

BRANCH LINE

NMRA'S FIRST REGION



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April 4 - 8
Double Tree Inn
Robnet Park, CA

2018 PCR Convention

By Dave Croshere

The 2018 Convention Committee is very fortunate to have as our banquet's guest speaker Dr. Ty Smith of the California State Railroad Museum in Sacramento. Ty is the new director of one of our state's most popular attractions. If you haven't heard, the NMRA model train collection has been approved as a permanent display at the museum on the third floor of the museum. Also, the NMRA archives will reside in Sacramento. Of further interest are the two old Union Pacific buildings just to the north of the museum. Currently used as maintenance buildings for the museum's live train equipment, these buildings will become a permanent part of CSRM. Ultimately the museum will have tours of these repair facilities.

Continued on page 4

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Dr. Smith will address these concepts with pictures and drawings and of course a few railroad anecdotes for our enjoyment.

Charlie Getz our NMRA president and a PCR member will introduce Dr. Smith as our banquet guest speaker. Charlie is the motivating force in bring the NMRA models and archives to the CSRM. This is Charlies last couple of months as a very successful and influential NMRA president. This is a unique opportunity to hear how the NMRA and CSRM came together from two very entertaining speakers.



Charlie Getz served as Western Area VP on the Pacific Coast Region Board, as well as President, PCR Trustee, and At-Large North American Director. He chaired the Long Range Plan Committee and was the primary author of the new NMRA regulations. He's received numerous

President's Awards and is an Honorary Life Member. Charlie currently serves as President of the NMRA.

Dr. Ty Smith has been the California State Railroad Museum Director since April 1, 2017 when he came to CSRM after five years at Hearst Castle as Interpreter III and Chief of Museum Interpretation. Prior to Hearst Castle, Dr. Smith served as an interpreter II/ museum services manager at the California State Capitol Museum



Korbel Winery is an historic location and a fascinating story. The Korbel brothers came west for the gold rush. They stayed in San Francisco and started various businesses as well as purchasing land in Sonoma County for a lumber business. The lumber justified a

lumber mill, which required a railroad spur. The NWP railroad brought in a siding, which was a reason for a train station. If you've been reading about our 2018 Convention in Sonoma County you will begin to see how all our tours fit together and how we came up with the name Enduring Rails. Oh, yes, the new SMART train is now running in Sonoma and Marin counties and we have a tour of their equipment facilities as well.

In the late 1800s, lumber mills moved around to follow wherever trees were plentiful. Sturgeon Lumber Mill is no exception. Yes, it started as Korbel lumber. It then was moved up close to the Oregon border and then back to within ten miles of where it started, just a twenty minute drive from our convention hotel. When you visit Sturgeon and see its size, you'll have trouble believing it moved at all. Sturgeon is an amazing site. It is probably one of the only steam lumber mills in the world still operating. They are going to operate it exclusively for our convention as well as promising to have operators ready to answer all our questions. Normally they are only open six days a year to the public with almost a 1000 visitors on each of those days. So you can see what unique opportunity this is for us to see the sawmill activity close up.



Continued on page 5

The Northwestern Pacific Railroad Historical Society, our partner in this convention, will have their restoration yard open for us also. They have a recently completed caboose and a couple of passenger cars under restoration. Like Sturgeon Lumber Mills, they promise to have volunteers ready to show us around and answer questions. It is very easy to spend an afternoon just poking around this site.



We promise to have many clinics new to PCR conventions. We will have one clinic as a round table discussion devoted to different ways to build a model railroad. We want people to come in with ideas they would like to share. These various ideas hopefully will stimulate group discussion and encourage those present to interact in a true round table format.

Past articles have mentioned why Sonoma County is a very desirable tourist location. Rohnert Park is right in the middle and convenient to freeways. We recommend booking into the Double Tree Hotel early. Don't forget the Wednesday night gathering at the Bear Republic Brewing Co. for beer. This was a new idea that was very popular in Bakersfield. We have plenty (more than usual) clinics, tours, layouts to visit

(some very large). Don't forget the Ops sessions and OPSIG discussions.

Come join us in Sonoma County for a great convention.



**LAYOUTS OPEN FOR TOUR
AND
OP SESSIONS
(current as of December 24, 2017)**

Ron Kaiser
Western Pacific, HO

Bill Kaufman
State Belt, HO

Ed Merrin
North Western Pacific, HO

Ernie Simard
Western Pacific, HO

Gus Campagna
California Western Railroad, HO

Jim Providenza
Santa Cruz Northern, HO

Jon Schmidt
Nicasio Northern, HOOHO
HO

Tom Swearingen
The Cal Pacific, HO

Verne Alexander
Colville, Republic And Palouse (CRAP), HO



PROTOTYPE TOURS

Sturgeon Mill (steam powered sawmill)

Korbel (wine tasting)

SMART (Sonoma-Marin Area Rail Transit maintenance facility)


Continued on page 6

**“Enduring Rails” 2018
PCR’S Unbelievable Convention
By Giueseppe Aymar, MMR,
2018 PCR Convention Chairman**

Ok, Ok, what do you get when wine country meets trains? “Enduring Rails” of course.

Our favorite California County will be hosting Pacific Coast Region’s yearly salute to everything trains. Redwood Empire Division and the Northwestern Pacific Rail Road Historical Society (NWPRRHS) have joined forces to create one of the most memorable Conventions in decades. The NWP steam trains of old are morphing into the Sonoma-Marin Area Rail Transit (SMART) trains of today under the banner “Enduring Rails” which will take place April 4th through April 8th, 2018 at the stylish DoubleTree Hotel in Rohnert Park. You will be treated to private tours of the “SMART” facility and shops, not generally open to the public, and the ancient steam operated “Sturgeon’s Mill”, open and fully operational that day for our amusement. You will be standing next to a giant saw blade cutting through humongous logs - awesome! And, lastly, a visit to the Korbel champagne cellars with its iconic building that started life as a railroad structure. But we cannot live on dessert only, oh no. We will be treated to a meat and potatoes program of many brand new, never seen before clinics conducted by PCR and NWPRRHS members covering a smorgasbord of topics and pictures. You will have the choice to visit and operate on a vast number of very fine layouts, many are the envy of our railroading community. A full Design SIG and OP SIG program is imbedded in the schedule all day Thursday. Our non-rails will be entertained by a variety of fun activities. The Contest Room promises to be at its peak and will introduce a new category, “special event, kitbashing” just for this convention. Very little paperwork is required. Read the details in the website. Bring your models, pictures, arts and crafts to fill the room for us to enjoy. At the Company Store you will find one-of-a-kind NWP cars specially made for this event. They are a beauties! The Award Banquet, besides offering great food, will feature a special keynote speaker: Dr. Ty Smith, Director of the California State Railroad Museum. Dr. Smith is an excellent speaker with a fine sense of humor. He has been known to delight his audiences. What a way to end a wonderful week.

We encourage you to register early as that will help the Convention Committee with their budgeting and scheduling. The registration fee was kept very low to enable attendance by members on a tight budget. For those driving back and forth, know that there is NO parking charge at the Hotel (typically \$20/day at many hotels in the Bay Area). We encourage attendees who want to rent a room to please stay at the DoubleTree. That will help fill the quota on the room blocks to which we agreed in order to get free Convention facilities. We negotiated a room charge much less than the Hotel typically charges. Reservations will be accepted beginning in January 2018. Check the website, please. For those who prefer alternate bookings, I encourage you to make your reservations soon, as those rooms are quickly gobbled up by tourists.

The time to act is now. The place to be is at “Enduring Rails 2018”. We are all in this hobby for varied reasons. “Enduring Rails” will satisfy every one of them. We want you to be proud to be a member of the Pacific Coast Region. We have worked hard to make this convention “one for the ages”. 



Clinics and Workshops
(as of 12/24/2017)



- The San Francisco and North Pacific Railroad**
- The North Pacific Coast and North Shore Railroads**
- Logging Along the North Pacific Coast**
- Formation of the Northwestern Pacific Railroad**
- Boom and Bust years of North Western Pacific RR**
- Sonoma and Marin's SMART commuter rail Construction**
- Railroads in Korbel vineyard's history**
- California's two-foot narrow gauge railroad**
- Southern Pacific narrow gauge in California/ Nevada**
- Modeling the California Western**
- Use of MS Excel™ for operations paperwork**
- Estate planning for your train collection and layout**
- Urethane foam topography for layouts and modules**
- Vertical layout staging design considerations**
- Module railroading round robin**
- A module system for European Trains**
- European freight cars and basic European railroading**



**SEE THE COMMEMORATIVE
CONVENTION CAR
AND THE
COMMEMORATIVE CONVENTION
SHIRT OF PAGE 29**

**SEE CONVENTION
REGISTRATION
FORM ON PAGE 41**



BE SURE TO CHECK FOR FREQUENT UPDATES TO THE CONVENTION WEBSITE:

<http://www.pcrnmra.org/conv2018/>

From the President

By Ed Merrin, President, PCR/NMRA

Lately we've been talking about the importance of keeping PCR up to date with all the changes taking place in the modern era, both for the benefit of our current members and improving our ability to attract new and younger membership to fill in our ranks as we age. We certainly have gone a long way in that direction already. We



have web sites, on-line registration for conventions, a Yahoo group discussion forum, a Facebook page, and, more recently, the use of Constant Contact to spread the word about events. Thanks to Dave Grenier, Gus Campagna, Bill Kaufman, Pat LaTorres, and Chris Palermo for all their efforts (hope I didn't

forget someone). All of these things make communication easier and more efficient and enhance the PCR experience for all of us.

We are about to take another step in this direction. If you aren't keeping track I'll remind you that we have an election coming up for Division Directors. That's the one with four candidates in which you only get to vote for one, the one from your Division. Whoever you pick will be holding that office, sitting on your Board of Directors, for the next two years.

Since the beginning of time, or at least since the beginning of PCR, we have held our elections by printing the ballot in the January issue of the Branch Line (yes, this one!) and members would fill them out and mail them in. Well, at least about 10% of the members would do so.

