



# BRANCH LINE

NMRA'S FIRST REGION

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## Trains, Trains And More Trains!

By Steve Wesolowski, Iron Horse Express Publicity Chairman

I like trains. You like trains. That's why I'm writing and why you are reading this. I often think there cannot be enough trains in my life. Maybe YOU agree but I'm sure some of those we're close to think we are both "train obsessed." Of course we believe our good friends and family are mistaken, we just love trains more than they do, and we enjoy and need train fun more than most people we know. So what? Train Lovers are mostly harmless. So long as we continue to handle all the other obligations and affairs in our various lives, including work and school, enjoying our trains is not a "problem." Besides, I'm unaware of any '12 Step Program' for Train lovers to cure us of our train fun problem, so we all just have to deal with our problem responsibly and the best we know how, by enjoying more trains.



Why did I bring all this up? Because if YOU like trains, I know you'll really enjoy spending more quality train time with other train lovers at the 2013 PCR/NMRA Convention, Iron Horse Express. Everyone who loves trains should plan to attend. The Iron Horse Express is your best, closest and least expensive opportunity to enjoy spending several days surrounded by and even totally immersed in train fun in the pleasant company of other train lovers like yourself. We all know the more train lovers we can assemble at one place and time, the more train fun we WILL all have together!

First, I want to say a big thanks to IHX's Convention Volunteer Committee, most of whom have many years of volunteer experience planning many fun PCR and NMRA conventions.

Visit our website at <http://www.pcrnmra.org/conv2013/> and Register before February 1st for only \$79 to save \$10 you can spend on more trains! We also have a \$69 First Timer registration available for PCR members that have not registered for the past 5 conventions. Youth registrations are \$50. These registrations include clinics, layout tours, operating sessions, and Saturday's Awards Banquet. One-day fares, (\$35.00 per day), do not include the banquet. Visit our website for the most current information, updates and changes.

### Unique Train Fun

Of course, every PCR convention is unique, and offers a different mix of train fun activities. Each location has different local train lover's resources

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## Iron Horse Express (Cont.)

to draw upon and Iron Horse Express is no exception.

We already have many fascinating and informative clinics for you to enjoy. Dave Connery has listed many of them elsewhere in this Branchline. As I write this, Dave still had a few Clinic slots open. If you are interested in presenting a clinic at IHX, please contact Dave at [dgconnery@sbcglobal.net](mailto:dgconnery@sbcglobal.net).

## Contests, Swap Meets, etc.

We've planned a Swap Meet, our Hobo Breakfast, and all our usual Model, Photo and Crafts Contests. I hope every attendee enters the contests to share your beautiful and talented work for the rest of us to also enjoy. As always, our Contest Chair, Giuseppe Aymar, is looking for some more volunteer judges to help us fairly evaluate all the contest entries. No previous experience is needed. Giuseppe and the rest of us will help you learn how to judge.

In addition to the many contest categories available for you to enter, there are many other fun train related activities, for both Rail and Non-Rail attendees to enjoy.

## Train Walks/Bike Rides

Attendees at the convention interested in improving their health will have an opportunity to walk or bike ride on the nearby Iron Horse Trail, the roadbed of the San Ramon Branch of the SP. We will have a sheet available explaining how to get to the trail and how to take a combined bike and BART trip that includes the trail. So plan on grabbing a train buddy, or several, and get out to enjoy exploring some local SP roadbed!

## Food for Trains?

We know NOBODY wants to skip any nourishment breaks (meals) required to 're-fuel' our pursuit of train fun. So, we want to assure those not obsessed with health that Dublin has one of the densest concentrations of fast food outlets anywhere - all within easy walking (or riding if walking is anathema to you) distance of the convention hotel. A list and map will be provided. We don't want anyone munching on any scale trains on other people's layouts! And, if your diet requires an occasional (or regular) non-fast food meal, Holiday Inn Dublin is adjacent to both highways 680 and 580, so you can jam off to many 'restaurants' offering even more varied cuisines. We know Model Railroaders like to eat; I promise you'll have plenty of tasty opportunities nearby.

## Local Train History

For the vast majority of modelers who are interested in train history, your registration includes the Saturday evening banquet where our guest speaker, Beverly Lane, will speak on the Electric Railroads Serving Contra Costa County before BART. Mrs. Lane is a noted local Public Official and historian, whom I've heard is an entertaining speaker. Hey, what's not to like about listening to someone knowledgeable teaching us more about local trains? I can hardly wait to hear what Mrs. Lane has to say.

## Ride Rails around the Bay

For those wanting a self guided rail tour of the Bay Area we will have

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**Iron Horse Express (Cont.)**

an itinerary of how you can spend a part or all of a day using a wide variety of public transportation rail modes to get from Dublin completely around the Bay and back - a fun way to spend a day. My suggestion: given that your trip, either alone (ok) or with friends (way more fun) around our bay should take most or all of an entire day, I'd plan to arrive early or stay after IHX ends to enjoy your rail journey so you won't miss most of a day of visiting new layouts, enjoying new clinics or any other IHX activities that won't happen again.

**Visit 'New' Layouts**

We will have many awesome layouts to enjoy visiting and operating trains upon. Every layout I've been lucky to see has been unique every visit. I always see and learn something new every visit. I look forward to every layout visit possible during IHX, including Andy Schnur's C&O railroad, shown in the photo taken by Jack Burgess. The photo is titled "2784 at Snowflake", which is a town on Andy's layout (also a real town in VA). If you visit the IHX website for a partial list of layouts open to IHX registrants, you'll find many others just as realistic. We are so lucky so many talented modelers are willing to share their talents with us during IHX.



**2784 at Snowflake on Andy Schnur's C&O Railroad**

**Photo by Jack Burgess, MMR**

**Operating Sessions**

All registrants, layout tour hosts, op session hosts and crews for the Iron Horse Express 2013 Convention are eligible to participate in these op sessions. It is the intention that many who normally do not participate in these structured operating events will take advantage of this open enrollment. No previous experience is necessary, just a desire to run a model railroad as if it were a real transportation system. This is not a special club or special interest group (SIG) event. It is open to all convention attendees and tour participants. Even though I've only participated in one op session so far, I know every train lover should try it. Try it! You'll enjoy it!

**More Outside Activities!**

In addition to traveling by rail around the bay, visiting layouts and enjoying clinics:, on Thursday, April 4: Speeder, velocipede and handcar

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## Iron Horse Express (Cont.)

rides on Niles Canyon Railway tracks are available in the morning and afternoon. Limited numbers of tickets are available for \$25 until March 1, first come, first served. The Lawrence Livermore National Laboratory's National Ignition Facility tours have sold out. Sorry.

On Friday, April 5 we'll have a Steam Train Excursion on Niles Canyon Railway, also only \$25, from about 9AM until 1PM, including a photo run-by at historic Farwell Bridge.

On Saturday, April 6, there will be 8:30 and 11:30 AM tours of Jacques Littlefield's Military Vehicle Technology Foundation ([www.mvtf.org](http://www.mvtf.org)) in Portola Valley, with 240 restored WWI, WWII, Korean and Vietnam era military vehicles of all types situated in 4 football field sized buildings. You'll enjoy close up examination of light, medium and heavy tanks, recovery vehicles, trucks and more vehicles are from several countries including USA, USSR, Germany, England, France, Switzerland, Czechoslovakia, and Israel. The tour provides interesting historical perspectives. We will have two trips, leaving from the hotel by bus and returning you to the hotel 4½ hours later. Each bus can hold 35 people, so seating is limited. Price is \$50. For more information, see Outside Activities <http://www.pcrnmra.org/conv2013/outside.html>

### Volunteer!

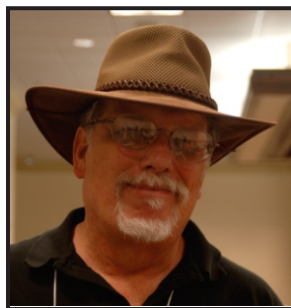
Our very experienced volunteers organizing IHX have planned so many fun rail and Non-Rail activities for us to enjoy I could fill an entire Branch Line issue with even more details. Luckily for us both, several others have already written on our website and in our Branch Line about many activities you'll enjoy during IHX.

Of course, Iron Horse Express, PCR's 2013 convention, only happens because of many volunteers. As you know, I always encourage everyone who attends to volunteer some time to help us all enjoy more of OUR convention. You always have a chance to learn and practice some new skills as a volunteer, because the other volunteers are always willing to help you learn. So, if you want to enjoy IHX more, please contact our Volunteer Coordinator, Karen Kiefer, at [KKKay@sbcglobal.net](mailto:KKKay@sbcglobal.net).

I hope you'll join us for train fun in Dublin at the Iron Horse Express, April 3-7, 2013! 🚂

## President's Message

By Pat LaTorres, President, PCR/NMRA



As I've mentioned before, the column that you folks finally see in the pages of the Branch Line is often not the column that I initially put to paper. This issue is yet another case of that change in plans. When I first started writing, I was looking at some thoughts that had come to me via the Regions and Divisions Yahoo! Group. What is going to Chuck Harmon has shifted off in a quite different direction. This change has come about due to a number of

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## President (Continued)

events in the recent past, but which have influenced where I am at this time of the year (just leading into Christmas – one of the most train centric times of the year for many of us). Actually, as I'm beating on my keyboard, I'm relaxing listening to Christmas songs. having just finished decorating the family (Ronnie and the two family cats – Boris and Rocky) Christmas Tree. So I'll start with a belated feline navidad and a hope that your holiday season was one of family warmth and good cheer and that your New Years was an appropriate start to 2013.

To begin with I've finally gotten off my duff and sent letters to our members in the Hawaiian Division. These folks have always seemed to be members more in name rather than in fact. This is a problem that is accentuated by the great geographic separation between their islands and the California mainland. That being said, they are no less important to me (and the rest of the region Board of Directors) than the members just down the road from where we live. The problem has always been, how we relate to these folks? What are they looking for from the NMRA in general and from the PCR in particular? As always, this is also a two way street. In addition to what they're looking for from us and the national organization, what can they offer to NMRA members that pass through their sphere of influence? I'm sure that many NMRA members in the various branches of the military end up spending time in the Hawaiian Islands for varietal periods of time and would probably enjoy having a chance to enjoy the hobby while stationed away from home.

But to me, the more important issue at this time is, what can we do to contribute to the model railroading experience of those that live in the islands? And, what might the region provide to assist those living in the islands in helping those that find themselves spending and extended period living there? These are some of the questions that I've asked in the letter. Yes, it is pretty much in a form letter format, but it is addressed to each and every member that I have an address for (sent via USPS. "Snail mail"), giving them a number of ways to get in touch with me directly. Hopefully I'll have some answers by the time our BoD gets together again at the "Iron Horse Express," the 2013 PCR Convention in Dublin California. If things work out, we may even be blessed with a few of our Hawaiian cousins being in attendance at the convention. As I recall, a few trophies and some Merit Awards went back from last year's convention in Medford.

Along these same lines, what are you looking for from the PCR? Are things going along just swimmingly and everything is wonderful, or is there something that is missing from your NMRA experience? This could be something which was there previously and has now gone missing, or something which just never seemed to be there, but might make your modeling experience better? Having asked the easy question, I would now ask, would you be willing to help the region provide this benefit for the rest of our membership? While each of us has a vision of what we might want the NMRA/PCR to be, no one knows what we're looking for better than we do. So, how I might interpret your ideas, may be a bit different than how you would explain your thoughts. For this reason, your direct involvement in how the region can implement your ideas would make it much better than an interpretation (however well meaning) by those of us on the board. For this reason, I would ask you to bring your thoughts and ideas to the board, but then

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## President (Continued)

to work with us to shepherd them through the process and into action.

