Daylight meet. We have meets in locations all over the San Joaquin Valley and the Central Coast: Mariposa, Fresno, Selma, Exeter, Visalia, Bakersfield, Tehachapi, Goleta, Santa Barbara, and San Luis Obispo. Current information about the next meet can always be found on the Daylight website at: <http://www.pcrnmra.org/daylight/nextmeet.html>.

The next Daylight Division meet, a business meeting only, will be in the Owl Room, 10:30 AM, Friday, May 2, 2014, at the Coast Rails 2014 PCR Convention in San Luis Obispo. 🚂



Russ Clover and Gary Ray worked together to update the Sierra Division logo.

Sierra Division Report

By Gary Ray, Editor, Sierra Short Line, Photos by Gary Ray

Our February 8 meeting in Modesto began with a tour of the Modesto and Empire Traction Company shop facilities. **Mike McReynolds** was our guide. M&ET employee **Harley Rice** was there to answer questions. Most members took advantage of being allowed to climb into the cab of two of their eight Railpower GenSets. M&ET was one of the first railroads in the nation to operate with 100% Eco-Motive GenSets thereby meeting current and future emissions standards. It had been a rainy morning when we arrived and tour the shop. Mother nature cooperated and the rain stopped for us to continue the tour outside. Members appreciated the M&ET patch, notebook, and pen souvenirs.

After having pizza for lunch, we had a short business meeting. The Sierra Division has a new, updated logo thanks to the helpful assistance of **Russ Clover**. The 23 members present voted and approved the new logo which has already been applied to name badges and contest ribbons.

While the division made money with their one fund raiser, the International Rail Fair (IRF) in Roseville, we did pay out \$200 to another group because there were no volunteers to do our share of the clean-up. There was no banquet following IRF because it was changed to a no-host event and not enough people signed up. **Dick Witzens** is stepping down as IRF treasurer and the Sierra Division needs a replacement. There are six meetings per year in Roseville plus the event itself.

Klaus Keil presented a very interesting look at Cuban steam used on the sugar plantations from his 2001 visit. Most of the locomotives were over 100 years old and of American manufacture.

Ben Cantu gave a PowerPoint presentation that looked back at the history of the Tidewater Southern Railway.

Many door prizes were given away. They were provided as a gracious gift from Reno member **Roger Johnson**. **Walt Schedler** won first place in both the modeling and photo contests, with **Dave Bayless** as runner-up in modeling and **Jim Collins** runner-up in photography.

Jim Collins had made all the arrangements for this meet. **Larry Beardsley** and **Dan Evans** are making plans for our

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Our group enjoyed the tour of the Modesto and Empire Traction servicing facilities.



One of the many locos seen in action in Klaus Keil's Cuba video.



Sierra Report (Cont.)

Memorial Day weekend annual picnic in Ione. The date of the Ione meet was moved from May 8 to May 24 to take advantage of the Ione Rail Fair and Vintage Motorfest.

Future meets are in Chico, CA, on August 9th with host **Dave Neighbors** and in Sacramento on Oct. 11 with host **Scott McAllister**. Scott is looking for hosts for 2015 in February, May, and August. All one needs to do is secure a locations, plan lunch, and contact members in your local area for activities. Superintendent Scott



Photo of Walt's model.

McAllister will be happy to assist you. If you can help with meets or would volunteer to be IRF treasurer, please email Scott at scooter923@att.net



Walt Schedler used this prototype photo to model his award winning scene for the photo contest. It is accurate right down to the kneeling employee in a t-shirt. (Seen at the front truck of the lead F-unit)



Redwood Empire Division Report

by Verne Alexander, Chief Clerk and Paymaster, Redwood Empire Division, Photos by Verne Alexander

The RED had a presence at the Train Show in Santa Rosa February 15-16. Our N scale layout was on display, and members were there to take questions and promote the organization. **Carol Alexander** is custodian of the portable layout, which she manages with considerable help from **Gus Campagna**. It attracts quite a bit of interest.



Gus Campagna, driving force both in the RED and the NWPRRHA, holds forth about the restoration projects and the archives.

The theme of our February meeting was the Northwestern Pacific Railroad. The first part of the meeting was held at the restoration site in Petaluma, where a dedicated group of volunteers has been working on the restoration of rolling stock that many would have deemed unrestorable. The Petaluma and Santa Rosa RR caboose #1 is just about finished, and work is underway on two passenger cars and a box car, and more anticipated projects are literally out there in the weeds! It is very fascinating and involved work, and thus a fit focus for our meeting. **Gus Campagna** oriented the members regarding the cars being restored. He also extended the opportunity to ask questions of the volunteer workers, as our meeting took place concurrent with one of their work days.