So along comes the 21st Century, and many organizations have been using internet-based services to conduct their elections. Eventually this revolution made its way to the NMRA. The Southeast Region of the NMRA began using a website called ElectionBuddy for its elections and has seen a 50% increase in participation. It made it easier to avoid duplicate ballots and other problems as well.

Well, here we are in PCR and we are about to do the

same as the SER. Here's how it will work. In this issue of the Branch Line you will see a list of the candidates as well as their statements (see page 27, 28). Meanwhile, behind the scenes, PCR officials will be preparing the on-line election. Using the roster database that we regularly receive from National we will construct a list of eligible voters (Family members and Railpass members are excluded) identified by a code number and their email addresses. At the beginning of a three-week election period in February each member will receive an email announcement from ElectionBuddy about the election and a link to click on that will take him or her to the site where the ballot is. Members then have another opportunity there to read the candidate's statement. Members will only have access to the ballot for their Division, so there is no chance for anyone to accidentally vote for the wrong one. They have the option of choosing a candidate, abstaining, or writing in a name. Because they have an identifying code they will not be able to vote twice. No ballot box stuffing!

Meanwhile, Big Brother (actually me this time around) will be periodically checking to see who has not voted yet. Those that haven't will get another email, kind of a form of cyber nagging. Perhaps I'll send them weekly, just to try to squeeze every last possible vote out.

At the end of three weeks the election closes and ElectionBuddy sends us the results!

We know this works because we did a little test election this fall. The test involved five voters, all PCR members, who were assigned to various "groups" (e.g., Divisions). The "ballot" was actually the same as the Division election two years ago. I copied the candidate names, statements, and even their photos from the Branch Line issue that contained the ballot. Each voter received an email announcement of the election and a link to the web page that contained the ballot.

There was no need to worry about anyone voting for a candidate in the wrong Division because each voter only saw the ballot for his/her Division. The voting was open for one week; during that time I was able to log on and see how things were going.

Continued on page 9


Specifically, I knew who had voted and who hadn't yet. I sent out a reminder in one case just to make sure that that part of the system worked. At the end a compilation of the election results was available.

The only differences between the test election and the real one are there will be a lot more voters and we don't have everybody's email address. In the October roster data there are 902 eligible voters, but email addresses are missing for 134, or 15%, of them. For those members lacking email addresses we will have to mail out ballot materials that will require the voter to return in a stamped envelop. These will have to be manually counted and added to the results. Of course, going by our past experiences, we probably won't have more than 13 or so actually mailed in.

This raises the question of why, in this day and age, do 15% of PCR members not have email addresses on file. Perhaps it was an oversight in some cases because people who have been NMRA members since before the era of email addresses have never had their member data updated. Perhaps some members are reluctant to provide them because of privacy con-

cerns. Or perhaps some members just don't have email (or even computers).

We can make some efforts to reduce this number. It's a little late for this election, but I would like to make an appeal to you all. If we don't have your email address pass it on to your Superintendent or Director so we update your member information. It's not just for voting; you'll be able to receive a lot of useful information and notifications that are only available through email.

In the meantime, happy voting! 

**Branch Line
Deadlines for 2018**

APR-MAY-JUN 2018 issue
Articles due by
March 10, 2018

JUL-AUG-SEP 2018 issue
Articles due by
June 10, 2018

OCT-NOV-DEC 2018 issue
Articles due by
September 10, 2018

JAN-FEB-MAR 2019 issue
Articles due by
December 10, 2018

Please direct questions to the
PCR Publications Manager,
Gus Campagna at
campgus@earthlink.net
Or phone (707) 664-8466

**Welcome Aboard !
PCR's Newest Members**

<u>Member</u>	<u>City, Sate</u>	<u>Date Joined</u>
	Coast	
Ronald Hunt	Pacifica, CA	10/2/2017
Jeffrey Sandberg	South San Francisco, CA	10/6/2017
Carole Davis	Antioch, CA	11/7/2017
Randall Nelson	San Jose, CA	11/9/2017
	Redwood Empire	
Chris Harris	Vallejo, CA	11/3/2017
Robert Battles	Windsor, CA	11/9/2017

From The Editor

Chip Meriam, Branch Line Editor

A Bit Of A Change has taken place here at the *Branch Line*. Effective November 29, 2017, we have a new editor. After six years as the conductor of this fine publication, Chuck Harmon has made the decision to mark off. Chuck took over for Bill Kaufman with the January 2011 issue following Bill's move to the National Vice President for Special Projects. Now, Chuck has found himself with, as he puts it, "Too many irons in the fire." It seems Chuck has more than enough to keep him busy as a Sunday School teacher, Bible Fellowship leader, and a grandfather. Chuck also keeps himself busy with the San Joaquin Central, an HO model railroad set in 1949 - April 14, 1949 to be exact. Chuck admits to having been a railroad enthusiast since he was about six years old. He has been an NMRA member since 1972 and recently completed the NMRA Achievement Program, with the commensurate honor of becoming a Master Model Railroader. Please join us in extending a heart-felt **THANK YOU** to Chuck for his years of service to the hobby.



Chuck Harmon, MMR—Editor Emeritus



Chip Meriam, Editor

With Healthy Anxiety I am honored to succeed Chuck Harmon and step in as the next editor of the *Branch Line*. Chuck has served this publication and this hobby very well over the past six years and filing his shoes promises to be a challenge, but it is a welcome challenge. I have been the editor of the Sierra Division *Short Line* for the past three years, so when Ed Merrin's plea for a volunteer to fill the vacant editor slot came out, I figured I might have the proper experience. I responded to Ed, indicating my interest, and less than five hours later I was appointed to the post. So here I am, getting my feet wet with the first edition of 2018. I do not expect the look or the feel of the *Branch Line* to change much. The layout and style, as developed by Chuck during his tenure, works just fine the way it is.

Thankfully, the *Branch Line* seems to be mostly contributor driven. As such, my writing style should not influence the overall content to a great degree. Plus, the more I can rely upon contributing authors, the less work I need to do!!

I am truly looking forward to serving the Pacific Coast Region as the *Branch Line* editor, and I welcome your comments and suggestions as we enjoy The World's Greatest Hobby together. You can reach me by email: chipmeriam@comcast.net 

Achievement Program - Civil Engineer

By Jack Burgess, MMR, Manager, PCR Achievement Department

In the last issue of the *Branch Line*, we talked about the requirements for the Master Builder - Scenery. While scenery is basic to a layout, layout design and track are even more basic to a layout. The Model Railroad Engineer - Civil certificate has been developed to encourage and recognize those abilities associated with layout design and track construction.



There are four general requirements that need to be completed and/or demonstrated as part of the process of qualifying for this certificate.

The first is to prepare an original scale drawing of a model railroad track plan identifying overall size, scale, etc. The plan

needs to be neat and legible, although it does not need to be in ink or drawn using a CAD program. (It is, however, suggested that you review the requirements for Model Engineer - Electrical and Chief Dispatcher before drawing this plan so that you can include the requirements for those certificates as part of the same effort.) The plan needs to include the track features you need to build under the second and third requirements. You don't need to build everything included in this plan, but you do need to include a number of required features in the plan including adequate terminal facilities for handling freight and/or passenger cars, adequate facilities for the storage and service of motive power, at least one passing track and four switching locations (not counting yards, interchanges, wyes, and reversing loops), provisions for turning motive power (other than a reversing loop), and provisions for running at least two mainline trains in either direction. Again, remember that you don't need to necessarily build all of these items, just include them on your plan. If you are limited for space, you can design the layout that you would like to build but only build what you have space for at the time.

The second general requirement is to construct and

demonstrate the satisfactory operation of a completed section of the model layout from this plan containing at least 25 linear feet of track in N, 50 linear feet in HO or S scale, or at least 75 linear feet of track in O scale. The track must be complete with ballast, drainage facilities, roadbed profile, etc. The track must include at least six different features such as a passing track, a spur, a cross-over, a turntable, etc. out of a list of 18 possible features. All of the track (which can be commercial track) including spurs, etc. counts toward the total linear feet required.

The third general requirement is to scratch build three track features and demonstrate their satisfactory operation. These features can include a turnout, crossover, crossing, etc. out of a 14 possible features. These track features do not need to be part of the layout but can be built on a separate piece of wood, as long as they are long enough to be able to be powered to demonstrate that a piece of locomotive can run through them in all directions under its own power. The use of jigs and other special tools is permitted.

The last general requirement is to win a Merit Award for the scratchbuilt track feature items listed under the last item. To win a Merit Award, you need only to demonstrate that the track features work satisfactorily and that workmanship is done neatly.

If you have completed all of these requirements, you submit a Statement of Qualifications (SOQ) along with a photocopy of your NMRA membership card and you are on your way toward another certificate!


Like many of the other AP categories, many of us have completed a majority of the requirements as part of our general approach to the hobby. Maybe you have built an HO layout with at least 50 feet of completed track that includes a passing track, a spur, a simple ladder yard, some track on a grade, a turntable, and a reversing loop. If so, you have met that requirement! Even if the plan that you used to build your layout doesn't include the features required under the first category, you could easily design and draw up a layout for a larger space that included the required features. That would satisfy the first requirement.

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If you scratch build (i.e., handlaid) some of the track components for your layout, you might only need to handlay a couple more to meet the rest of the requirements. Handlaying track is really quite simple and you might be closer to receiving the Model Railroad Engineer - Civil than you think. If you are interested in pursuing this AP certificate, download them from the NMRA web page at www.nmra.org.



Model Railroad Engineer - Civil

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

Contest Report

By Giuseppe Aymar, MMR, Manager, PCR Contest Department

Honey and Contest. What's there not to like?




Honey is to a bear what contest is to a convention. The connection is too natural. Bears, unfortunately, have it easier than conventions in that nature provides for their gluttony in the form of thousand of bees, working tirelessly to create an abundant supply, while conventions rely on the participants to decide whether it is appropriate to bring in models they already have - or even decide if they want to participate.