In the same vein, the region is still looking for some help to fill some soon to appear (and current) vacancies. The first on the list is the position of Convention Department Manager. Dennis Stokely, who has served the region so well for the past several years (well before my time on the board) is looking to soon retire from his day job, and has plans to move out of California soon after. Whoever would step into these shoes will have a chance to work with Dennis as he brings the 2013 convention together and then as he works with the team down in San Luis Obispo for the 2014 convention. If you're interested in stepping into this job, Dennis will help show you the ropes and let you see that the job is not as frightening as it might sound. Along with this, anyone in the Coast Division who might be interested in chairing the 2015 PCR convention, speak up. As of a week ago this was a position that needed filling, and Dennis would gladly give you pointers and some help in putting on this event. Please keep in mind that between the time I'm writing these words (early December) and when you'll get a chance to read them, this situation may have changed. Even with that, 2016 (Sierra Division) and 2017 (Coast Division) are waiting in the wings and will need folks to bring these conventions to life.

I'll also ask that you take a look at the Call Board in this issue of the Branch Line, you'll see some positions that are shown as "Vacant". If you think that you might want to try helping the region by taking on one of these jobs, we on the board will gladly give you a chance to help form the personality of the PCR. That is probably the key factor here. Each member of the region contributes more than the work that they do, they also contribute a portion of their personality, which helps form the personality of the region. This is true of each member of the BoD, each of our department managers, and every member that contributes to the running of the region.

Please keep in mind that this issue of the Branch Line contains ballots for the region President and Vice President. While as of December, we are both running un-opposed, I ask that you take the time to mark and return your ballots. Looking farther out, 2014 will be the election of the Division Directors as the entire slate completes their first year of service to region. If you are happy with the way things are going, they may be convinced to run again. If, on the other hand, you see a need for some sort of change, you are encouraged to run for the director position in your respective division.

To wrap things up, hopefully you have already registered for the "Iron Horse Express," and will be joining us in Dublin for the 2013 PCR convention. If you haven't registered by now, you missed the early bird rates, but the cost of the event is still quite reasonable and I would hope to see you there. If you have never been to a PCR regional, you have a great opportunity open to you. I would only advise planning on blocking out the entire five days (Wednesday through Sunday) for the convention. Back when I made my first convention, I figured to try and do only the evenings after work – BIG mistake! Fortunately, after Wednesday evening my employer let me take vacation time on short notice, so I could make the rest of the event. There will be a wide range of clinics, more layout tours than you will have time for, prototype tours (two of which are already sold out), and operating sessions galore. Go to the PCR web site, [www.pcrnmra.org](http://www.pcrnmra.org) and register today.

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

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(Cont.)**

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## From the Fireman's Seat

By Ed Merrin, PCR Vice-President

Welcome again to a look at my inner musings. Before writing this column I decided to read all my others, to see where I've been going with it. As you might suspect, much of it has had to do with age and model railroading, and I'll have more to say about that this time. However, I also noticed that I had dropped a few things in there that I never followed up on. So, just to clarify and add some closure, here are a couple of very quick updates from earlier columns:



No, I haven't gotten around to the windows on my Willits roundhouse. I gave up on the double crossover. The final solution was too much work and I have other things to do that are more important (such as the roundhouse windows).

Now that we have that out of the way, I have a couple of personal anecdotes to lead into our discussion of recruiting younger members. The other day one of my coworkers, a psychiatric social worker, was surprised by a bunch of people bursting into the emergency area to celebrate her birthday with a cake. Not at all shy about her age, she was happy to broadcast that she was now fifty years old. "Good grief," I thought! She always seemed like kind of a youngster to me. So when we say younger members we are speaking in relative terms.

On the other end of the spectrum, on Thanksgiving I had an encounter with another train-entranced juvenile, this one a just short of four years old. Jack is actually my (if I have this right) great-great nephew, and upon his arrival his mother let him know there might be trains to see. Apparently, although he has really never seen real trains, he is totally in love with them. So, with the help of several other adults I took him in to see the NWP and handed him a throttle. He did pretty well running a couple of trains and learned how to press the "2" button to blow the horn. He could never quite get the idea of turning a knob to make the train go faster or slower, but unlike the seven-year-old I described in the past he understood that he had to follow the train around with the throttle in his hand instead of walking off without it. The only problem was getting him to stop, since he apparently was prepared to keep going on forever. Fortunately, my brother-in-law distracted him by describing the pumpkin pie that was waiting in the other room. My brother-in-law also made a great video of all this on his iPhone, but he took it with him back to Minnesota and apparently hasn't figured out how to share it. If not for that I would have included a link to it in this column. But you get the idea, I'm sure.

Now on to the Train Show that took place in Santa Rosa last September. This was an opportunity to interact with members of the public who are drawn in by curiosity, to entertain their kids, or because they have an interest in model trains that they have either been nurturing in secret since their childhood or that they satisfy privately. These folks look to be all kinds of ages. Is this an opportunity to catch some?

The answer is mixed and uncertain. At the show there were a number

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## Call Board - Divisions (Cont.)

### Sierra (Cont.)

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## Vice-President (Continued)

of modular layouts in different scales that seemed to consistently attract interest, both from families and individuals. We also had two local organizations with tables set up, one from the PCR Redwood Empire Division and one from the NWP Historical Society. The RED booth was manned by three stalwarts - Steve Skold, Carol Alexander, and Dave Turner. There were some trains to run on a short track, some model and scenic displays, and Dave spent some time weathering freight cars. The Historical Society mainly sold items and answered questions about how things were going with the new local railroad. In both places occasional wandering lonely train addicts would approach, as if hoping to be rescued from their isolation.

So how did it go? My impression is that a few folks timidly approached, and when given the opportunity wanted to talk about trains and layouts, especially the ones they had or planned to have. But if the subject of joining anything came up they were less interested. One exception happened at the Historical Society table, where one gentleman from the Sacramento area accepted the PCR brochure (hopefully you'll hear more about that in the future) from Gus Campagna and seemed to be interested in possibly joining. Otherwise, the main interest was in something like where can I *see or run trains* or is there a club where I can *run trains*.

The message seems to be trains, trains, trains, not organizations. What will entice people and draw them in is not the prospect of "joining" but of having more opportunities to do things with trains.

Knots of people were clustered around modular layouts and in front of a TV watching videos in front of the Historical Society table. Sometimes the video would end and the members working the table wouldn't notice until it was clear there weren't any people around any more. When they put another video in the machine folks were stopping in front of the table again.

Trains, trains, trains. I don't think the prospect of clinics or convention gatherings do it, although we know how good they are.

As necessary as our organization is, it can become a self-enclosed exercise in political and procedural maneuvering that serves no purpose other than to preserve itself. This isn't the fault of the NMRA/PCR; it is (to coin a phrase from Hamilton's Federalist essays) "human nature."

Here's an example of how muddled things can get in organizations. Are you familiar with the "RAC?" No, this isn't some kind of medieval torture device. It is the Regional Advisory Committee (I hope I got that right; I tried double checking on the NMRA website but I couldn't find it and there was no search field). Without going into details and history, it was created as a way of getting ideas and feedback from the regions and divisions to the National. It certainly sounds like a good idea, something to improve communication and feedback. Unfortunately, it apparently hasn't worked out and is rarely used. In fact, judging by intense online discussion and even a discussion at our recent PCR board meeting, few people seem to be clear about what its purpose is and how it is structured. An amazing amount of time and mental energy has gone into banging this around, which has mainly only revealed how misinformed many of us were as to what the heck the RAC is!

I want to get back to a point I made in the past. In meetings, private discussions, and online groups we sixty-somethings and over are beating ourselves up trying to figure out what "works" to get younger people in. The plan is to get the right ideas so that we can make adjustments and changes to

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Continued on Page 9



## Call Board - Divisions (Cont.)

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### Hawaiian Division

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



## PCR Membership Gauge

December 1, 2011—1,339  
January 1, 2012—1,329  
February 1, 2012—1,323  
March 1, 2012—1,312  
April 1, 2012—1,151  
May 1, 2012—1,150  
June 1, 2012—1,140  
July 1, 2012—1,134  
August 1, 2012—1,118  
September 1, 2012—1,118  
October 1, 2012—1,095  
November 1, 2012—1,100  
December 1, 2012—1,091

## Vice-President (Continued)

turn things around. The inherent problem is that it's still us doing it. Whenever possible we should be pulling the younger members we already have up into leadership positions and pulling ourselves back. They need to be the face of the NMRA/PCR, not us.

Trains, Trains, trains! 🚂

## ACHIEVEMENT PROGRAM

By Jack Burgess, MMR



First, let me apologize for failing to get an article in the last issue of the *Branchline*. Now, this month I want to talk about getting started in the Achievement Program.

Getting started can sometimes be confusing. However, a good first step is to begin by downloading the general requirements from the NMRA.org website for each of the Achievement Program categories. This will give you an overview of the program and the basic requirements for each certificate. Note that there are eleven different AP categories and that a modeler must only meet the qualifications for seven certificates in order to achieve the goal of Master Model Railroader. Of the seven certificates, you must receive one from each of four areas:

- Railroad Equipment
  - Master Builder - Motive Power
  - Master Builder - Cars
- Railroad Scenery
  - Master Builder - Structures
  - Master Builder - Scenery
  - Master Builder - Prototype Models
- Railroad Construction and Operation
  - Model Railroad Engineer - Civil
  - Model Railroad Engineer - Electrical
  - Chief Dispatcher
- Service to the Hobby and NMRA Member
  - Association Official
  - Association Volunteer
  - Model Railroad Author

If you have held an office at the National, Regional, or Divisional level, I'd first look at the requirements for *Association Official*; you may already qualify! If you haven't been an official but you have been a contest judge or had your layout open for organized tours during a NMRA event, check the requirements for *Association Volunteer*. You might find that you need only to document your past efforts to get credit for these efforts.

Assuming that you have a layout, next take a close look at the requirements for *Model Railroad Engineer - Civil* and for *Master Builder - Scenery*. For example, if you are in HO scale, you need to only complete 32 square feet of scenery to meet the basic requirements for this

Continued on Page 10

## Calendar

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

**January 24-26, 2013** - 8:00n am to 11:00 pm - O Scale West / s West Meet, Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA

**January 25 to 27, 2013-** Bay Area Layout Design & Operations weekend, sponsored by Pacific Coast Region-NMRA, Layout Design and Operations Special Interest Groups. Friday - 7:00 pm, Welcome dinner, followed by layout tours. Saturday - 8:30 am to 10:00 pm - Clinics and panel discussions, layout design consultations, "Birds of a Feather", followed by layout tours. Harry's Hofbrau 390 Saratoga Ave. San Jose, 95129 Sunday - Operations Sessions (newcomers and out-of-towners encouraged!), layout tours.

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

**March 8 to 10, 2013** - Kern County Layout Tour, Model Railroads of Southern California Yahoo Group, in conjunction with GEHAMS Train Show. Also a railroad museum and Tehachapi Loop.

## Achievement (Cont.)

certificate....that is the equivalent of a 4'x8' layout! The requirements for Civil are more varied but will be covered by many typical layouts; one of the requirements is to construct a certain amount of track (50 linear feet in HO for example). 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, spur, crossover, turntable, grade change, etc. Again, many layouts will easily meet this particular requirement.