The meeting took place in the DiCarli Barn, headquarters of The Petaluma Trolley Living History Museum. The walls are lined with photographs, and the place has more than a few artifacts. The goal of this group is to re-establish Trolley service in Petaluma, this time on a reduced scale, running along the downtown wharf out to

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RED Report (Cont.)

the Petaluma Outlet Mall. **Chis Stevick** oriented our members to the nature of the project and its progress thus far. The salient point he made was that the old P&SR wharf, once thought to be beyond fiscally reasonable reconstruction, is actually in pretty sound shape, basically needing only sleeving on the existing wood piling at the water line and replanking of the surface. Welcome news to me! It is anticipated that if money is rounded up and the restoration of the wharf and construction of the rail line is completed,

The Western Ry Museum at Rio Vista Junction would be amenable to allowing the Living History Museum to run restored P&SR trolley #63, which they possess, on the new line.

After hearing about restoration history and restoration hopes inside, the members went out into the yard to observe the work in progress, and to ask questions of the workers. A rare opportunity.

Following this, the meeting moved across town to the Archives of the NWPRHS. **Gus** is again the head honcho, and he described all of the Association's holdings (maps, photos, documents, artifacts, etc), pointing out what a terrific resource that represent for authors and just folks with an interest. It is open to the public the first Saturday of every month. Volunteers come in weekly on Thursday, from 10:00 AM to 4:00 PM, to catalog and store the massive amount of material in the building so that it is readily accessible for folks who want to know. Many have already taken advantage of this opportunity, including some public agencies who deal in one way or another with former NWP structures and are without key plans—which they happily find in the Archives!

Our next meeting will be held May 17 at Monroe Hall on College Ave in Santa Rosa. Well, it will start there. The theme is operation. **Jim Providenza**, and perhaps others, will hold forth regarding the fundamentals of operating our trains, as contrasted to just running them around once in a while. When the presentation has been concluded, and the questions have been answered, the meeting will transfer to the nearby Santa Rosa layout of **Tom Swearingen**, where DCC cabs will be placed in members' hands. They will be paired with an experienced operator, and will then experience for themselves that about which **Jim** has been speaking. And there will be a "halftime," at which time the roles of engineer and conductor in each pairing will be exchanged, so that the learner can get the complete experience. Our meetings are open to all, so if this venture interests you, come on up in May! 🚂



Gary Martinsen, forced by the photographer to pose while volunteers work on the roof of the baggage car.



Gazing upon the nearly completed P&SR Caboose #1.



RED members watch while a new wood beam is being installed on a set of trucks.

MODELING WITH THE MASTERS Clinics					
- Sign-up for these clinics by March 15, 2014					
- List of tools required by each student will be posted on the website about 6 months before the convention					
Building a Laser Structure Kit	Wednesday	4:00 PM	N scale		50.00
Building a Laser Structure Kit	Wednesday	4:00 PM	HO scale		50.00
Scratch Building in Styrene	Thursday	7:00 AM	N scale		50.00
Scratch Building in Styrene	Thursday	7:00 AM	HO scale		50.00
Scratch Building in Styrene	Thursday	7:00 AM	S scale		65.00
Scratch Building in Styrene	Thursday	7:00 AM	O scale		65.00
Learning to Build a DPM Kit Properly	Thursday	1:00 PM	N scale		50.00
Learning to Build a DPM Kit Properly	Thursday	1:00 PM	HO scale		50.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	N scale		60.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	HO scale		60.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	HOn3 scale		60.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	S scale		65.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	Sn3 scale		65.00
Building a Turnout using Fast Tracks	Friday	7:00 AM	On30 scale		70.00
Building a Turnout using Fast Tracks	Friday	12 Noon	N scale		60.00
Building a Turnout using Fast Tracks	Friday	12 Noon	HO scale		60.00
Building a Turnout using Fast Tracks	Friday	12 Noon	HOn3 scale		60.00
Building a Turnout using Fast Tracks	Friday	12 Noon	S scale		65.00
Building a Turnout using Fast Tracks	Friday	12 Noon	Sn3 scale		65.00
Building a Turnout using Fast Tracks	Friday	12 Noon	On30 scale		70.00
Scratch Build a Cattle Ramp	Friday	6:00 PM	HO scale		25.00
Scratch Build a Puddle-Jumper Bridge	Saturday	9:00 AM	HO scale		25.00
Copy Total to Page 1					TOTAL

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) 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 Keaney (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

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

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

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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 N3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

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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. Facebook: <http://www.facebook.com/group.php?gid=163470062239>

SISKIYOU MODEL RAILROAD CLUB,

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

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

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

TRI-CITY SOCIETY OF MODEL ENGINEERS

The TCSME is located at 37592 Niles Blvd. Fremont CA 94536 in the Niles Plaza. We are currently building two new layouts. The N Scale layout is in the restored Niles Depot and the HO layout is in the restored Niles Freight Building. Both layouts focus on Fremont, Newark, Union City and surrounding areas. We are looking for new members interested in building and running on the new layouts. We meet Fridays 7:30-9:30 PM and Sundays 10:00-4:00. Call 510-797-4449 for info. Please visit our web site at <http://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. "Like Us" on Facebook, 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. 