It has always been my contention that a convention, to be successful, has to run smoothly on all cylinders. By that I mean all areas of the convention have to deliver in providing enjoyment and contributions to the overall expectations of its participants. For many it boils down to prototype tours; and we will offer three extravagant ones. For others it might be clinics, layout tours, OpSig or even social interactions. We have programs devoted to all of these. Personally, and for many other modelers, one of the highlights is the contest room. Here we can enjoy looking at the many entries which reflect the heart and soul of the creators and their willingness to share their journey in the hobby with others. It is an encapsulation, in one room, of what the hobby has been teaching all of us: the nuggets we have learned in clinics, extrapolations from the prototype, and the successes and failures in our quest to recreate that one picture of the real world of railroading in miniature. This is what we see or like and this is our attempt to convey what we see. How well we achieve our vision is on display in the contest room. What's there not to like?

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Why am I saying all this? It is important to the success of the Convention that we provide a good venue in the contest room. It is a known natural fact that nothing comes from nothing. The same holds true here. Models have to come from something and that “something” is you. It is not too early to plan to bring models, pictures or crafty displays to populate those contest tables. Many modelers I talk to are timid of being criticized by others and prefer not to put themselves “out there”. Imagine if we all were timid. We could not find a clinician who would want to present a clinic in fear of how he or she could potentially be judged, or a layout owner who is fearful that the layout might not meet others’ expectations. But we do it anyway - and that leads to a successful convention. Be proud of your work no matter what is presently your stage in the Hobby. The beauty of conventions is that they allow us to learn from others (many times from others’ mistakes) but it takes courage on that modeler’s part to admit to a mistake or to realize from comments of others that a better result could be achieved by doing it a different way. Think about this for a moment: authors (writers) submit their manuscripts to editors who many times want changes made. Does that mean the authors did not do a good job? NO ! It means that a slightly different approach might present the reader with a clearer view. *(I hope this manuscript is not going to be looked at too closely by an editor.)* Same goes with our models. This is how we learn and thrive. So bring all you have, and more, to the contest room.

This year we have added a new feature that will definitely stimulate your modeling experience. Please refer to Dave Croshere’s article (below) which will give all the details.

Let’s see what you can do . See you in the contest room. Remember, what’s there not to like? 

NEW CONTEST

By Dave Croshere

NEW CONTEST

A new feature is a special Kit Bashing Contest. It will be judged, but on a more congenial basis. Have you taken a kit of a modern house and turned it into a burned out old relic? That’s kit bashing. How about a train station into a wine tasting room? Korbelt did this in reality. How about a steam engine into a generating plant? In Sebastopol we have a dining car that was changed into an upscale restaurant. Many examples of this exist in real life for us to model or you can use your imagination and creativity.

You start (or started long ago) with a kit produced for retail. The finished model must be railroad related, like something you would see on a layout.

Each entry requires these 2 forms.

A PCR Model Contest Cover Sheet. This is a very simple form that will be turned in when you enter and receive an entry number. (If you forget, we will supply the form)

- #1: name of your entered model,
- #2: your name, address, and NMRA number.

One 8 1/2 x 11 sheet which will stay with the model for judging.

Line 1: Original kit name and kit picture. This allows the judges to see the extent your model was kit-bashed.

Line 2: Your name for your finished model

The rest of the sheet can have pictures of your model during construction and/or as finished, but no other wording is permitted - just pictures.

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Judging will be as follows:

- 35 points possible for the transforming idea of the original kit
- 35 points for workmanship
- 15 points for detail
- 15 points for painting and lettering

Show us your creative modeling abilities.



More From Giuseppe Aymar

Contests (a treatise)

It has been my observation of current and past debates, which ruminate over the pros and cons relative to the NMRA/PCR contests and the question of why this “dinosaur” is still with us, that such exercise is done within the confines of a very narrow waveband. When referring to contests it seems we equate them with highly detailed beautiful models of steam and diesel locomotives, passenger cars, freight cars, and maybe a caboose thrown in there for good measure. We ask ourselves, “Why do we have contests at all when we can easily avail ourselves of so many out of the box items that rival many contest entries?”

Let us remember, first of all, that there are other contest categories in which we can model, not just the above mentioned ones. There are MOW cars, structures, dioramas, scenery, photographs, etc. These cannot always be represented using a facsimile “out of the box” product. So let's not judge the need for the contest only by the locos and cars categories.

Let's look at the whole spectrum. With recent inroads and acceptance by the model railroad community of OPs and Layout Design SIG groups, let me make this suggestion. Why not have a new separate entry for novice and advanced OP/LD SIG entries and actually expand the format of the contests? In light of the fact that contests are still a viable forum for individual modeling expression, and bring out creativity in a sea of sameness, as evidenced by many

modelers running the same out of the box locos (many of them even numbered the same), or passenger trains at the local clubs, how important is the contest? Why not replace it with “Show and Tell”?

There, the argument goes, you now have a forum with no pressure, no paperwork, no hassles! Could anything be better than this?

To those who do not toil making or rearranging their models, the idea of having any item judged is probably not important or it is a waste of time. Yet these folks still enjoy looking at the work done by others - similar to going to a movie and wondering if it is Oscar material or not. To those who do model, contests with their inherent judging can be a bittersweet experience depending how they fared in the final evaluation, and what their expectations were when they entered the contest.

Having our models judged is sometimes taken personally, whether we score well or not. Here is where our egos get a boost or get crushed, we allow our own insecurities to take over, and we bombast the concept of the contest if we feel we have been slighted. I know this from personal experience at the 2008 NMRA Contest in Anaheim. Poor me, I thought! But then, realizing this is a hobby to all of us, the idea of fun and camaraderie came back to me. Fun, camaraderie and learning something new should be the basis for the contest, not a war between entries.

Continued on page 15

In any case, the contest serves a purpose for our modeling fraternity ("*and sorority, you male chauvinist,*" *interjects my wife*) as Formula One or NASCAR racing does for the automobile industry. There are always squabbles, controversies, innuendos, and intrigue that goes along with the competition. Fans or not, many of us are attracted nonetheless to these beasts of cars that are not available to the general public. We admire the power, the speed (*but can't use it on the freeway*) and the mechanics (*but they are so out of our reach*). Yet, many safety and mechanical innovations as well as design features have come out of these monsters of the racetracks that are unveiled and tested during racing (*read: contest*).

To a lesser scale, no pun intended, our model contests have, in my belief, heightened the standards for our model train industry by showing what can be done realistically to make a model look more and more like its prototype. It is through the exposure during contests that the best model builders were recognized by their peers for their innovations such as separate grab irons and ladders, and thus presenting us with a more realistic looking model.

Roof walks made of see through mesh, brake levers, underbody details, and weathering are all details that have now become part of many out-of-the-box kits. As people realized what could be done to a model to enhance its look, they began to demand it from the manufactures and, ever so slowly, these improvements became part of the ready-to-run models. Therefore, the contest, has always been the forum for new, creative, realistic ideas which were the spark for improving change which benefitted the entire modeling community.

Additionally, our model building, whether scratch-building or kit-bashing or simply super-detailing a kit, is keeping alive a host of model parts makers like Detail West, Detail Associates, Cannon, and Microscale. Just look at the Walther's® catalog to see the broad range of vendors who, in turn, are buying tables at Regional and National Conventions, in a classical example of symbiotic relationship. It all seems so easy to criticize contests and assume

they are a forgone vestige left over from older generations. The new kid on the block, Show and Tell, can accomplish all the aforementioned points just as easily as the contest. Well, "Not so fast," says I.....


The argument that the contest be turned over strictly to A Show and Tell is much like turning NASCAR racing into Friday night cruising. We could do the same with the NFL, NBA, MLB, NHL etc. Why not just display a picture of the team with a list of the player's roster and have the fans look at it and do their Ohhhhs and Ahhhhs. But let's not play a game which we might potentially loose. What is the point of playing games if the team risks not getting the results they expect. So, let's not play.....let's only look!!

The same is happening in College Football with the BCS system. There are always controversies and cries of dissolving the BCS, since many view it as an unfair system. To date, however, the BCS system has rewarded their conferences with fallout incomes not achievable before. It has accomplished this by playing the games and not merely trading team cards.

As much as I like Show and Tell, and as Contest manager for my Division (RED) I push very hard to increase the number of entries at our Division meetings Show and Tell, I feel that the best work for many modelers comes about when they know they are being judged. I speak from personal experience when I say that on many of my own models. I could have been satisfied with their appearance at a particular stage of creating the model; it looked good enough. But the thought of someone judging it and probably thinking in their minds, "You know, this fellow could have gotten more points and improved the model had he made this part moveable, or the window would have looked better had it been flush with the frame instead of being recessed". Well, that thought would make me reach to the next level and improve my model a little more, thereby elevating my skill level a notch and at the same time raising the standards for everyone. That is how the innovations I mentioned before have helped create more prototypical looking commercial models.

Continued on page 16

I believe, that deep inside of us there is a push to excel, whether we admit to it or not. The fear of a negative judgment is our stumbling block. So if Show and Tell is the safe avenue for most of us to display our models, so be it. Let's display our models in Show and Tell. For those poor souls like me who are OK risking a negative comment, let us have our right also. In fact, why not have both Show and Tell and the contest be center stage? The hobby will definitely benefit!!! And by the way, that is the direction Bob Hamm, our NMRA Contest Chairman, is presently advocating: giving all members an opportunity to show off their stuff. I am of the belief that many will convert back to entering their models in the contest once they realize how good their models really are, and once they feel confident that they will receive a fair score from the

judges. This is the theme for my next column to follow: How to assure objectivity and eliminate subjectivity in judging contest entries. Stay tuned. 



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by Gus Campagna, PCR Publications Manager

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Pacific Coast Region SIG Report Fourth Quarter 2017 by Seth Neumann

The fall season got the operating year off to a great start with most of the local layouts running and some great trips to invitational meets in Vancouver, BC, Twin Cities, South Eastern Michigan and the La Mesa Club's magnificent Tehachapi Pass layout. If you are interested in participating in the invitational meets, contact me at the email below.

Looking ahead, we are planning for the 2018 Bay Area PCR/Layout Design and Operations SIG Meet for January 26, 27 and 28 2018 with Saturday clinics and Panels at the Elks Lodge in Alameda.