Next, I'd suggest listing those certificates for which you think that you might already, at least partially, satisfy. For each AP certificate, jot down what you have already done and what still needs to be done to satisfy the requirements. Maybe you already have much more than 50 of prefab track completed on your layout and it has several spurs, a couple of sidings, and a turntable. In fact, you can count five different track features on the layout and you only need one more. You realize that you have been meaning to finish that crossover to avoid backing the passenger train into the station and now recognize that, if you moved it up on your "To Do" list, you'd complete the requirements for *Model Engineer - Civil!*

If you have entered any NMRA judged modeling contests in the past, dig out your old score sheets. If you received at least 87½ points and a Merit Award for a model that you built, that Merit Award will count toward Master Builder certificates.

After completing this survey of your volunteer efforts, layout, and contest models, you may find that, while you haven't made progress toward the requirements for some of the AP certificates, you may be actually very close for some others. I'd suggest then making a list of what you need to do to finish up one of the certificates that interests you. Use this list to prioritize your upcoming projects and before you know it, you will be completing the Statement of Qualifications or SOQ for your first AP certificate.

I am pleased to announce the following Certificate of Achievement awards since my last column in the *Branch Line*:

- Chuck Harmon - Model Railroad Engineer - Electrical
- Chuck Harmon - Model Railroad Engineer - Civil
- Andrew Merriam - Model Railroad Author
- Frank Markovich - Model Railroad Engineer - Civil
- Frank Markovich - Model Railroad Engineer - Electrical

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. ■■■



## Calendar (Cont.)

**April 6 & 7, 13 & 14, 2013** - 10:am to 4:00 pm, Open House and Swap Meet, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd., Antioch, CA.

Fares:

- Adults (12+): \$2.00

- Seniors: \$1.00

- Children ages 6-11: \$1.00

- Children 5 and under: Free

[info@blackdiamondlines.com](mailto:info@blackdiamondlines.com)

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

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

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

Continued on Page 13

## Contest (Cont.)

We have a category for photography that lets you unleash the artistic side of you that, possibly even yourself, did not know you possessed. You will be surprised.

We have a category for modules/displays which has always been well received. Remember that this could be a concerted effort with other modelers and not just a lone wolf project.

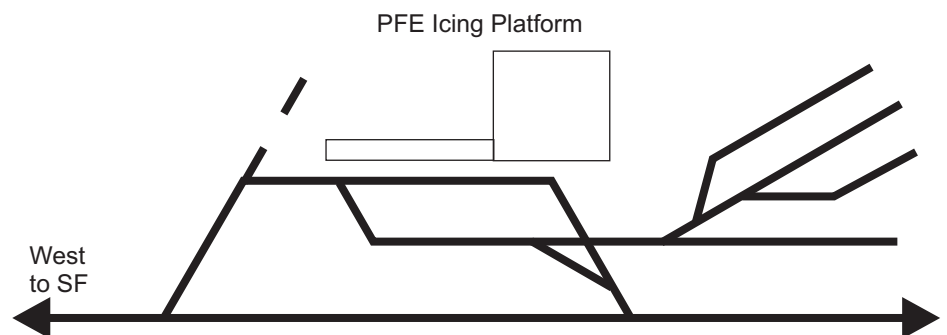
I would suggest at this point that you should review the requirements for the category you enter. For those who can access the PCR website, please visit **PCR/NMRA.org** and click **contest** on the top left corner or click the **Iron Horse Express** Convention logo and click the link to Contest. For those who do not have internet accessibility, please send me a note by regular mail and request copies of the rules at: Joseph Giuseppe Aymar, DDS, 1330 Medical Center Dr, Rohnert Park, CA 94928-2901.

In fact, if you do visit the **Iron Horse Express** website, there will be a full description of contests with forms to download, in addition to a program time-line and full instructions.

The rest now is up to you. Remember that PCR Conventions are for the enjoyment of all attendees, having been crafted and brought to life by volunteers who are members of the same PCR as you. They chose to donate time and energy to make the Convention a reality. Why not be one of the many givers who will make this Convention the best ever by bringing a contest entry and thus becoming part of the Convention yourself. I guarantee you will exude pride and joy and a sense of belonging to have taken such a step. You will feel you have contributed to the Success of **Iron Horse Express**. And the rest of us will be grateful for your participation. In the words of the great composer/entertainer George M. Cohan as delivered by James Cagney in the film "Yankee Doodle Dandy": **my Mother thanks you, my Father thanks you, my Sister thanks you and , I assure you,..... I thank you.** 🚂

## The Answers Are Out There

By Bob Pethoud, Daylight Division Member Aid



The illustration above shows a very small portion of the Southern Pacific east valley line trackage through Modesto as it existed about fifty years ago. The track arrangement is preserved in Sanborn Insurance Company maps of that time period and includes a huge number of spurs, sidings, and runarounds. The dashed line on the drawing is a track that went to an interchange yard with the Tidewater Southern (WP), and the spurs at the

Continued on Page 13

## Calendar (Cont.)

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

**August 24 & 25, 2013** - 7:00 am to 4:00 pm, Swap Meet and Open House, Santa Susana RR Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA. Swap Meet 7:00 to 10:00 AM on Saturday only. Open House 10:00 AM to 4:00 PM on Saturday; 1:00 to 4:00 PM on Sunday. Admission \$2.00 for adults. Vendor table info: [events@santasusanadepot.org](mailto:events@santasusanadepot.org) or David Putnam, (661) 753-6006.

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

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

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

Continued on Page 14

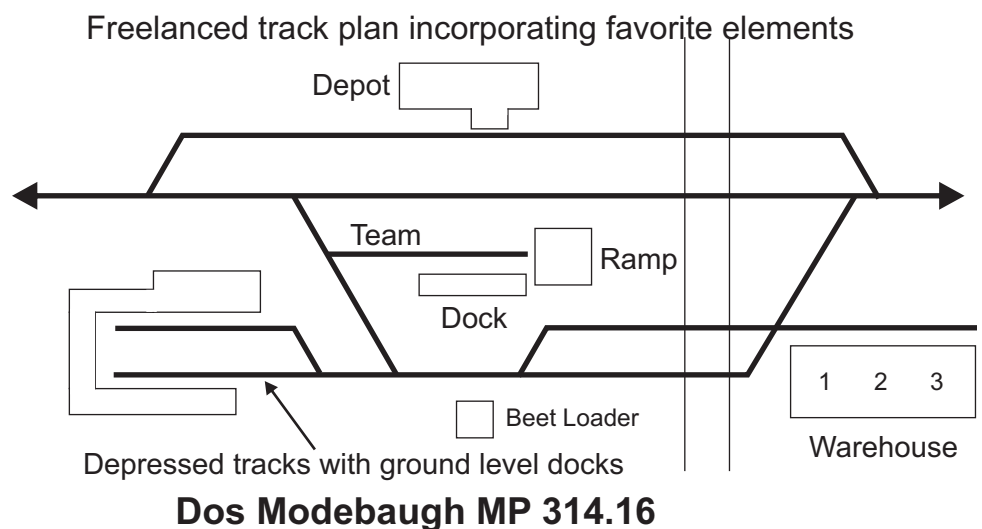
## Answers (Cont.)

right served the Grange Company's feed and seed warehouse. A complete HO scale model of the SP trackage through Modesto could fill one wall of an aircraft hangar; add the Tidewater Southern tracks and those of the M&ET (Modesto and Empire Traction District) and that hanger would be pretty nearly full.

I like the interesting way the spur crosses the runaround track and it could be fun to build a model of this track work. In this installment of "The Answers Are Out There" I would like to suggest another technique—to add to selective compression and selective accretion previously considered—which you can use in track planning. I call this new technique *eclectic accretion*, otherwise known as kit bashing. To illustrate the technique we will combine elements from three different locales to make something new that contains just the best bits from each of them.

A few columns back we took a look at the SP tracks in Dos Palos, which included a nice long spur that served as a team track with a loading dock beside it and an auto ramp at the end. Firebaugh, located at milepost 166.2 on SP's west side line, had three parallel spurs which were depressed a few feet below grade in order to serve ground level loading docks. A possible way to incorporate all three of these features into a small switching area on a home layout is shown below. The strange name of the place comes from mashing together the names of the three towns where the prototypes of the features originated: Dos Palos, Modesto, and Firebaugh.

Notice how we have also used selective compression in designing this plan, which would be right at home on a narrow shelf in HO scale and would capture the look and operation of any of the railroads in California's Central Valley. When you find some interesting features you like in several different locations, consider combining them into one yard in a manner similar to the way one bashes several kits together to get a structure better than any available off the shelf. Until next time, keep those comments and questions coming. Send them to me at [pethoud@comcast.net](mailto:pethoud@comcast.net). 🚂



## Calendar (Cont.)

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

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

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

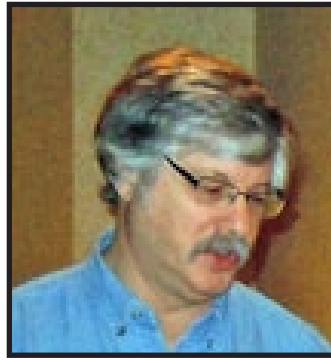
**2015** - 35th National Narrow Gauge Convention, Houston, TX

**July 2015** - NMRA 2015 National Convention and Train Show, Portland, OR

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

## PCR SIG Report for 3rd Quarter 2012

By Seth Neumann



We had a busy fall in the PCR with most of the usual layouts running at least one session and many running more. For example, Dave Parks has been alternating his B&O and WM railroads with double sessions, hosting as many as 20 operators per session with the first session in the afternoon and a second in the evening.

We had a couple of excellent out of town operating opportunities, especially as the Desert Ops group in Arizona has starting hosting weekends. They held a meet in Phoenix in October and are planning a Tucson meet in February. So if you're interested in visiting some out of town layouts, there are now groups holding bi-annual meets in Vancouver, Seattle, the Bay Area, Los Angeles, Phoenix and Tucson (we're still working on Portland) and of course the La Mesa club in San Diego holds its 24 hours of Tehachapi Train order sessions several times a year. A little further afield, the Rocky Ops group in Colorado alternates Denver/Boulder (odd years) with Colorado Springs/Pueblo (even years). Contact me if you're interested in any of these!

Our big winter event is the annual PCR/LD/OP SIG meet to be held in Santa Clara January 25-27. (This is the bye week between NFL Playoffs and Super Bowl so you won't have to miss your Super Bowl party!) There's a lot more detail on this elsewhere in the Branch Line. Lunch is included in the \$25 fee this year. The entire Sunday program consists of operating sessions which are specifically targeted at new operators, so here's a chance to see what it's all about.

Looking ahead:


La Mesa Club 24 hours of Tehachapi (San Diego) Jan 26-27 - same weekend as the Bay Area meet - contact me for sign up information.

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

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

[Contact Seth Neumann at [sneumann@pacbell.net](mailto:sneumann@pacbell.net) if you have questions. Ed.] 🚂

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

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# Tales of the Santa Cruz Northern: Earthquakes Happen

By Jim Providenza  
Photos by the author



**Detritus on Apricot Spur**



**Wet Water and White Glue**



**Eastbound Drag at East Rica**

I don't know about you and your railroad, but the SCN and I are often the recipients of 'gifts' from the real world. Our insulated but unheated garage serves up yearly temperatures ranging from below freezing to over 100 degrees. Since it is a working garage, which the SCN shares with a car and various tools, supplies, and chemicals, dust, dirt, and occasional exhaust fumes etc. permeate the atmosphere at various times and of course settle on the scenery or, worse, find a way to adhere to the rails. And of course, lest we forget, there is the water heater...

But this column today looks at something a little more rare – a gift I've had the good fortune to give to the railroad all on my own. In this case, our 55 year old Eichler house once again needed some of its exterior plywood siding replaced. The west side of the garage is on the weather side of the house and gets the brunt of winter storms and summer afternoon sun, and the siding takes a real beating. I replaced it once about 20 years ago and now the panel on the southwest corner, the corner molding and the adjacent panel on the south wall all needed to be renewed. Crowbars, saws, hammers and paint brushes were all applied with due diligence and in time the work was complete.

Somehow I never gave a thought to the effects of the shock waves from the work that ran through the wall mounted benchwork of the SCN!

The first pictures speak for themselves. The upper level shed bits and pieces of itself down onto the Apricot Spur at E. Rica. Plaster chips, bits of wood, and a fair amount of loose ballast and bits of ground foam all landed in a three-foot area centered on Sewell, Brown Apricot Pit Processors. The Volvo station wagon lying on the mainline is Rick Kang's. He had parked it on the SCN maintenance of way road on one of the hills along the tracks at Doughertys to take one of his undoubtedly spectacular railfan photos with his medium format Mamiya camera.

Putting Rick's Volvo back in place was simple enough. I picked up a couple of the larger bits of detritus and a couple of ties that had been sitting along the ROW at Doughertys and was about to get the vacuum to finish the job when I took a second look at the spur track in front of Sewell, Brown. I realized if instead of removing the debris I just made sure it was not fouling the rails I would have a bit of a mini-scene for little effort. Certainly little physical effort, and not much in the brain department either, other than having enough sense to actually see what I was looking at and stepping out of one mindset and into another.

So a little bit of tidying up and some testing with the NMRA standards gauge was followed by a careful application of wet water and white glue. After things dried I checked the clearances again. Good to go.

**Continued on Page 16**

## Tales of the SCN (Cont.)

No one mentioned the addition at our last op session on the SCN. And in truth I would have been surprised if someone had. The reflection from the flash makes it stick out more in the photo of the WP 3007 leading the Eastbound Drag than it does in reality. This is not something striving to be a “front of the layout vignette.” It is just a bit of added texture, and a bit of history. And this is just fine, thank you. 🚂

## Board of Directors Meeting Highlights October 20, 2012

By Tom Crawford, PCR Secretary



The PCR Board of Directors met on October 20, 2012 at 1:10 PM at the Holiday Inn in Dublin, CA.

On the financial front, the 2013 budget has a \$3000 shortfall, ignoring convention income. The big issue is that the Branch Line costs us \$8 per member to produce, but we only bring in \$6. The Treasurer noted that it may be prudent to discuss increasing the Branch Line fee.

In their reports, the officers focused on the division meets. The Divisions are all proactive in their meets, which is where the rubber meets the road. It was noted that Jim Long is not doing well. Scott McAllister will be taking over as Superintendent.

Audit Committee Chair Dennis Stokely reported that an audit was successfully completed with no issues.

The convention committee reported that the Siskiyou Summit joint convention had 338 registrants, 161 from PNR and 119 from PCR. The next convention is the Iron Horse Express, in Dublin, CA. The net income to PCR was \$2428.

Both PNR and PCR convention committees provided reports. Both groups considered it to be successful. The reports are extensive, and too large to address into this summary. The big note is that the committees need more leeway in the MOU to make this work even better. The committee recommended that we do it again in 5 to 7 years.

Secretary's note: The Convention Committees Co-chair report is worth reading to see what went well and other things. Indeed all the convention reports are a good read. They can be seen on the PCR website in the attachments to the PCR October 20, 2012 Board Meeting Minutes.


The contest chair reported that even though there were significant differences in the way PNR and PCR do contests, all worked out very well.

Rod Smith has taken over as Hobo In Charge, and has set up an accounting mechanism to address hobo funds. (Hobos don't cringe here – we needed to protect the Hobo in Charge.)

The Board approved \$500 to produce separate brochures for recruitment and for welcoming new members.

The final budget approved has a deficit of \$3185. (Secretary's note: the 2012 budget had a \$3110 deficit, and the actual (projected since the year isn't over) was \$680.)

The next Board Meeting will be Wednesday, April 3 at 1 PM at the Holiday Inn in Dublin, CA. 🚂



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# Looking Back - Annual PCR Meetings and Conventions

By Dave Connery, PCR Historian

*Last month we covered the early formation of the PCR. I have received several suggestions for future topics and am working on them but encourage you to contact me if you have ideas about our history you would like to see covered and I will see what I can dig up. Contact information is in the Callboard section.*

One of the key features of PCR has always been an annual gathering. In the early days this was in the form of a meeting with some railroad oriented "entertainment" after business was concluded. The meetings were hosted by a club and there were usually three per year, with only the last one of the year designated as the Annual Meeting. Most of the early activities centered in the Southern California area. Gradually features were added to these gatherings and they began calling them Conventions and were moved from late in the year to the spring in 1952. Here is what I now know about where these annual conventions were held. If you know added information about these gatherings, I would enjoy hearing from you.

**Continued on Page 18**



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PS Form 3526, August 2012 (Page 1 of 3 (Instructions Page 3)) PSN: 7530-01-000-5631 PRIVACY NOTICE: See our privacy policy on [www.usps.com](http://www.usps.com).

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d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	(1) Free or Nominal Rate Outside-County Copies Included on PS Form 3541	0	0
	(2) Free or Nominal Rate In-County Copies Included on PS Form 3541	0	0
	(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)	0	0
	(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	0	0
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))		0	0
f. Total Distribution (Sum of 15c and 15e)		926	764
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))		30	26
h. Total (Sum of 15f and g)		956	790
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I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

PS Form 3526, August 2012 (Page 2 of 3)

## Looking Back (Cont.)

### PCR Convention Locations and Hosts



**1993 Convention - Denise Showalter, Jack Wall, Barbara Wall and Ray deBlieck enjoy a laugh while working at the 1994 Promotion Booth during the Silver rails '93 Convention held at the MGM Grand in Reno. The promotion board shows the 50<sup>th</sup> Anniversary Convention being held in Palo Alto, but due to construction at one of the hotels, the convention was subsequently moved to the Santa Clara Convention Center, which turned out to be a great location. Denise, Jack & Barbara have all passed away.**

Photo provided by Dave Connery



**1994 Convention - Richard Brennan, "Tex" Guest's daughter, Vernon P. "Tex" Guest and Denise Showalter before the banquet at the 1994 50<sup>th</sup> Anniversary Convention held at the Santa Clara Convention Center and Westin Hotel. Tex was the honored guest of the evening, he was the first PCR president, serving in 1944 and 1945.**

Photo provided by Dave Connery

- |   |   |
|---|---|
| 1944 Hawthorne, CA  | Centinela Valley RR Club                                  |
| 1945 Los Angeles, CA  | Metropolitan RR Club                                      |
| 1946 Hawthorne, CA  | Centinela Valley Club                                     |
| 1947 Oakland, CA  | East Bay Model Engineers Society                          |
| 1948 Los Angeles, CA  | Metropolitan RR Club                                      |
| <i>(Pacific Northwest Region was organized and PCR now California, Nevada and Arizona)</i>    |   |
| 1949 San Jose, CA   | San Jose Model Railroad Club                              |
| 1950 San Diego, CA  | San Diego, Balboa Park, La Jolla and Pacific Beach clubs  |
| 1951  | <i>(apparently no annual gathering held this year)</i>    |
| 1952 Oakland, CA  | California Hotel, East Bay Model Engineers Society        |
| <i>(PCR was divided into 5 Divisions – Coast, Sacramento, Fresno, Los Angeles, San Diego)</i> |   |
| 1953 Reno, NV   | El Cortez Hotel   |
| 1954 Los Angeles, CA  | Mayfair Hotel   |
| 1955 San Diego, CA  | <i>(Arizona Division recognized)</i>                      |
| 1956 San Jose, CA   | Sainte Claire Hotel                                       |
| 1957 Long Beach, CA   | Lafayette Hotel   |
| 1958 Phoenix, AZ  | Hotel Westward Ho Thunderbird, Zuni and Burro Creek clubs |
| 1959 Oakland, CA  | East Bay Model Engineers Society                          |
| 1960 Highland Park, CA  | Huntington-Sheraton Hotel<br>Highland Park Club           |
| 1961 Sacramento, CA   | <i>(Redwood Empire Division organized)</i>                |
| 1962 Phoenix, AZ  |   |
| 1963 Bakersfield, CA  | Bakersfield Inn   |
| 1964 San Diego, CA  | U. A. Grant Hotel   |
| 1965 Santa Rosa, CA   | El Rancho Motel RED                                       |
| 1966 Riverside, CA  | Mission Inn   |
| 1967 Flagstaff, AZ  | Holiday Inn   |
| 1968 Sacramento, CA   | El Rancho Hotel   |
| 1969 Anaheim, CA  | Disneyland Hotel <i>(Silver Anniversary)</i>              |
| <i>(the first annual PCR Mini-convention was held in October in Santa Maria, CA)</i>          |   |
| 1970 Palo Alto, CA  | Cabana Hotel  |
| 1971 Phoenix, AZ  | Towne house Thunderbird club                              |
| 1972 Santa Rosa, CA   | El Rancho Tropicana RED                                   |
| 1973 San Mateo, CA  | Royal Coach Motor Hotel                                   |
| 1974 Las Vegas, NV  | Desert Oasis <i>(we had a fuel crisis this year)</i>      |
| 1975 Sacramento, CA   | Woodlake Inn <i>(First 4 day convention)</i>              |
| 1976 Hollywood, CA  | Sheraton-Universal Hotel LA Div.                          |

Continued on Page 19

## Branch Line Deadlines for 2013 & 2014

**APR-MAY-JUN 2013 Issue**  
Articles due by  
**March 10, 2013**

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

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

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

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

## Looking Back (Cont.)

1977	San Jose, CA	California Central club
1978	Phoenix, AZ	Del Webb's Townhouse
1979	Santa Rosa, CA	El Rancho Tropicana
1980	Anaheim, CA	Disneyland Hotel
1981	Sacramento, CA	Woodlake Inn ( <i>First 5 day convention – CSRSM opening</i> )
1982	Pasadena, CA	( <i>PCR votes for PCR / PSR split</i> )
1983	San Jose, CA	Le Baron Hotel ( <i>Last PCR/PSR conv.</i> )
1984	Vallejo, CA	Solano Cty. Fairgrounds
1985	Fresno, CA	Fresno Conv. Cntr. ( <i>Hawaiian Div. Formed</i> )
1986	Grass Valley, CA	
1987	Concord, CA	Sheraton Hotel Walnut Creek Club
1988	Santa Rosa, CA	El Rancho Tropicana Hotel
1989	Fresno, CA	Fresno Hilton Hotel Daylight Div.
1990	Oakland, CA	Hyatt at Oakland Intl. Airport East Bay Model Engrs. Soc.
1991	Sacramento, CA	Red Lion Inn
1992	Santa Rosa, CA	El Rancho Tropicana Hotel
1993	Reno, NV	MGM Grand Casino
1994	Santa Clara, CA	Santa Clara Conv. Ctr. / Westin Hotel PCR ( <i>PCR's Golden 50<sup>th</sup> Anniversary</i> )
1995	Palo Alto, CA	Hyatt Rickeys San Mateo Club
1996	San Rafael, CA	Embassy Suites Hotel & Marin Conv. Cntr.
1997	Bakersfield, CA	Holiday Inn Select / Bakersfield Conv. Cntr.
1998	Modesto, CA	Doubletree Hotel Sierra Div.
1999	Ukiah & Willits, CA	Ukiah Convention Ctr. RED
2000	Fremont, CA	Calif. School for the Deaf Coast Div.
	( <i>San Jose NMRA Natl.</i> )	
2001	San Luis Obispo, CA	Sands Motel & SLO Cty. Veteran's Hall
2002	Redding, CA	Holiday Inn Sierra Div.
2003	Pleasanton, CA	Crowne Plaza Hotel Coast Div.
2004	Napa, CA	Embassy Suites Napa Valley Resort RED
2005	Concord, CA	Concord Hotel & Conv. Ctr. Walnut Creek Club
2006	Sacramento, CA	Doubletree Hotel Sierra Div.
2007	Santa Cruz, CA	University Inn and Conf. Ctr. Coast Div.
2008	Fresno, CA	Ramada Inn Daylight Div.
2009	Fremont, CA	Marriott Fremont Silicon Valley Coast Div.
2010	Sparks, NV	Nugget Hotel Sierra Div.
2011	Santa Rosa, CA	Finley Center RED
	( <i>NMRA Natl. Sacramento</i> )	
2012	Medford, OR	Red Lion Hotel ( <i>Joint PCR / PNR Conv.</i> )