Continued on page 18

Saturday night tours and Sunday Op Sessions will feature a strong program of East and North Bay layouts. The ops at this meet are aimed primarily at new operators, so if you've been curious about ops, this is a great chance to learn and run on some very fine layouts. If you're already an operator but want to explore new aspects of operations such as Time Table and Train Order, again, this is a great chance to learn in a low pressure environment. I expect the Saturday program to feature a mix of popular presenters and some totally new material, one presentation focusing on the Alameda Belt Line and another on modern petroleum transportation. I'm still looking for presenters, so contact me if you've got something or want us to recruit a presenter on a topic of interest to you.

A little further out we're working on the SIG program for Enduring Rails in April 4-8, 2018 and we expect a very strong operating program, good tours and a strong SIG track. So be sure to register early for Enduring Rails and support the committee. There are also several invitational meets planned in Sedona, AZ, Kansas City, and the Puget Sound area this coming

Spring.

The 2018 NMRA convention will be in Kansas City August 5-12, but plan for August 4-13 as the committee (who also host the semi-annual Prairie Rail Invitational) is promising 9 days of Ops, and I can tell you they have upwards of 30 operating layouts, most of them extremely good. We expect a stellar LDSIG Layout tour and I'm working with convention committee to have a very complete SIG Clinic track. Both the OPSIG and LDSIG Local coordinators are well-connected and owners of fine operating layouts so I expect the best SIG Program since X2011West!

Looking further out, NMRA is in Salt Lake City in 2019 and St Louis in 2020. There are many fine operating layouts along the Wasatch front and I expect a strong operating program and great SIG tour there. St. Louis put on a fine SIG program back in 2001 and I expect at least as much in 2020.

Seth Neumann

sneumann@pacbell.net 

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The Answers Are Out There

Train Crew Realities—Part 1

by Robert Pethoud, Member Aid Chairman,
Daylight Division

My Fall Creek Branch HO scale portable switching layout has been operational now for nearly seven years and has proven very successful in promoting the joy of peddler freight switching.

At Roseville's International Rail Fair in November, it attracted hundreds of admirers, including a record number of adult operators, and dozens of youngsters lined up for the chance to take a turn at the throttle. Clearly, the myth that the public is bored by switching operation is definitively busted.

Fall Creek is still teaching me significant things about our engaging and diverse hobby. In previous columns I've written about techniques and materials that I've incorporated into my modeling as a result of successful testing on this layout. Currently, I'm trying to enhance the realism of operating sessions by incorporating more prototype railroad rules and practices. The miniature brakeman figures described in my last column are part of this refinement; they serve as a learning tool to help me visualize the action as if it were taking place in the real world.

This time I'd like to provide more detail about crew responsibilities and how they affect our model railroad operation. Realize first that, while today's train crew consists of just a conductor and an engineer, in the transition era favored by many of us, a five-man crew was standard. This would be made up of an engineer, a fireman (even on early diesels), and a head end brakeman in the cab of the locomotive; and a conductor and rear end brakeman in the caboose. If the work required it, one or more swing brakemen could also be assigned.

Rule 103 of the Uniform Code of Operating Rules specifies that when cars are pushed by an engine (except sometimes when switching in a railyard), a crewman (or crewwoman) must take a conspicuous position on the leading car. If kicking or dropping cars over a public crossing, a member of the crew

must take a position at the crossing until the front of the movement has cleared the crossing.

After using a main line switch, Rule 104 requires the conductor to leave it lined and locked for the main. It also requires that all switches be lined before any movement is made and orders the switchman to stand—if possible—on the opposite side of the track from the switchstand while the movement is made. If that is not possible, he must move at least 20 feet away from the switchstand.

On our "scale" models, coupling is as simple as bringing cars together until the Kadees click. The process on the prototype is somewhat more complicated. Imagine a locomotive pushing a string of cars to couple onto another car. The conductor (today) or a brakeman (back in the day) would be hanging off the lead car in the movement (see Rule 103) and would signal (hand signals may be a topic for a future column) the engineer to stop about a car length away from the car to be picked up. After dismounting, he would make sure the coupler knuckles are open to allow coupling. Today, before setting foot between the cars, he would call for "3-step," a safety measure ensuring that the loco remains motionless. The three steps are (1) setting the train brakes, both automatic and independent, (2) centering the reverser, and (3) switching off the generator field. Only after the engineer acknowledges that he has done all this will the conductor step between the cars. When the couplers are ready and the conductor is in the clear, he will radio the engineer to "clear 3-step."

The conductor (or brakeman) next signals the engineer to move the cars together, of course at no more than 4 miles per hour, and has the loco stop as the couplers join. The conductor will then have the engineer stretch out the slack to verify that the cars are indeed coupled. If they are, then he will call for "3-step" again so he can connect the brake hoses, cut in the air, and release the hand brake on the car being picked up.

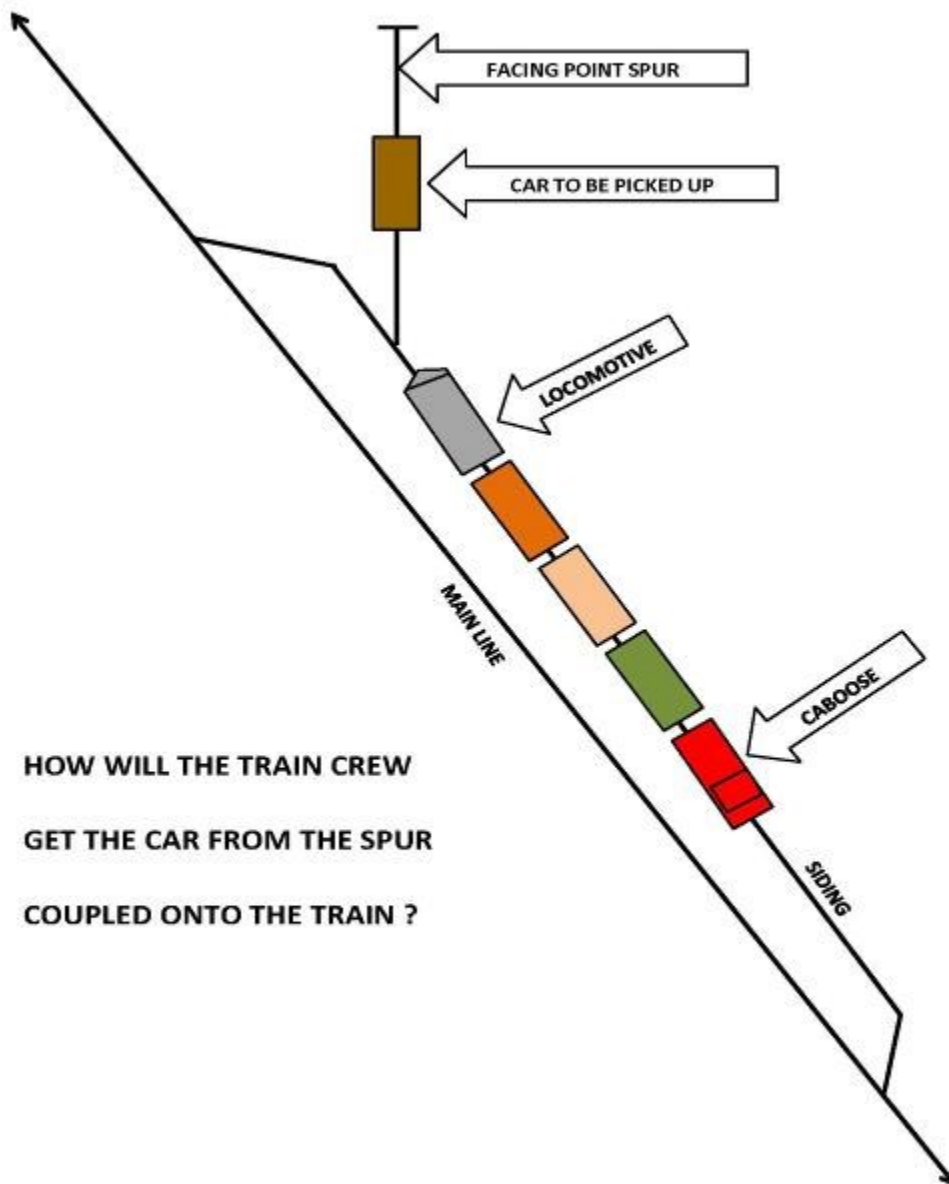
Uncoupling a car to be set out is a similar process, this time including setting the hand brake on the car before pulling the pin on the coupler, and of course using "3-step" every time it's necessary to step between the cars.

Continued on page 21

To appreciate the work actual train crews do, we'll look at what it takes to pick up a car from a facing point spur. See the accompanying diagram showing the train on a siding which connects to the spur containing the pick-up car. It is a very lengthy list, which is why it's not included in this issue. Your assignment for next time [Sorry, I taught school for 36 years—old

habits are hard to break.] is to write out, or at least think about, what the conductor or brakeman must do, step by step, to get the pick-up car coupled onto the train just ahead of the caboose.

That's all for this time. Contact me at pe-thoud@comcast.net with comments and questions.



Tales of the Santa Cruz Northern Switches - 2

by Jim Providenza

After a short reprieve last issue, I want to return for a moment to the topic of switches. One of my pet peeves is the term ‘DCC friendly turnout’. The term is used to describe a turnout where the frog has been isolated from the rails on both sides of it *and* power is routed to it through a set of contacts attached to whatever means is used to throw the switch – as opposed to leaving the frog unpowered. The truth is that turnouts with isolated frogs are no more or less ‘friendly’ to DCC systems than turnouts with uninsulated frogs as long as all the rails in the turnout are in gauge per NMRA standards. (Can’t you just see the face of a ‘DCC Un-friendly turnout’ emoji?)

“Ah, but...” exclaim proponents, “with a ‘DCC friendly turnout’ you won’t cause a short by running your locomotive up against the frog of a turnout lined against you.”

To which I reply, “Well no you won’t. Instead, you’ll just derail your \$300 locomotive on the switch points when you get to them. Then it will short out. This is somehow better? Besides, what were you doing not watching out for and then fouling a switch lined against you anyhow?”

But while I like neither the term nor the operational premise behind it, I do think there is a place for insulated, powered frogs – or rather for what it allows / requires. Once you have isolated the frog you then have to power the closure and point rails. With uninsulated frogs the tendency is to depend on electrical contact of the point rail against its stock rail to provide power. This introduces two issues – it means that both point rails automatically have the same polarity and that you are dependent on the point / stock rail contact for power, a chancy thing at times.

With an insulated frog you power the closure and point rails the same as their adjacent stock rails. This gives you a solid electrical path and removes the chance of metal wheels inadvertently shorting out.

DOUBLING up your Hex Frog Juicer... what? Well, once you have isolated your frog you really should power it. Technology has given us any number of new tools to use in modeling, and Tam Valley

Depot’s Frog Juicer is one such example. It is really amazing to watch it change the polarity of a frog as a metal wheel hits it starting to cause a short, and then not. What was even more wonderful though was to figure out that you can use one Frog Juicer to control the polarity of the frog at more than one switch, just as long as the switches are not in use at the same time. This is good... if I can only figure out which switches!

One night earlier this year I had the round robin over for a work session – one of the tasks was to try to find what was causing locomotives to occasionally short out in the complex of switches at the east end of the yard at Fallon. Bill Kaufman volunteered to test this – I figured since there was no scenery work or glue involved it was safe to let him near them. I had a three unit set of power, one of which was a locomotive that had been reported at the last op session as having problems there, for Bill to use. The second unit was a dummy F7B, new to the railroad.


Bill immediately discovered three different problems. Why these didn’t show up when I had tested things two days earlier I’m not sure. But I do know that I half expected this very thing and had asked Bill to let me know the moment something went wrong. In each case the problem was the interaction of a specific piece of rolling stock with a piece of the trackwork. Two of the three units would do fine, but one of the three would have a problem. So I adjusted a ground throw to lower the connection to the throw bar on the east siding switch, cut a deeper flangeway in the frog of another switch and adjusted the back-to-back gauge on one of the guard rails on the switch into Fallon Fuel and Oil.



Not Level on the Normal Route To
Fallon Fuel and Oil

Continued on page 23

Repeated testing showed that there was still something amiss. Bill eyeballed the Fuel & Oil switch at track level and offered up that one, or maybe the other of the stock rails was lower than the frog. Putting a level across the switch (photos 1 & 2) showed that in fact the frog was higher than both the stock rails. How this is possible is still to be determined. But we will get it fixed. In the meantime, I think I'll plan to wire in a Frog Juicer, cut some more gaps and bond the point / closure rails to their respective stock rails when I make the repairs.

Only makes sense! 



Not Level on the Reverse Route Either

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

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Looking Back

Voices - An Interview with Bob Brown, MMR

by Dave Connery, MMR, PCR Historian

This is based on an interview with Bob Brown, MMR #215 that I conducted on October 27, 2017 at his modeling desk adjacent to his On3 and On30 layouts and up-stairs from the Gazette offices. In addition I have used information from a talk Bob gave at the Los Altos Public Library on October 7, 2017, organized by Frank Markovich, MMR.



Bob was 12 when he got interested in model railroading. He discovered a 1944 issue of Model Railroader in the local magazine stand when they lived in Modesto. By the

time the family had moved to Palo Alto in 1946 Bob was a subscriber to MR and had also found the Model Craftsman. The Hobby House in Palo Alto had opened by this time so Bob could keep up with the hobby. Bob's folks made sure that there was room for Bob to build a layout in an area at the back of the garage when they bought a new home. Bob was modeling in HO and HO_{N3} at this time. In 1952 Bob swapped his HO equipment for an O-scale General Models 4-6-0 kit.

Bob was drafted into the Navy in 1955 (they were drafting into the Navy for just a few months due to some critical manpower shortages). Because he could type they made Bob a Yeoman and he was assigned to San Diego. He was released from the service in 1957 after only 22 months.

Bob met his wife, Irene, when they were students at San Jose State where, Bob got a degree in Wildlife Management. After graduation he worked for Vector Control in Martinez, they lived in Livermore and Irene worked at the Livermore Lab. He eventually got a Library degree at San Jose but found he preferred teaching and worked in the classroom for 35 years.

Bob recalls attending the PCR Convention in Bakersfield in 1963. He used to enter many contest models. About 1962-63 he became known as a builder – he learned how to write up his entries for the contest – including as much information in each section of the entry so each group of contest judges would have the benefit of what he was trying to achieve and how he did things.

In 1968 he had his Wiscasset Display in San Francisco for the NMRA Convention

In 1971 he took three models to the NMRA Convention in London. They were a model of a steam shovel, a 2' gauge roundhouse and a caboose. Each of his models won 1st Place in their category and he also received the Brass Lantern Award. At the Awards Banquet John Allen leaned over Bob's shoulder and asked, "Don't you think you are over doing it?"

The Seattle Convention in 1972 was the last year Bob entered the NMRA Contest. In recent years Bob has not been as impressed with the NMRA Contest as compared with the contests at the National Narrow Gauge Convention. It has been many years since Bob personally attended an NMRA Convention (Anaheim in 2008), but he has attended all of the National Narrow Gauge Conventions and he sees the NMRA models in the magazines. He likes the NG convention format of mornings and evenings at the Convention site and afternoons out visiting layout and prototype locations. Bob is a MMR (#215), he has been an NMRA member for over 40 years and has received the Distinguished Service Award and the Pioneer in the Hobby Award. He thinks the Achievement Program is one of the most beneficial NMRA activities, as it encourages members to become complete modelers, showing accomplishment in a wide variety of modeling aspects. He valued the critical review his work received from then Achievement Chair Jim Tangney, MMR.

One part of the hobby Bob really enjoys is detailing scenes, including the interiors of buildings and industrial facilities. He enjoys adding the detail, often castings he has produced based on cerro-bend casting skills he learned from Bill Coffey.

Bob gets about 25 magazines and reads them all, so he sees a lot of modeling and gets many ideas. Sometimes these ideas trigger "wild enthusiasm" in Bob and it becomes a new project.

Continued on page 25

He has recently gotten a project or two from “Voie Libre” – a bi-monthly French Modeling magazine that is also available in English – started a scratch built live-steam project – for a project such as this one good soldering skills are essential.

In 2001 Bob, and Fred and Tom Vertel completed a 30-foot long, O scale model of Los Altos as it looked in the 1930's. It is upstairs in the Los Altos History Museum. Fred and Tom did the trains and control, and Bob built the buildings, scenery, and 21 animations. The layout is still there, and you can visit the museum for free. It is located behind the Los Altos Library on San Antonio Road.

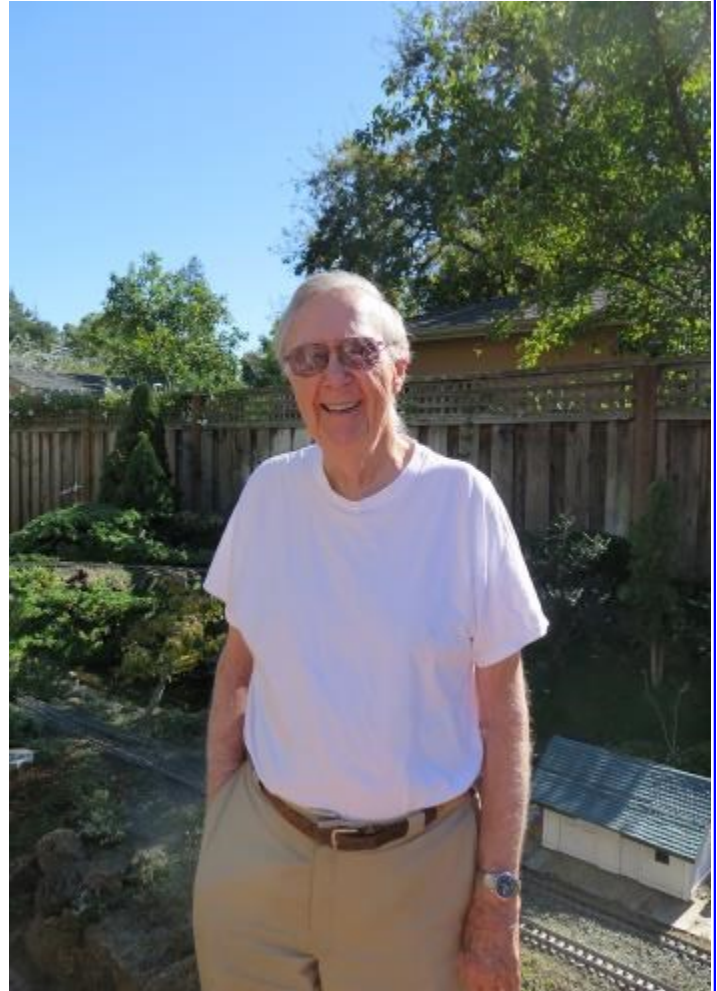
Bob is also into garden railroading and he and his wife Irene have a lovely garden railway in their side and back yard (although as age creeps up on them they are finding maintenance ever more difficult as joints don't work as well as they once did). They now depend on Nancy Norris for maintenance. In 1971 when he was in the UK he got to see several wonderful British Garden Railways that kindled an interest in garden lines that that continues to this day. Bob and Jack Verducci built his garden railway. Jack did the planning, laid out the track plan and did the control system, developed the water feature, laid the stones. But Bob hauled some 3 tons of rocks, and 2000 pounds of cement bags from his front yard to his back yard. He lost 25 pounds doing this and has not put the weight back on. Bob also built the trestles and bridges, and laid much of the track.

The most significant contribution Bob has made to the hobby is that he and Irene have published a magazine for 52 years every two months. To do this he has relied on the help of many others – especially his wife Irene - who saved the magazine about 30 years ago.

The Narrow Gauge and Short Line Gazette has never been an issue of making money – it has always been fun – it has been a lifetime work with a great sense of pride. Bob was a school teacher, Irene taught at Stanford University and the magazines were always a “hobby” until retirement, paying for the magazine but no salary was taken by Bob or Irene, although money did go into the bank account. White River Productions are the new owner and have so far keep the quality up. Bob, Irene and Sharon Olsen are now employees of White River - Irene is looking forward to spending

time on her butterfly hobby.