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

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

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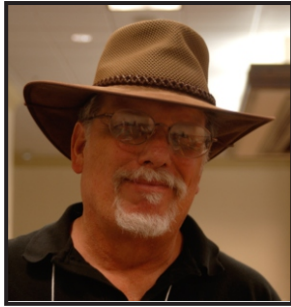


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Then, get that popcorn ready.

## Candidate Statements

### Candidate for President - Pat LaTorres



This is kind of nice, realizing that this may very well be the last time that I'll need to write up one of these statements for a while. After serving the region in some elected capacity or other for the past six years, the next two years will cause me to term out, which means that I will get to be a POM (Plain Old Member) of the PCR once more. Six years ago, when Bill Kaufman blind sided me into the Vice President job, I really had little idea of what I was getting into. On the one hand, had I known, I probably would have run away in terror. On the other side, I have had the joy of working with some truly fine people and I hope that you folks will give me the opportunity to serve you for two more years, so that I can hopefully put a period on the end of my time of direct service to the membership of the Pacific Coast Region. When you look through this copy of the Branch Line, you will notice that there are probably only two names on the enclosed ballot. Ed Merrin for the position of Vice President and Pat LaTorres for the position of President. I ask that you please take the time to actually remove and mail in the ballots that you find. I know it may not seem like much to win an un-opposed election, but what I find more important is that I might see many of our members taking the time to actually take part in the running of the PCR. By taking the time to make the small effort asked of you, to vote in this election, you will be showing both Ed and I that you are truly interested in what happens and how the region is being run. It may not seem like much, but it is important to us. I hope that what Ron and I started six years ago and what Ed and I (and the region's Board of Directors) are doing now has made some positive impact on how you see the NMRA working for you, in the PCR.

Thank you for your consideration and support, Pat LaTorres 🇺🇸

### Candidate for Vice-President - Ed Merrin

Time flies, doesn't it? Seems like almost yesterday that I kissed a girl for the first time, and now it's been almost two years since I began my term as PCR Vice President.

When I first ran I identified the recruitment and involvement of younger members into NMRA as my biggest concern and vowed to do something to advance that issue. Now I can't claim to have solved that problem, but I do believe that I have contributed to our shaking off the veil of denial and having serious dialogs about it. I almost feel at times that various folks have hijacked the matter. It comes up in on-line forums and is (I think) a national issue as well. Most importantly, I haven't seen much in the way of people dismissing our aging membership as a nonissue.

I can't say that I know what to do next; that is clearly something that will take some organizing, getting together, and tossing the ball around. But I can guarantee that should you see your way to electing me to a second term I will continue to do what I can to promote and encourage the PCR to focus on getting more young blood into our fold. If that's what you would like, please cast your ballot for me.

Sincerely, Ed Merrin 🇺🇸

# National Model Railroad Association

## PACIFIC COAST REGION

### PCR OFFICERS BALLOT

Instructions for Election:

1. Election starts with receipt of ballot (Branch Line mailed approximately January 10, 2011).
2. All ballots must be postmarked no later than April 15, 2011.
3. Vote only for one candidate for each office.
4. You may write in a candidate of your choice. However, the candidate must be willing to serve if elected.
5. Voting for more than one candidate in an office will void your ballot.
6. Do not make any other marks on the ballot.
7. Fold in thirds so that the return address is showing, and tape the ballot closed.
8. The ballot is considered a first class letter, and requires 46¢ postage.

PLACE  AFTER YOUR CHOICE FOR EACH OFFICE.

<b>PCR President</b> <i>(Vote for ONLY one candidate)</i>	<b>PCR Vice-President</b> <i>(Vote for ONLY one candidate)</i>
Pat LaTorres <input type="checkbox"/>	Ed Merrin <input type="checkbox"/>
_____ Write in candidate <input type="checkbox"/>	_____ Write in candidate <input type="checkbox"/>

---

(Fold here)

Postage  
46 cents

**PCR Ballot Chairman**

**Jim Providenza**

**16 Drake's Cove**

**San Rafael, CA 94903**

---

(Fold here)

# Why Haven't I Been Receiving My Copy of NMRA Magazine or the Branch Line?

By Doug Wagner, PCR Membership Chairman



Sometimes PCR Publication Department Manager Gus Campagna, Branchline Editor, Chuck Harmon, and myself, receive calls from members wondering why they didn't receive their copy of *NMRA Magazine* or the PCR's Quarterly *Branch Line*. Well, there may be a simple answer to that question.

Since the NMRA went to the new membership structure, your membership doesn't automatically include a subscription to *NMRA Magazine* or PCR's *Branch Line*, - you have to request it on the renewal form, and both subscriptions cost extra, in addition to your NMRA membership dues. I don't want to start another argument here, as this has been discussed - a lot and thoroughly - in other arenas. All I want to do is to clarify why some of you may no longer be receiving your copies of *NMRA Magazine* and the *Branch Line*, that you may have been getting in the past.

When you receive your NMRA renewal form, via the old fashioned way - through the United States Postal Service - please be sure to look the entire form over. Under the section titled, **NMRA Membership Type**, there are 2 lines pertaining to what membership type you want for yourself. One is titled, **Member with NMRA Magazine Subscription**. You put in the amount - \$66.00 - in the box after this section if you wish to be a member of NMRA, plus receive the monthly NMRA Magazine. The other section is titled, **Member without NMRA Magazine Subscription**. You put in the amount - \$44.00 - in the box after this section, if you wish to be a member of NMRA, and do not want to receive the monthly NMRA Magazine. Circle your choice, also. Either one, you will still remain as an NMRA member. Concerning receiving the PCR's Quarterly publication the *Branch Line*, using the same form, look toward the bottom of the form, and you will see a section titled, **Region Subscription for New Members (First Year \$6.00)**. This section is used for both new and renewing members. Continuing with this section, look for the line that has "26-Pacific Coast Region Subscription." Fill in the box next to this with \$6.00, and be sure to circle it, also. If you wish to receive other Region's publications, you may also sign up for those, in addition to the PCR's *Branch Line*, but you will pay extra for those publications you wish to receive, in addition to the PCR *Branch Line*.


OK, for those that renew on-line, you will have to create an on-line account at the NMRA's web site. For those that have done that, when you renew, and to receive the NMRA Magazine and/or PCR *Branch Line*, there is a line title "**New Membership**." Immediately to the right there will be a box with the words, "Select Type." Click on the down arrow, on the right hand side of this window, and a drop down menu will appear. Use that to sign up for membership - either with or without the NMRA Magazine subscription. Continuing your on-line renewal sign up, there is a line titled, "**Regions (New)**." In the box immediately to the right of that, you will see a window that says, "**Select Region**." Click on the down arrow, on the right hand side of this window, and a drop down menu with all the regions will appear. You will

Continued on page 24

## Membership By Divisions

As of November 30, 2012  
Number in parenthesis is  
figures from last quarter's  
report

Hawaiian – 13 (18)  
Redwood Empire – 136 (135)  
Daylight – 144 (144)  
Sierra – 300 (306)  
Coast – 498 (515)




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## Non- Rails Have Clinics and Tours, too!!

By Nancy Stokely, IHX Non-Rail Chairperson

There will be a variety of activities for Non-Rail attendees at the Iron Horse Express. Clinics will include quilting for Project Linus, card making and other fun projects. Our hope is that many of you are working on quilts, afghans, and fleece blankets for Project Linus and will be bringing them to the convention for us to donate to the local chapter.

We will have a movie night for all to attend. Our Bingo night is a fun evening that is again open to all convention attendees.

The Non-Rail Luncheon, at a local restaurant, is being planned for only \$5. An excursion by carpool is being planned to visit Eugene O'Neill's Tao House in Danville, where he wrote *The Iceman Cometh* and *Long Day's Journey Into Night*. Having a bevy of quilt shops in the East Bay, we will be taking our famous Quilt Shop Hop, again by carpool. There will also be puzzles to work on, books to share and playing cards for those who like to play card games.

Come by the Non-Rail room to just visit, say hi to friends and maybe make some new friends. We look forward to seeing you there. 🚂

## Membership (Cont.)

see as one of the choices of the drop down menu, "**26-Pacific Coast Subscription 1 year (+6.00).**" Click this option so that it remains in the window to sign up for your quarterly subscription to the PCR's *Branch Line*.

I hope this has helped explain why some of you have not been receiving your issues of either the *NMRA Magazine* or the *Branch Line*. But, in case I have confused more of you than I helped, or if you have any questions concerning your membership, please email me at [carldw@aol.com](mailto:carldw@aol.com), or call me at home, at (661) 589-0391. 🚂

## The Clinics at Iron Horse Express PCR's 2013 Convention

By Dave Connery, IHX Clinic Chairman

Want new ideas, inspiration, skills, methods or just enjoy learning about railroads in its many different guises? The Clinics at Iron Horse Express are just what you are looking for. We have a truly awesome lineup of clinicians covering just about every topic you might be interested in. Below is a list of the confirmed clinics as of mid-December, with several more to come.

Fundamentals of Backdrop Painting - Dave Biondi  
Starting Over on a New Layout - Tom Blinn  
Keeping Your Trains on the Track - Tom Blinn  
Tools for Model Building and Scratch Building - Jack Burgess,  
MMR  
California Western Railway and Nav. Co. and Modeling It - Gus  
Campagna  
Simple Car Cards - A Simple Approach - Guy Cantwell  
Fast Forward - Ten years of Layout Construction in an Hour - Guy  
Cantwell  
Practical ABS Signaling for Model Railroads - Chuck Catania  
The San Ramon Branch of the SP - Dave Connery  
Public Utilities and How to Model Them - Tom Crawford  
Under table Positive Turnout Controller - Dave Croshere  
Basic Structure Design with Free Software - Dave Croshere  
JMRI Operations - Dennis Drury  
Model Railroading with Arduino - Dave Falkenburg  
How to Get Kids Involved in Model Railroading without Losing  
Your Sanity - M.C. Fujiwara  
Layouts Portable, Practical & Palatable - M.C. Fujiwara  
A Talk with the NMRA President - Charlie Getz  
Website Design for Your Layout or Club - Dave Grenier  
Basic Track Warrant Control - Steve "Breezy" Gust  
Early West Coast Railroad Equipment - Randy Hees  
Freight Car Trucks 1900 - 1960 - Richard Hendricksen  
Prototype Operations in the Yard - Tommy Johnson  
Prototype Operations on the Road - Tommy Johnson  
Operating with Direct Traffic Control - Tommy Johnson

Continued on Page 25



## Newest PCR Members

(As Of November 30, 2012)

### Daylight Division

Dave Hoopes, Bakersfield  
Larry Enrico, Mariposa  
John Stahl, Fresno  
Darlene Eppler, Visalia

### Coast Division

Robert Vreeland, San Francisco  
Stephen Tobriner, Berkeley  
Joseph Samano, Antioch  
George Georges, Antioch  
Joseph Cernitore, Walnut Creek  
Josh Malks, Capitola  
David Dowdle, Fremont

### Sierra Division

Girvin Herr, Dayton, NV  
Jerrold Meyer, Ely, NV  
Donald Hislop, Red Bluff

### Redwood Empire

Frank Smith, Rio Vista  
Gordon Crow, Vallejo

## Verne Cole

By Seth Neumann

There was a death announcement in the Merc this morning for Vern Cole (father of Dennis). Many of us remember Vern for his years of good advice and great service at the Train Shop. He was a WWII airman and a San Jose Firefighter before founding the Train Shop in retirement.

The memorial was Saturday Dec 1 at noon at Johnson Funeral Home in Morgan Hill. 🚂

## IHX Clinics (Cont.)

Random Thoughts on Prototype Operations - Tommy Johnson  
The State Belt Railroad of California - Bill Kaufman  
Operations for Dummies - Bill Kaufman  
Nn3 - An Overview - Thomas Knapp, MMR  
Modeling the Pacific Coast Railway's San Luis Obispo Facilities - Thomas Knapp, MMR  
Modeling Trees - Brad Lloyd & Darrell Dennis  
Copper on Rails - Don Marenzi  
Creative Solutions to Common Modeling Problems - Frank Markovich  
A Sense of Creativity - John Marshall  
Introduction to LEDs and Their Use as Lighting Sources for Locomotives - Joe Melhorn  
Building and Implementing Working Searchlight Signals and Lower Quadrant US&S Semaphores - Joe Melhorn  
The Northwestern Pacific in HO; Recreating the Railroad and its Operations - Ed Merrin  
Control Panels with PowerPoint and Plexiglas - Seth Neumann  
Radio Frequency Identification (RFI) in Model Railroading - Seth Neumann and Chris Drome  
Creative Effects for Your Model Railroad - Paul Newitt  
Adventures in 3-D Printing - Kermit Paul, MMR  
Fall Creek Branch: Building and Operating a Portable Switching Layout - Bob Pethoud  
Building turnouts - Jim Petro  
Vintage Dated F Units - Jim Providenza  
Bring them Back Alive from Past Photos using Google Sketchup to Create Plans - Bill Schaumburg  
Key events of the 20th Century East Bay Interpreted Through Aerial Views and Images of an Electric Railroad - Stuart J. Swiedler  
Modeling Transition-era Tank Cars - Tony Thompson  
The Evolution of Scenes on My Glenwood & Black Creek Narrow Gauge - Parts 1 & 2 - Jim Vail, MMR  
A Look at Resin Casting - Tom Vanden Bosch  
Layout Design Elements in Free-moN - Steve Williams  
The Last Great Train Robbery - Bob Wirthlin, MMR  
35 years of the Sacramento Central - Dick Witzens  
Open Loads - Dick Witzens  
The Locomotives and Cars of the Central Pacific - Kyle Wyatt

In addition to all the above, Seth Neumann and Jim Providenza will hold their popular LD-OPS SIG Meet and Greet on Thursday evening.

You can keep up on the latest list of clinics and clinicians by checking the Convention Web site Clinics page at [www.pcrnmra.org/conv2013/clinics](http://www.pcrnmra.org/conv2013/clinics). We look forward to seeing you in Dublin April 3-7, 2013 at the Holiday Inn Express for a great time together. 🚂

# Jerry Littlefield

By Dave Connery



Jerry Littlefield

On November 11, 2012, long time member Jerry Littlefield of Coast Division passed away after a long, hard fight with Parkinson's disease. Jerry was known to most of us for his for his many services to the hobby and his always smiling countenance. Jerry was PCR Director from Coast Division from 1988 to 1991. Jerry's HO scale California Central Railroad & Artichoke Coast Line layout was awarded a Golden Spike in 1988 and was built in a ground level garage in his San Francisco home. This layout was included in tours during the 1990, 1994, 1995 and 1996 PCR Conventions and the NMRA 2000 National Convention along with numerous Coast Layout Tours. Jerry presented clinics during numerous Coast Meets and at PCR Conventions in 1991 and 1992 and served as the Clinics Chairman for the 1995 PCR Convention. He was the Transportation Chairman for the 2000 NMRA National and Jerry and his wife Kay were the Outside Activities Chairs for the 2003 PCR Convention. In 2001 the San Francisco layout was dismantled and the Littlefields moved to Danville, where Jerry immediately began construction of a new layout which was included in a couple of Coast Division layout tours. Jerry was a long time Auctioneer for the Coast Division Auction and when he was no longer able to do this he became Moderator of the Coast Modelers Roundtable, a task he continued at until about a year ago. He will be greatly missed. 🚗

## Frugality and Fraud Are Fun!

Featuring Fabrication of Fine Facades That Freed  
Financing For Further Fascinating Fakery

By Verne Alexander

Photos by Ed Merrin



This is the main building and offices of the Kornfeld Meats packing house. It is constructed of three sides of the Moore and Company kit, with the tower relocated. The large wall is actually the rear wall of the kit, and the model on the layout is open at the back.

The acronym of this title is FFFFFFFFFF, which kind of describes the escaping of hot air from a balloon. But wait! Before you skip on to the next article, give some consideration to the cold facts embedded in this hot air.

A large portion of my HO layout, the CRAP (Colville, Republic and Palouse) represents the city of Spokane. Spokane grew up in the 1880's around the railroads, the first of which was the Northern Pacific. Spokane burned to the ground in 1889, but was rebuilt, again around the railroads, and with bricks. I needed a lot of brick buildings in my background. Even though my layout is a mere 13' X 13', Spokane exists on two levels and wants lots and lots of brick buildings, big ones, bigger than DPM.

Walthers makes a lot of background kits representing big brick buildings, and I bought them all, at least once. BUT there weren't enough to fill in all the area that needed to be urbanized, and it really doesn't look very good to have a lot of copies of the same building in near proximity. What to do?

I started buying kits for complete big brick buildings. Then lights began to go on in my head. I don't have to build the whole

Continued on Page 27

## FFFFFFFFFFFF (Cont.)



The unused side of Moore and Company now becomes a building of its own, represented as a flat elsewhere on the layout.



This freight house is the third structure that I was able to squeeze from the Moore and Company kit. I took the two side walls and spliced them together to make a long building, adding one end wall and a scratch built loading dock.



The Mercantile building on the left is complete. The building adjacent to it (as yet unnamed) utilizes only two walls of its kit of origin. The third building, The Stockmen's Hotel, is only one wall of its kit.

building. I can use my trusty saw to shorten the side walls and make background flats out of these complete building kits. This not only gave me more variety, it also gave me leftover parts! There is no reason to put a back wall on a background flat, as it would never be seen. So there I am with two half-side walls and a back wall, and they can be assembled in any manner that I choose, in any combination with leftover parts from kits similarly altered. Now my mind is awash with possibilities.

Three things became very clear to me.

- 1) If it cannot be seen, I do not have to model it.
- 2) If I do this, no one will be able to see the difference.
- 3) This is going to stretch my kit dollar far beyond the usual methods of buying on sale and at the PCR auction.

Let me illustrate with some of the buildings on my layout. We will start with Kornfeld Meats, the packing house by my CRAP yard that is so evocative of the Armour packing house by the NP yard in Spokane in real life. (See photo on Page 26.) A few years ago Proto 2000 put out a factory kit called Moore's & Company. I bought it because it looked so much like the Sunset Line and Twine building in Petaluma. Bought it on close-out, as a matter of fact. It became the basis of Kornfeld Meats, and as I assembled it, it doesn't look much like the picture on the box. The large building side we see in the photo is actually the back of the building in the kit. The steps and tower are placed entirely differently. The back side of the building is not used at all.

The back side appears elsewhere on the layout as a wall flat. (See photo at top left.) It has wonderful signage on it that fits right in to my 1944 era. It is not in its final configuration in the photo, but you can see that it will represent a business of some sort quite adequately.

The kit came with a small storehouse as well. I took the two long sides of this storehouse, butted them together end to end, added a long loading dock and a roof from scrap lumber, tacked on one of the ends, and presto: there is the CRAP freight house in Spokane! (See photo at left.) And I have the unused end to use somewhere else.

All told, I got three separate buildings out of this single kit. None of the three is built or utilized according to the instructions. None of the three is all there. And none of this would be known to anyone but me if I did not tell them! Absolute fraud, but extremely economical and, for me, a lot of newly discovered tee hee hee fun.

Now lets take a look at the business block across the dirt street from Kornfeld. (See photo at left.) The Mercantile building on the left is complete, but only because it came that way when I bought it in the auction. The business college next to it is just two walls of some kit, I forget which one, but you can bet that the other two walls will appear as another building elsewhere on the layout. And the *piece de resistance*, the Stockmen's Hotel, is just a façade, with a junk wall to help it stand up. Pure subterfuge, but I love it, and I will

Continued on Page 28

## FFFFFFFFFFFF (Cont.)

love making yet another building with the three unused walls of that kit. The seasoning that brings this completely fraudulent scene to perfection is the fact that three of the vehicles are complete junk—no wheels, bad paint, poor design—but when the bad parts are hidden behind stairs or around corners, what is left in view is quite acceptable.

I don't claim originality for this kind of approach to layout structures, as the more I talk to people, the more I find that some do just this with their own layouts. However I did not know it when I began doing it, so I got the thrill of discovery along with the smugness of having all these secrets about what people think they are seeing. I pass it along to you readers in the hope that it may incite further creative skullduggery on your own layouts, and save you some money in the process. ■■■



**The three automobiles at the Mercantile, the hay truck and the mail truck are all complete models that can be placed anywhere. However the van behind the steps to the Kornfeld offices, the 'teens truck behind it and a gasoline truck just out of sight from this angle behind the Stockmen's Hotel are all near-complete junk! They are missing wheels and other parts, are broken and have disastrous paint jobs. But they also have some intact areas, and these are exposed to the viewer who has no reason to believe they are not complete. Three free vehicles--my budget continually thanks me for things like this!**

## Inside the Iron Horse Contest Room

Call for judges (veterans and newbies alike)

By Giuseppe Aymar, PCR Contest Chairman

Part of our **Iron Horse Express** Contest involves actually judging models, whether they'd be rolling stock, structures, dioramas, modules, photos and arts & crafts. To accomplish this we need a certain number of judges so no one is overworked and the process of judging can be accomplished smoothly and timely.