Bob's magazine effort started with Finelines, getting support from Lee Klaus (Valley Car Works), Cliff Grandt (Grandt Line), Gordon Cannon (Cannon Scale Models), Charlie Brommer (CHB Models) and Bill Coffey (who opened up the possibilities of Cerro-Bend casting to Bob.) Bob was introduced to Bill by Klaus and when Bob saw the exquisite castings Bill was making he went home and threw out what he was working on and started over, determined to learn Cerro-bend casting.



Bob Brown—October 27,2017

Lee Klaus was a Livermore modeler and he worked with Cliff Grandt to produce dead-accurate scale wheels – they worked up O scale 3-foot gauge, and standard gauge wheelsets they called ¼ Inch AAR finescale. These wheels proved to work well on the East Bay Model Engineers Society club layout. Al Henning, who had a machine shop in Illinois, began producing 1/4 Inch AAR fine scale wheels in 2” scale increments from 14” to 40”

Continued on page 26

Bob was previously into O standard gauge and started Finelines as a mimeographed newsletter. He was a schoolteacher and used a ditto machine to make copies.

Bob hoped his newsletter would encourage more modelers and manufacturers to get involved in the fine-scale aspects of the hobby.

Bob started with 100 copies of the first issue of Finelines and sent copies to Lee's "Valley Car Works" address list and asked for \$1.00 for four issues and soon had raised \$100.00 and had requests for more copies, leading to a second printing. For the second issue Bob did the make-up and used a photo of Bill Coffey's model for the cover and then Lee printed and mailed it. Lee figured it did not pay for his business to do that and so, beginning with issue #3, Bob was on his own. At an early point in all this, Al Armitage (who worked for Kemtron) did the cover artwork for an all Shay issue and from that point on Bob used Al's design (with his permission) for his covers. By then he was having the magazine printed.

Bob would type the copy evenings, Monday through Friday. On Saturday, he would do the layout and then Sunday morning would edit the magazine and then take it to the printer to get the magazine printed and stapled. He would pick them up from the printer and take them to his parent's home where they would be stamped and addressed for mailing. Bob's mother would type the address labels in those early days.

In 1970 the Slim Gauge News began being published by a Denver Consortium (led by Jerry Hoffer who was a professional printer – competition for Bob but mostly it contained prototype information while Bob's focus was on modeling.) They started out bi-monthly but soon went to quarterly. At this time (1972), Charlie Givens offered to help Bob improve the printing of the magazine. Previously Irene had been doing the covers for the magazine but by this time was working at Stanford. Givens printing was an improvement over where they had been having it printed. The Slim Gauge News faltered (Bob learned this when one of their authors offered to write for Bob) and Charlie Givens wanted to purchase it and publish both magazines but Bob decided it would be best to combine the two into a single new magazine.

Bob, Charlie and Charlie's wife Nancy flew to Den-

ver and met with the Denver Consortium and they agreed to combine the two magazines. Givens would do the printing, Bob would be editor, Hoffer would be Rocky Mt. editor, and Gordon Cannon would handle Art & Advertising. However Hoffer got upset when he was called on the carpet by Gordon Cannon – over a missed due date and he quit. The magazine was named the Narrow Gauge (primary focus) & Short Line (Bob did not want to leave these folks out) Gazette (sounded railroady from the "Railroad Gazette"). The first issue was March 1975, was 43 pages, and has always been called just "The Gazette" by readers.

One day Charlie Givens called and said he needed \$5,000 to purchase paper before the printer would print the issue. Charlie had been handling the finances and Bob was unaware of any problems so he asked Irene to investigate and she determined that the magazine was indeed in debt for \$5,000 and to stay afloat it would need to be refinanced. At this point Givens left to enter the retail hobby shop business at the Train Shop in Santa Clara. Bob found a new printer, they moved the magazine office to smaller quarters in Palo Alto and shortly the office manager got married and left. That's when Irene took over the business end of the Gazette.


Bob asked Charlie Getz to help mediate an agreement between the Browns and the Givens so Bob and Irene could take full control of the Gazette. They repriced the magazine, increasing the cost from .80 cents an issue to \$2.25 an issue to make the Gazette solvent. No one seemed fazed by the price increase. (Charlie Getz helped again with his legal skill and knowledge when it came time to sign a contract with White River.)

They bought an Adam Computer (Irene knew computer programming based on work she had done at Livermore Labs). All the business and subscription functions were entered into the computer and Irene became the de facto Business Manager, pulling the magazine out of financial problems. Without Irene the magazine would have gone under. In the beginning a "young kid" visited Bob and offered to help. Bob had him take over the "Narrow Gauge Scene" column from the Consortium (authored by Harry Brunk) and Charlie Getz has had his column in every issue since #1 except for #2 when he missed the deadline due to a miscommunication of the due date.

Continued on page 27

Next author in longevity in the Gazette is Jim Vail who started out with a column called "getting them out of the box". Other notable columnists over the years include Dick Andrews who wrote the Extra Narrow Gauge Junction (he had earlier written a column called Narrow Gauge Junction for Craftsman and he was writing his final Gazette column in his hospital bed when he passed away). Other columns include Harry Brunk's well known Up Clear Creek on the Narrow Gauge (which became two books published by Benchmark); Mallory Hope Ferrell which started over 32 years ago and mostly focuses on prototype information and the many drawings by Ed Gebhart, Al Armitage and especially Gary Caviglia.

In addition to the magazine, Bob and Irene created Benchmark Publications and has published a number

of books in addition to those noted above. They include Steel Rails and Silver Dreams, Narrow Gauge to No-Man's Land, Southern Pacific Switchers by past Gallery columnist Gene Deimling (which never caught on and is the only Benchmark book that has not gone for a second printing), Pacific Coast Railway by Westcott and Johnson, and with approval from Kalmbach Books reprinted Malcolm Farlow's Narrow Gauge Railroad You Can Build, and The John Allen book – a best seller for Benchmark. Recently Bob Hayden was instrumental in producing a special DVD that includes all issues of Finelines, and Slim Gauge News, and every issue of the Gazette up to 2014 – 52 years of Bob and Irene's magazines. Bob is rightly very proud of his magazines and books and is especially proud of his 62 years of successful marriage to Irene. He has had an indelible positive impact on our hobby. 

Statements from Candidates for Division Director



Candidate for PCR Director, Coast Division
Frank Markovich



I am Master Model Railroader (#511) of the National Model Railroad Association. I have an On3 (1/48 Narrow Gauge 36 inch) model railroad fully built and scened. featured in Nov- Dec 2011 Narrow Gauge and Short Line Gazette. The layout is open for O Scale West every year and for other model railroad events in the San Francisco Bay Area, including the PCR conventions when in the Bay Area. I also show the layout if arranged in advance (email please). I have built 3 other layouts over the years – two in HO and one in HOn3. This does not include the three Build a Memory layouts built with Mike Blumenstaadt for display at train shows (representing the PCR).

I am a former member of the Yosemite Short Line On30 modular group.

I have written numerous articles for the Model Railroad press and have been an associate editor of the NMRA Bulletin (has a new name now) and had a regular column in the Bulletin for a few years. I have written numerous articles for the "Narrow Gauge and Short Line Gazette". Also wrote an article for "N Scale Magazine".

I am an active model builder. I won 4 first place awards at the last NMRA convention in Orlando and two years ago 3 first place awards at the Portland NMRA convention.

I am also on the NMRA – Recruitment and Retention Committee.
 Co-builder of both an N Scale and HO scale Build A Memory Layouts.

I have served as Superintendent of Coast Division for four years and am the incumbent Coast Director. I am now running the "Westside Logging and Mining Reunion" each spring in Sonora, CA. If elected I will do my best to increase membership and to improve our PCR events.

Statements from Candidates for Division Director, ct'd.



Candidate for PCR Director, Daylight Division

Neil Fernbaugh



I grew up in Tulare near the Santa Fe and SP tracks. In high school I joined other teens operating a layout in the old Santa Fe station. In college I had the privilege of working on the old live steam Goleta Valley Railroad above Montecito. When I was close to retirement, I dragged out the old trunks full of ancient track and models only to discover how much the hobby had changed and improved. I joined the Visalia Electric and Golden Empire clubs, and was welcomed into the Daylight Division and PCR. Thanks to all the friends I've made in the hobby, and all the clinics, conventions, and layout visits I've attended, I am becoming a more skilled and knowledgeable modeler. Being active in PCR and Daylight Division leadership is my way of paying it forward. I hope to contribute positively to our membership.



Candidate for PCR Director, Sierra Division

Tom Van Horn



My name is Tom Van Horn. I am currently the Sierra Division Director. I would like to continue in that position. Since 1960 I have been a model railroader. I first attended a PCR Convention and joined the NMRA in 1973. Due to "life challenges" my membership has not been continuous. I have always been very supportive of the PCR and NMRA. In the last few months I have had a medical challenge. Hopefully this will not be an ongoing situation. I will continue to represent the Sierra Division and the NMRA the best that I can. Thank You



Candidate for PCR Director, Redwood Empire Division

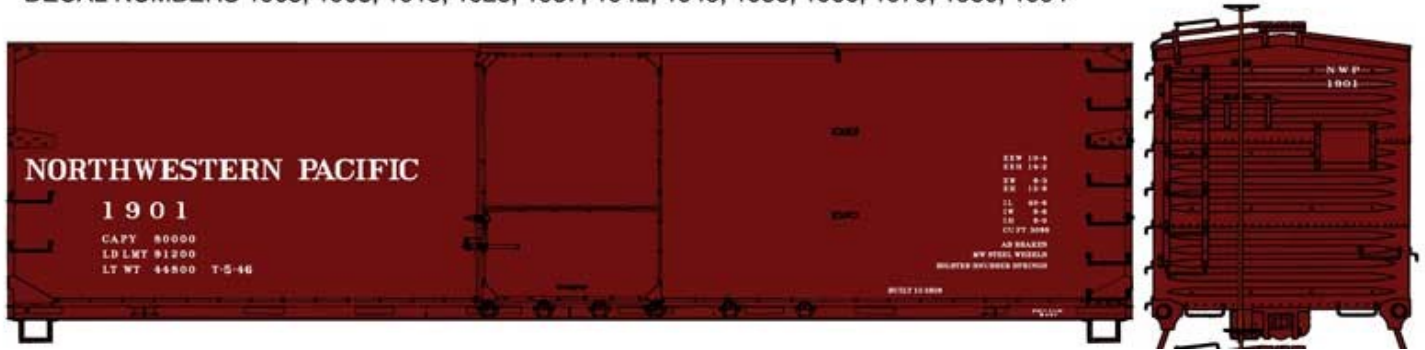
Steve Skold



I am running again for the job of RED Director to the PCR Board of Directors. I am 77 years of age and have been a Life Member of NMRA since 1969. I have been RED Director for the past two years and in the past I have been Chief Clerk, Superintendent, Callboard Editor, and several other RED jobs. I have been Chairman of the 1972 PCR Convention and the 2011 Mini-Convention. I have also held different positions in several other conventions over the years. This will probably be the last office I will hold in any capacity for NMRA.