I am extending an invitation to anyone interested in helping with judging. Some of you have judged before and we welcome you back. Some of you have thought about judging but circumstances have not allowed you to, while for some, the anxiety of not meeting believed yet unrealistic expectations could have aborted your plans. Some of you might not have given it a thought until now, not until you were faced with my plea on this very column. Look, let me explain judging in simple terms: groups of three people are assigned to judge one category only through the entire contest. Each judge follows a very simple script, called a matrix, arrives at a conclusion as to the points to be awarded the model based on the matrix, compares the number with the other two judges and the three of them arrive at a final score. How scary is that?

To make it fair to the contestants, judges will be given a short introduction to the do's and don'ts of judging so that everyone judging will have a basic training. I will let judges know well in advance the date/time/place; historically it will be held informally in a meeting room at the Convention the evening before Contest judging.

**Continued on Page 29**

### In Memoriam

Craig Robinson, Fairfield,  
CA, Member since 1/1/1961

Francis Chapman, Monterey,  
CA, Member since 4/17/89

John Holmes, Tehachapi,  
CA, Member since 1/1/69

Jerold Littlefield, Danville,  
CA, Member since 1/1/81

Eugene Martin, Los Gatos,  
CA, Member since 1/1/72

Paul Yaggy, Campbell, CA,  
Member since 1/1/77

## Contest Judges (Cont.)

Now, to the positives about judging:

If you have entered models or intend to enter models, this is a great way to find out how you can become a better modeler by learning what the judges require in order to score higher on the matrix. It makes sense, no? As a judge you will soon learn that if this detail had been added, if that change had been done on the model or if that explanation was given in the paperwork you would have been able to score the model with higher points. Knowing that, does it not follow that when you work on a model yourself or do the contest write up for your model, you will indeed make sure those areas are covered? Point made!

You will earn volunteer points toward AP (Achievement Program) and eventually MMR (Master Model Railroader) by earning Merit Awards in Contests, thanks to the lessons you learned as a judge.

You will be offered a free lunch as a thank you. I am told these lunches are very nice affairs!

You will be given a ribbon to wear on your Convention name badge that will distinguish you as a model contest judge and volunteer.

You will forge new friendships by working closely with other judges and I will guarantee this: you will want to be part of judging again and again.

The negatives about judging:

As much as I bash my brain, I cannot come up with any! Geez! Dahh!

I wish to exhort anyone even thinking about judging to drop me a line stating their intent- it is not carved in stone, and no, I will not arrange to have a dead horse's head on your pillow if you do not follow through with your promise (that is Mafia style, not MY style. But I am reminded: Giuseppe, you are Italian! Hmmm.) Seriously, send an e-mail to me, [Giuseaymar@aol.com](mailto:Giuseaymar@aol.com) or call/leave a message at 707-291-0701. I hope to hear from you soon. Thank you in advance to all those who will donate their time and energy to this wonderful endeavor. 🚂

## Coast Division Report

By Darrell Dennis, Chief Clerk



The last Coast Meet was held on December 2, 2012 at the Boy Scout Headquarters, 1001 Davis Street, San Leandro, CA 94577 and was enjoyed by a total of 91! Ted Stevens, Registration Chair also took in two new NMRA memberships.

Clinics included: 10 AM: "Simple Signals with Arduino" by Chuck Catania

11 AM: "Waybills" by Tony Thompson

The Round Table was moderated by Howard McKinney with the usual good attendance.

The business meeting portion of the meet was called to order by Mark Schutzer, Coast Division Superintendent and Director, at 12:09 pm. Mark welcomed everyone and thanked them for coming to the meet in the pouring rain. Mark thanked the Auction committee, Bob and Darlene Ferguson, William Burgess, David Benjamson and several others for the very hard work getting the Estate of Albert McFarlane, NMRA Life Member, sorted, packaged and priced for the auction. This auction saw about 25% of the total Estate. More of the Estate will be auctioned at the next meet.

**Continued on Page 30**



**Coast Division Auction  
Photos taken at the  
December 2010 auction.  
Photos by John Marshall,  
Auction Committee  
Chairman**



**Auction Team in Action - Bob Ferguson,  
Verne Alexander, Jim Long, Stan Keiser,  
and Don Shortt**



**Auction Accounting - Bill Swindell**

**More Photos on Page 31**

## **Coast (Cont.)**

The next meet, currently scheduled for March 3, 2013, may be rescheduled to March 10, 2013 due to the World's Greatest Hobby on Tour Show on March 2 & 3, 2013. Look for your Meet Notification Postcard in your mailbox about a month before the March Meet. The meet is scheduled for Buchser School in Santa Clara but, again, watch for your postcard if this site is not available due to construction.

### **Announcements**

Charlie Getz, NMRA President, [announced that] the NMRA exhibit at the California State Railroad Museum, The Magic of Scale Model Railroading, is still proceeding with about 65% of the needed monies pledged or collected. Charlie asked everyone to try and give, or if you can pledge \$100 he will be passing out Pledge Cards. The next NMRA Board of Directors meeting will be in Atlanta, Georgia, on February 8th. If you have any business you think might interest the Board, let him know. One of the other topics under discussion will be the newly suggested "eBulletin" which may be added as a benefit of membership.

Dave Connery, Nominations, [said he] is looking for members to run for the three elected positions for Coast Division next March, 2013. The three offices, Superintendent, Chief Clerk, and Paymaster will be elected then. Darlene Ferguson has offered her name for Chief Clerk, and Bob Ferguson will run for Paymaster again. Although there was no name offered for Superintendent, Dave will continue looking, and nominations for all three offices may be given on the floor at the next meeting. Any person nominated must be present to accept the nomination. Dave remarked on the passing of Jerry Littlefield, a very long time member of the Coast Division, who lost his fight against Parkinson's several weeks ago. [Dave reported on] the PCR 2013 Convention [to] be held in Dublin, CA on April 3 thru 7! Included in your registration fee are 67 Clinics, model contests, photo contests, a steam excursion and speeder rides in Niles Canyon and numerous other activities. Go to <http://www.pcrnmra.org/conv2013/> for the whole story! Registering for the convention by January 31st will save you a few dollars too!

Pat LaTorres, PCR President, asked everyone to fill out and return the PCR election ballot, which will be included in the PCR Branch Line soon. Even for non-contested offices, it would help the PCR Board with planning. Pat also encouraged all member to attend the PCR Convention next April!

Bill Burket announced the passing of Vern Cole, owner of The Train Shop, and a longtime supporter of the PCR and its activities.

Chuck Mitchell wanted to thank all of the well wishes for his wife Sandy during her recent health problem. Sandy is home under care, but is expected to make a great recovery.

Seth Neumann reminded us of the PCR/LD/OPsig Layout Design & Operations Weekend, January 25-27, 2013. Activities can be found at <http://www.pcrnmra.org/sigs/>.

Eric Moe noted that he, with the help of others, have set up a very nice G Scale layout at the Hyatt Regency, 5 Embarcadero Center, in San Francisco.

**Continued on Page 31**



## Auction Photos (Cont.)



Auctioneer Don Shortt is assisted by Chuck Mitchell



Members hunting for treasures on the auction tables

## Coast (Cont.)

**Model Contest Results:** Frank Markovich- Theme is "Favorite Model"

1st Place: Earl Girbovan "Dexter's Dead End"

2nd Place: Veronica 'Ronnie' LaTorres for "a bridge"

3rd Place: Michael Ward Scratch built "C&NMN #524" On30 caboose

The categories for upcoming meets are: March 2013: Caboose, Freight car, Maintenance of Way; June 2013: Structure, Display/Diorama, Self-propelled cars and traction; September 2013: Steam Locomotives, Diesel and other locomotives, passenger cars; December 2013: Favorite Model (Open Category).

**Photo Contest:** Keith Wandry, Photo Contest Chair - "Favorite Photo (Open)"

1st place: Ronnie LaTorres "Oiling Around"

2nd Place: Ken Martin "8444 - Button Point"

3rd Place: Pat LaTorres "Oh shay can you see..."

The Photo Contest categories for upcoming meets are: June 2013: Diesel Locomotives / September 2013: Caboose / December 2013: Steam Locomotive / March 2013: Railroad Structures"

**Switching Contest:** Eric Moe, Allen Fenton Timesaver Chair  
Brakeperson 5 car problem

1st place: Berry Chinn - 7:34:6

2nd Place: Wayne Mcmillan - 10:18:4

3rd Place: Jim Smyrak - 12:15:9

Senior Brakeperson: 6 car problem

1st place: Tom Crawford - 4:21:0

2nd Place: Bill Burket - 5:37:7

3rd Place: Ed Slintak - 6:31:0

A total of 17 people participated, and all did a very fine job.

**Auction:** The auction had a total of 601 items, sold for \$15,528 ! With no-bid count = 82

An awesome job by the Auction committee (Bill Swindell, Auction Accounting)

Again, our next meet is tentatively scheduled for March 3 or 10, 2013 with the location tentatively set for Buchser School in Santa Clara. Please check at <http://www.pcrnmra.org/coast/> for all future Coast Division events and information.

Here's a sample of the sort of things that show up at the Coast Division auction - That's a lot of brass!





## Daylight Division Report

By Bruce Morden

Photos by the author, except where noted

November 17, 2012 - Daylight Division fall meet, Santa Barbara, CA.



Daylighters get out of the rain to register - Mike O'Brien, Steve Biggs, Neal Fernbaugh, Chuck Harmon, Suzie Paff (back to camera).



Crowds gather out of the rain under the covering of Gary Siegel's patio



John Ryan shows his dispatch board during his clinic.

Rain continued to fall all morning and into the afternoon. Somehow it did not dampen the enthusiasm of those hardy members of the Daylight Division that attended the fall meeting in Santa Barbara. Once again, Gary Siegel was our gracious host. Members and guests traveled from Fresno, Bakersfield, Los Osos, Lompoc, Goleta, Santa Barbara and Carpinteria to enjoy several clinics, some delicious pizza, the Division business meeting, followed by a short but entertaining session running trains on Gary's L&N Eastern Kentucky Division.

Gathering on the outdoor patio overlooking Gary's outdoor Southern Pacific Santa Cruz Subdivision, members warmed up with coffee, donuts and bagels. The stream through the backyard was rushing along loudly as we caught each other up on the trip to Gary's and lots of events that have happened since we last saw each other. Eventually, Dave Grenier welcomed everyone, introduced and thanked Gary Siegel for hosting, and turned the meeting over to Bruce Morden, who presented the first clinic.

Bruce talked about the evolution of model railroading over the years. He had a whole box of "stuff." Bruce presented examples and discussed tinline, power systems, track work, couplers, kits, and ready-to-run rolling stock. The clinic closed with a discussion on how hard it would be as a youngster to get into the hobby.

After a break to watch the continuing rain and grab another donut, John Ryan gave a clinic on operations. John is the operations manager for Gary's outdoor railroad. John had brought with him several boxes of the tools that make operating outside possible. He started by explaining how staging an outdoor railroad is different than an indoor one. John talked about car cards and way bills, and showed us his "brain" – a notebook with all the car cards for all the cars normally used on the railroad. He talked about the dispatcher and showed us the schematic of the railroad that the dispatcher uses to track the trains on the subdivision. John discussed the use of radios for the crews to communicate with the dispatcher. John also showed us the yard boards to organize the car cards for the cars in the various yards.

Following John's clinic the pizza had arrived so we had lunch watching the rain. No one had brought any entries for the model or photo contests. Mike O'Brien had more industry donated raffle prizes than there were attendees so he kept some for the next meeting. Because we did not have a third clinic – Gary decided not to trim trees in the rain – we started the business meeting early. A good meeting, moderated by Dave Grenier

Continued on Page 33





Neal Fernbaugh shares some photos with Chuck Harmon. Aren't those new-fangled phones great?!