2018 PCR Convention—Enduring Rails Commemorative Car

DECAL NUMBERS 1905, 1908, 1915, 1923, 1937, 1942, 1949, 1956, 1966, 1979, 1980, 1994

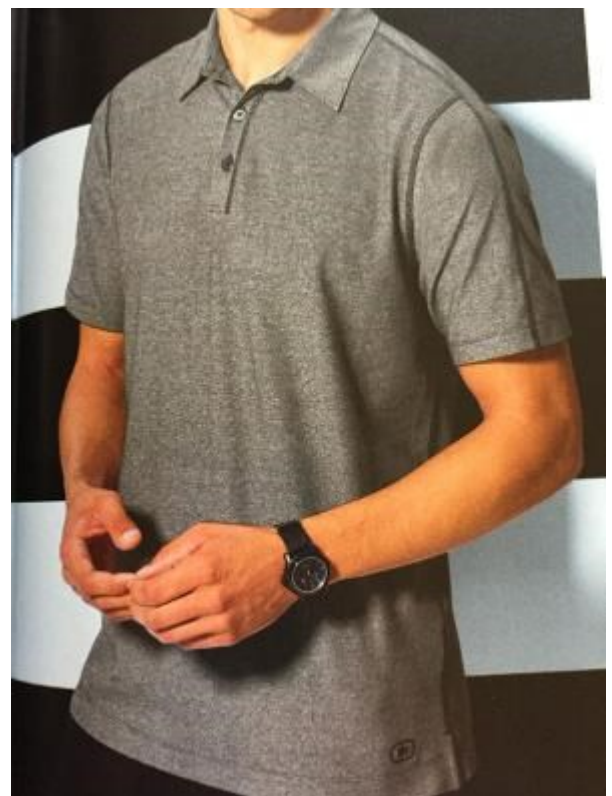


This year's convention car is a Northwestern Pacific 1900 series, USRA double-sheathed boxcar kit by Accu-rail, with six numbers available (each kit includes 12 renumber decals and a convention decal). The car numbers are 1901, 1912, 1923, 1948, 1973, and 1995, all exclusive to Enduring Rails 2018. A single car is \$25.00, a pair of cars is \$48.00, a set of 4 cars is \$92.00, and a set of 6 cars is \$126.00. On purchases of less than 6 cars, we will choose the numbers. Sets of 6 will include one of each car number. You may order your cars on the Company Store page, <http://www.pcrnmra.org/conv2018/store.html#convcar> if you have already registered or when registering for the convention. Your cars will be ready for pickup at the convention. All prices include California sales tax where applicable.

2018 PCR Convention—Enduring Rails Commemorative Shirt



This year's convention shirt is a 5oz. 100% cotton, sport grey polo shirt, with or without a pocket. The convention logo will be embroidered above the pocket, with a price of \$30.00 for all sizes, small to 5X large. Shirts **must be ordered by March 2, 2018** and may be picked up at the convention. Order on the online registration form or, if already registered, on the Company Store page, <http://www.pcrnmra.org/conv2018/store.html#shirts>



Coast Division Report

By Doug Smith

The Fall Coast Division season started with something old and something new at the same time. The Coast Division layout tour was held on Saturday Sept 30. This was the first one in quite a while. There were nine layouts on the tour, seven personal layouts and two clubs. All were in the Silicon Valley area just to keep the driving times reasonable. We could have had more but that was plenty for one day.

The personal layouts were mostly but not all in homes, and all had different areas of modeling as their points of emphasis. Everyone who toured all or some of the layouts seemed to have a good time. David Griffy and Bill Goodenough did a great job setting this up. Also thanks to Ed Merrin, Ray DeBlicek,

Charlie Getz and a couple of folks at the National office for getting a few organizational hurdles cleared.

Early planning is underway for future tours in different locales around the Division. Watch this space and all of the other important spaces for updates. Maybe the north end of our Division in late Spring ???

News about future Coast Division meets. The schedule for 2018 is set and very similar to this year's rotation. Many thanks to both the Boy Scouts' SF Council Office Center and the Alameda Elks Lodge No. 1015 for the continued hosting of our meets. The 2018 schedule is:

March 4th at the Elks Lodge in Alameda

June 3rd at the Boy Scouts' in San Leandro

Sept 23rd at the Elks Lodge in Alameda

Dec 2nd at the Boy Scouts' in San Leandro.



We've had two Coast meets since our last Branch Line issue, the September meet at the Elks in Alameda and the December meet at the Boy Scouts' SF Council Office Center in San Leandro. Between them we averaged about 100 attendees from Coast and other Divisions, had 4 great clinics, many guests and first-time attendees, and over 1200 items pass through the auction. Our auction procedure changes that I mentioned last time continue to evolve, and we're working to get them to be as good as possible for as many folks as possible. The clinics included:


Building and Operating a Model Railroad in a Middle School Classroom, by Jeff Allen

Steps in Building a Contest-Quality Model, by Frank Markovich MMR

Part 2 of "Modeling Logging in N-Scale", by Tom Knapp MMR

Model Parts using a Service Bureau, by Richard Brennan

As you can imagine, lots of great information passed along by the presenters. Thanks to all.

This month there are many Christmas trains to ride, hobby shops to visit, and friends to enjoy the season with. January starts a New Year and working through the layout room to-do list. Have a wonderful Christmas and holiday season! Hope to see everyone at the Alameda meet in March. 

Redwood Empire Division Report

By Steve Skold




RED held its Fall Meeting at Monroe Hall in November. There were 24 in attendance which included three from Sierra Division. At the brief business meeting, Steve Skold was nominated for his second term as RED Director. There were no additional nominees.

Show and Tell started off the meeting. There were 8 members bringing models and three brought photos so we could test PCR's new photo rack purchased by PCR president, Ed Merrin. We have enough racks to display up to 90 photos. Next was a clinic by Giuseppe Aymar who showed how he set up his workbench and tools to build his prizewinning models. He had an antique dentist drill which is an immense help in fabricating small parts.

immense help in fabricating small parts.

Finally, Mark Poggendorf did a clinic on Estate Planning for model railroading acquisitions. He provided several true horror stories when model railroaders failed to put their models in their wills. Keeping records of your purchases can help your heirs determine the value of models and also assist in dealing with insurance claims after natural disasters such as our recent fires where several people lost brass models valued at over \$1,000,000. With computers, it is easy to use digital cameras to photograph models and put these images on a CD along with copies of sales receipts. The CD's should be stored in an outside facility such as bank safety deposit boxes. This would also be a good time to photograph the interior of your house also for insurance purposes.

The next RED meeting will again be at Monroe Hall on February 17, 2018. Doors open at 10 AM and the meeting starts at 11 AM. There will be a lot of information about the PCR Convention in Rohnert Park in April. If you plan on staying at the DoubleTree, you should reserve your room early as the recent fires in Sonoma and Napa Counties will make hotel rooms scarce for a long time in the future. 

Sierra Division Report by Chip Meriam



The **Sierra Division Fall Meet** was a two-part affair with a visit to the California State Railroad Museum and a special presentation to the CSRM Foundation the morning of Saturday, October 14, and a clinic and contests that afternoon.



CSRM Librarian Chris Rockwell (left) Accepts \$1,000 Donation from Sierra Division, Presented by Division Superintendent, Jim Collins (right)

The museum visit was highlighted by an orientation and tour of the CSRM Library provided by Chris Rockwell, the CSRM Librarian. Mr. Rockwell spent the better part of an hour describing the museum's collection., how it is organized, and how it can be accessed.

The NMRA Kalmbach Memorial Library and the California State Railroad Museum Library are scheduled to join forces (and collections) in Sacramento. The merger has been in the planning for quite some time, and is finally coming to fruition. (see July/August NMRA [eBulletin](#)). At the Sierra Division August 2017 meet, in light of the announcement that the merger of the two libraries was moving forward, the membership voted to make a \$1,000 donation to the CSRM Foundation in support of the new conglomerate.

Following the visit to the Railroad Museum and a break for lunch, the meet reconvened for a short business meeting, a modeling and photography contest, and an informative and entertaining clinic, "Fat Finger Turnout Control", presented by Jim Collins. As always, there was a door prize drawing at the end of the meeting.



Jim Collins Exposes the "Underbelly of the Fat Finger Turnout Control"



1st Place Tie - Gary Ray



1st Place Tie - Mike Hamlin



2nd Place - Walt Schedler



1st Place - Walt Schedler

2nd Place - Steve Harvath



Main Exhibit Hall - International Rail Fair—2017

On The Weekend of November 11 & 12 the Sierra Division hosted the annual International Rail Fair Exposition at the Placer County Fairgrounds in Roseville. The event boasted 59 exhibitors made up of train dealers far and wide and several local clubs including two live steam groups and two European theme clubs.

Over the two-day period, 1,434 visitors paid to attend, not including children twelve and under. On Sunday the 12th, discounted family passes were available and 95 families took advantage of the opportunity. 🚂

Calendar

For more details on these events go to the Calendar at the PCR web site.

For a list of monthly activities see page 34

January 20, 2018 - 9:00 am, [Daylight Division](#) Fall Meet, [Kingsburg Depot](#), 1465 California Street, Kingsburg, CA.

The [Kingsburg Depot](#) was lovingly restored to its 1923 condition between 2005 and 2015 by the [Friends of the Historic Kingsburg Depot](#). It is the only remaining Southern Pacific CS 18 depot with a covered patio — a perfect place for railfanning and photo ops.

We hope you can join us for a fun-filled day of activities, including clinics, model and photo contests, layout tours, and an abbreviated quarterly Daylight Division business meeting, followed by door prize drawings, our "World Famous" Daylight White Elephant Auction (well, WE know about it!), and outside activities.

Clinics start at **10:00 AM**. For more information, see the [Daylight Division website](#).

Registration fee: NMRA: \$4.00; Non-NMRA: \$5.00.

Contest Categories:

Model: Freight Car

Photo: General Rail Subjects

[Click here for upcoming contest categories](#).

January 26 – 28, 2018 – TBA – Bay Area Layout Design & Operations Weekend, Sponsored by [Pacific Coast Region-NMRA](#), [Layout Design](#) and [Operations](#) Special Interest Groups.

Location:

Elks Lodge

2255 Santa Clara Avenue

Alameda, CA, 94501

(510) 522-1015

Parking (½ block east):

Alameda Civic Center Garage

1442 Oak Street

Alameda

The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, or OPSIG membership is NOT required! Even NASG members are welcome! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts.

DAY-BY-DAY SCHEDULE

- Friday - 1:30 to 10:00 pm - Guided tour of Alameda railroads, kick-off dinner (no-host) at Pasta Pelican, followed by layout tours of local layouts.
- Saturday - 8:30 am to 10:00 pm - Clinics and panel discussions, layout design consultations, "Birds of a Feather", followed by layout tours.
- Sunday - Operations Sessions (newcomers and out-of-towners encouraged!), layout tours.

[See the website for more information](#). UPDATED: 11/24/17.


March 10 & 11, 2018 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA. Admission is \$7.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days. Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Train rides for railfans of all ages, \$2.00 additional charge. Contact info: (661) 331-6695; email: carldw@aol.com.

April 4 to 8, 2018 - PCR 2018 Convention, DoubleTree by Hilton, Rohnert Park, CA. Save the date! Come join us for 5 days of clinics, contests, layout tours, operating sessions, prototype tours, and more! For more information, contact Greg Phillips, Publicity Chair 2018 PCR Convention, er2018publicity@pcrnma.org.

August 5 - 12, 2018 - NMRA Convention, Kansas City, MO.

July 7 - 14, 2019 - NMRA Convention, Salt Lake City, UT.

2020 - St. Louis, MO.

For a list of weekly and monthly activities see the calendar on the PCR website. 

Monthly Activities

First and Third Thursday - 7:00 PM / Siskiyou Model RR Club.

First Friday 7:30 PM / San Leandro Historical Railway Society (HO, O, G), Monthly meeting.

Second Tuesday 7:30 PM / Empire Builders Model Railroad Club (HO).

Second Wednesday 8:00 PM / West Bay Model Railroad Association.

Second Wednesday 7:30 PM / Golden Empire Historical and Modeling Society (HO&N)

Second Saturday 10:00 AM / Tehachapi Loop RR Club / Tehachapi, CA / Tom O'Brien, e-mail: threerail@earthlink.net 661-822-1546

Second Saturday 1:00 PM / European Train Enthusiasts (ETE) Sacramento Chapter (Z, HO, 1)

Second Saturday, 1:30 PM / Carquinez Toy Train Operating Museum business meeting.

Second Saturday 3:00 - 6:00 PM / California Central Club (HO & HOn3)

First Sunday, 1:30 PM / San Joaquin Valley Toy Train Operators—Turlock (Z thru G) Ed Cathcart 209-479-4432

Winter Months - Friday thru Sunday, Summer Months - Wednesday thru Sunday, 10-5, Amador County Model Railroad Museum Robert Piety email: rdpiety@sbcglobal.net or 209-296-3587

Second & Fourth Weekends / Swanton Pacific Railroad Society (19") Santa Cruz County, CA / Ed Carnegie, e-mail: ecarnegi@calpoly.edu or 805-756-2378

Mid-Month Weekends / Bitter Creek Western RR (Live Steam) Arroyo Grande, CA / Dan Andrews, e-mail: danandrews@charter.net or 805-481-0419


Third Monday 7:00 PM / San Luis Obispo Model Railroad Association / Oceano Depot Dennis Pearson, e-mail: info@sломra.org or 805-929-3062

Third Tuesday 7:00 PM / Visalia Electric Model Railroad & Historical Society / Meets at Ryan's Place Restaurant, 3103 South Mooney Blvd, Visalia, CA / Cecil Eppler, e-mail: cecil_eppler@sbcglobal.net

First and Third Thursday - 7:00 PM / Siskiyou Model RR Club

Third Friday 7:00 to 11:00 pm / Black Diamond Lines Model Railroad Club Operating session (HO) / Antioch, CA / Info: info@blackdiamondlines.com / Club phone 925-779-1964

Third Saturday / Sacramento Modular Railroaders Operating Session (HO)

Fourth Wednesday 7:00 PM / Coast Toy Train Club / Wood Glen Hall, 3010 Foothill Rd (at Alamar), Santa Barbara, CA / Lots of collecting in S, O, and Standard gauges. / Contact: Ken Kelley, e-mail: kenat-ttr@thirdrail.com 

These activities occur each month on the days indicated. See the Club Info section starting on page 35 for location and contact information



Enjoy the fellowship and learning experiences of a club near you

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
Email: glslewis@comcast.net
Web: www.pleasantonmodelrr.org/index.html

AMADOR COUNTY MODEL RAILROAD MUSEUM

The ACMRRM is located at #1 Main Street, Jackson, California adjacent to the historic National Hotel. Our non-profit association is open to the public from 10 AM to 5 PM, Friday through Sunday during Winter months and Wednesday through Sunday during the Summer. Work sessions are held every Tuesday starting at 10 AM. Our scenic DCC HO-scale layout depicts the lumber and gold mining history of Amador County. Operations include the Amador Central short line as well as the railroads of California's Central Valley including terminals at Stockton and Sacramento.
Contact: Robert Piety, 209-296-3587 email rdpiety@sbcglobal.net

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 S Scalers

BASS is a group of modeler railroaders in the San Francisco Bay Area focused on scale modeling in 1:64 scale. BASS is a round robin club, typically meeting in a member's home on the third Saturday of odd numbered months. Meetings may include a mini-clinic, or showing progress on models or a layout. We also have a modular layout that has been displayed at public events. Contact: Michael Eldridge (meldridge2000@gmail.com).
Web: www.bayareasscalers.org.

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: Jack Jensen, 707-845-2823, 3313 Union St., Eureka, CA 95503 or Ron Plies, 208-229-7107, 12818 N. 11th Ave., Boise, ID 83714.

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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 BillKeaney (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.org

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 1st & 2nd Friday evenings of the month between 7:30 and 10 PM.; behind the scenes tours also available most Wednesdays 11 AM to 3 PM. ew

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 1st or 2nd Fridays 8-10p.m. (510) 236-1913. For other information or to schedule special events, Email info@gsmrm.org. Website: www.gsmrm.org

Humboldt Bay & Eureka Model Railroad Club

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

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<http://www.kc2018.org//>

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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: Napa-John@napanet.net Web: www.nvmrc.org

Nn3 Alliance

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

Sacramento Model Railroad Historical Society

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618
Email: d.megeath@comcast.net
Web: www.smrhs.com

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

We are an all scale train club. We have members in scales from Z to G. Whether you are someone who likes to run toy trains in circles or model an exact date, railroad or scene or anything in between you are welcome. Everyone who likes trains is welcome. You don't need to own any trains. We have two portable layouts that we set-up at public locations. We have set them up at care facilities, Amtrak stations, train shows and other places. We also have outside club activities. We have gone on the train to Sacramento and the Sacramento Rail Museum. We've ridden the train at Railtown 1897 SHP and had a private tour there. Also we have visited home train layouts and will have many other activities in the future. Our meetings are in Turlock, usually at 1:30 on the first Sunday of each month. Holidays or other events can change that. We always get there by 1 PM to visit and see what others have brought to show. For more information please call Ed Cathcart at 209-479-4432

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 and HO scale layouts. The goal of our nonprofit 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.

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.sbhhs.org.

Sonoma Short Line (SSL)

A group of model railroaders has formed a DCC, HO 100% NMRA club, Sonoma Short Line (SSL). The club is building a modular layout with a Sonoma County theme inspired by the period 1900-1950s. Private ops sessions and public shows are scheduled. SSL is looking for new members with skills in all aspects of model railroading and a desire to actively participate in the club. Contact Steve Lewis (707) 527-0396 or Peter Barnes (707) 539-6746 for further information.

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 David Kuehn, email: davidkuehn@cox.net. Facebook: <http://www.facebook.com/group.php?gid=163470062239>

Siskiyou Model Railroad Club

Currently we are meeting at a member's home on the first Thursday evening of the month. Contact Tom Brass as 530-842-4921 or Glenn Joesten at 530-842-2359 for current info. The layout is still in the Yreka Western freight room, but is inoperable due to no power in the building. #19 was still in the engine house last we saw, but in "kit form." No further info. Currently a few members have been getting together on Tuesday mornings for various activities.

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 located in the Niles Plaza is currently looking for new members to help build and operate both an N Scale and an HO layout focused on Fremont and surrounding areas. We meet Fridays 7:30-9:30 PM. The depot is located at 37592 Niles Blvd, Fremont, CA 94536. Please visit our web site at <http://www.nilesdepot.org/> <http://www.nilesdepot.org>

Walnut Creek Model Railroad Society

The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open to last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$2.00 for 6-12 and seniors over 60 and \$3.00 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). 2017 weekend schedule: Jan 14-15, Mar 18-19, May 20-21 and Sept 16-17 (11:00AM-6:00PM). Holiday Open House schedule: Nov 17-19 & Nov 24-26.

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.



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