## Daylight (Cont.)

included the usual minutes, Paymaster report, Director's report, Superintendent's report, and Good of the Division discussions. It also included the delayed presentation of Daylight Division Person of the Year award to Gary Siegel and two AP awards to Chuck Harmon for Civil and Electrical engineer. The next Daylight Division meet will be held in Fresno on a date to be determined in February 2013. Following adjournment, a short White Elephant auction was conducted by Dan Seames.

Most of the attendees stayed and operated on Gary's indoor L&N Eastern Kentucky Division for a few hours. The rain had finally stopped by the end of the meet, so hopefully everyone stayed dry on the way home. 🚗



O'Scale John got an n-scale car in the raffle. Stick it in the ground and water it, John. Maybe it'll grow to your scale!  
Photo by Mike O'Brien

## Redwood Empire Division Report

By Verne Alexander, Chief Clerk

Twenty-seven people signed the registration sheet at our 11-17 meet in Santa Rosa, and there may have been one or two who did not. The early part of the meeting consisted of a lot of social interaction around the consuming of some pretty good eats provided by Mary Moore Campagna. Then we got into the train stuff.

In what I consider to be a quite remarkable demonstration of participation, twelve of the 27 registrants brought models and modeling projects to share with others. All took questions and comments from the group. Everyone seemed to enjoy this interaction.

Fourteen people won door prizes on the basis of the simple fact that they showed up! Nancy Cossey won the special door prize provided by Poggies Hobbies. Everyone got a discount coupon from Hobbytown of America in Petaluma. We thank Poggies and Hobbytown for their support. Thanks also to those who have responded to the call to donate for door prizes good kits and models for which they once saw a need, but now no longer do. We have been encouraging this practice, and more people are now responding. Someone else would like what the donor no longer needs, and the donor does need the storage space it opens up!

Dave Croshere closed the meeting with his clinic on the construction of mechanical switch controls. They are things of beauty which operate

Continued on Page 34

## RED (Cont.)

flawlessly, save us money and even control the polarity of the switch frog. He had the rapt attention of his audience, and then invited everyone to come to his layout and view the controls in action.

Many RED members are supporting the Coastal Valley Lines modular club's two weeks of running their layout at the Napa Valley Museum in Yountville. This is the first time for such an ambitious venture, and the Museum is quite pleased with the attendance during the first few days.

Our next meeting will take place on February 23 at the Napa Club. We will operate on their layout, which will be set up for DCC operation. Attendees may bring their own equipment, as long as it meets NMRA standards. Otherwise we may use equipment that is already on the layout. If this interests you, come be a visitor! 🚂

## Sierra Division Report

By Gary Ray



The October 6<sup>th</sup> meet held in Colusa saw the election of our new Superintendent, **Scott McAllister**. Scott has been President of the Sacramento Modular Railroaders for the last four years and is involved with the Feather River Rail Society. Railroad history and modeling are his passion. He is working to find out the needs of the membership and would like anyone with ideas or wishes to contact him [[Scotter923@att.net](mailto:Scotter923@att.net) or call (916) 351-9885]. Scott is already hard at work planning our next meet to be held February 9.

One confirmed clinic will be given by **Klaus Keil**, longtime member of the Sacramento Chapter of the



**Host Walt Schedler shares 3-D model. Apr. 2011 & Oct. 2012 issues of Short Line have many details of layout and operations.**



**SP 2-8-0 has just been moved into future erection building in Colusa. Goal is to get it into operation.**

## EUROPEAN TRAIN ENTHUSIASTS

(ETE), on the construction of cargo containers using computer printouts that are available from the internet for free and **others** for a small fee. He will also share a short history of the development of cargo containers. I have seen a couple of dozen that Klaus has already completed and they look very realistic and three dimensional. Weathering done prior to printing each container out adds to the realism. Members will be able to construct their own containers to take home. Sharp #11 blade, steel rule, 1 push pin, and a cutting surface is needed. Bring a USB memory stick if you would like to have twenty containers patterns. Members from other divisions are welcome to attend. Meet is February 9, 10:30, Sacramento County Library, 2443 Marconi Avenue, Sacramento,

**Continued on Page 35**



## Sierra (Cont.)

CA. At 12:30, we will depart for a BBQ lunch (\$5) and a prototypical operating session at the Sacramento Model Railroad Historical Society, 1990 Grand Avenue. The op session will go from 2 until 4.

Scott and all the members of the Sierra Division appreciate all the hard work and wonderful job termed-out Superintendent **Jim Long** has done. Volunteer organizations such as ours rely on the generous time and effort that our leaders and participants put forth, and Jim certainly was a shining example of this attribute. Jim continued to serve even as health issues arose. Our hopes and prayers go out to Jim and his family as he continues to have problems.

Also reelected at our October meeting were **Bob Warner** – Chief Clerk and **Al Rowe** – Paymaster. Those attending shared their hobby interests with others and hopefully some would be willing to write an article for our division newsletter, *Short Line*. Digital editions are available at <http://www.pcrnmra.org/sierra/shortline.html>. The last eight issues are around thirty pages in length.

Members had a chance to sightsee and operate on **Walt Schedler's Southern Pacific Black Butte Subdivision** as well as visit his small hobby shop, **Walt's Trains and Electornics**, downtown. It shares the building with **Picket Fence Antiques** that has an antique American Flyer layout. To round out the day, we toured the site of a full scale SPC-8 2-8-0 restoration project.

Another Sierra Division activity organized by **Jim Petro** was the **2012 High Sierra Model RR Tour** on November 2, 3, and 4. Twenty modelers opened their homes in the Reno and Carson City areas for the three day tour. New hobby shops are always welcomed, and longtime NMRA member Hans Olzem of **Tahoe Electornics LLC** has opened **TRAINS** in Carson City. It is mostly HO but does have some N scale equipment. More info can be found at <http://www.tahoeelectronics.com/>.

November 10<sup>th</sup> and 11<sup>th</sup> was the **36<sup>th</sup> Annual International Railfair** in Roseville. The Sierra Division is one of four sponsors of

Railfair and this is our one yearly fund raiser. More than 800 adults attended on the day I volunteered to sell tickets. Volunteers enjoyed a banquet Saturday night along with free admission. There seemed to be more vendors this year and some new layouts not seen before 🚂



**Larry Anderson looks over his 20'x25' layout that was part of the High Sierra Tour. He is currently working on a mountainous addition.**



**Also on the Reno tour was Jim Petro's 20'x30' layout which hosts regular operating sessions using car cards.**



**Robert and Sylvia Pethoud's Fall Creek Branch is a new interactive switching railroad displayed at Railfair. Visitors had a chance to use one of 12 switching scenario's on the NCE controlled layout.**



**Klaus Keil will teach how to make containers for just a few cents each at the Feb. 9 meet.**



NATIONAL MODEL RAILROAD ASSOCIATION, INC.

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**PCR/NMRA**  
**Iron Horse Express**  
**2013 Convention**  
**Holiday Inn, Dublin, CA**  
**April 3-7 2013**

RETURN FORM AND PAYMENT TO:

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

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

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

**Registration Form**

Last Name		First Name		First Name (for Name Badge)	
Address			City		State      Zip Code
Home Phone	E-mail Address			NMRA # (Membership Required)	
Registration Type (Please check one) Model Railroader      Non Rail      Youth				NMRA Region (if other than PCR)	
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times: _____					
<b>I can help More. Have a Volunteer Coordinator contact me</b>					
Primary Scales and Interests		HO    N    Z    S    O    G    Narrow Gauge    Other: _____			

**ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)**

Last Name		First Name		First Name (for Name Badge)	
Registration Type (Please check one) Modeler    Non Rail    Youth		E-Mail (if Different)		NMRA #	
Available to Volunteer on    Wednesday    Thursday    Friday    Saturday    Times: _____					
<b>I can help More. Have a Volunteer Coordinator contact me</b>					
Primary Scales and Interests		HO    N    Z    S    O    G    Narrow Gauge    Other: _____			

**All Fares, except Day Fares, include Clinics, layout tours, & Saturday Night Banquet**

FARES: Please fill in QTY and Total	QTY	Unit Cost	Total
Early Bird (Before January 31, 2013)		79.00	
Normal Registration (After January 31, 2013)		89.00	
First Timer - PCR Members who have not registered for the past 5 conventions		69.00	
Non Rail or Spouse Registration (spouse can be modeler)		69.00	
Banquet Only (s-o's coming to nothing else)		45.00	
Youth Registration (12-18 years or student)		50.00	
Day Fare (No Banquet)      Wed      Thurs      Fri      Sat		35.00	
PCR Breakfast (prior to Business Meeting, Sunday 8 AM)		5.00	
Non Rail Lunch		5.00	
Polo Shirt    S    M    L    XL		25.00	
Polo Shirt    2XL    3XL    4XL		27.00	
Ball Cap		15.00	
Niles Canyon Railway Steam tour with run-by		25.00	
Speeder Rides in the Canyon    10 AM    11 AM    1 PM    2 PM		25.00	
Military Museum Tour Morning		50.00	
Military Museum Tour Afternoon		50.00	
Swap Meet Table		15.00	
2 Swap Meet Tables		25.00	
Swap Meet Electrical Power		5.00	
Extra Swap Meet Tables		12.50	
Non NMRA member must join the NMRA	6 month Rail Pass (allowed one time only)		9.95
	Full NMRA membership/PCR subscription		72.00
Payment by    Check**    Cash    [Use website for credit card]			<b>TOTAL:</b>
** Make Checks Payable to: "PCR Conv 2013" <b>No Refunds After March 15, 2013</b>			

# Club Info

## ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

## ANTIOCH MODEL RAILROAD CLUB

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

## BAY AREA NTRAK MODEL RAILROAD CLUB

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

## BAY AREA Z MODULE COOPERATIVE

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

## CALIFORNIA CENTRAL MODEL RR CLUB

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

## CARQUINEZ MODEL RAILROAD SOCIETY

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

## COASTAL VALLEY LINES

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

## EEL RIVER VALLEY MODEL RAILROADERS

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

## ELSIE

The Left Coast (Elsie) HO30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-664-8614 or Ken Lunders in Cupertino, 408-777-9572.

## EMPIRE BUILDERS MODEL RAILROAD CLUB

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

## GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY

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

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

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

## HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

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## Clubs (Cont.)

### LAKE COUNTY MODEL RAILROAD CLUB

HO layout. Meets Wednesday at 7:00PM in the old National Guard Building at the Lake County Fairgrounds on Martin Street, Lakeport. Call Mike Ernst at (707) 263-4949

### MOTHER LODE MODEL RAILROAD CLUB

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

### NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

### Nn3 ALLIANCE

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

### SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

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

### SACRAMENTO MODULAR RAILROADERS

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

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

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

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

### SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

### SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

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

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

### SILICON VALLEY LINES

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

### SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

### SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

## Clubs (Cont.)

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

### SISKIYOU MODEL RAILROAD CLUB,

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

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

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

### TRI-CITY SOCIETY OF MODEL ENGINEERS

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

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

### WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: [www.wcmrs.org](http://www.wcmrs.org). The club is also open on select week-ends as follows: Winter Holiday Open House on the week-ends before and after Thanksgiving, Nov. 16, 17, 18, 23, 24, 25. 2012 Week-end Schedule: Jan. 14-15, Mar. 17-18, May 19-20, Sep. 15-16, Nov. 16-18, 23-25, 2012.

### WEST BAY MODEL RAILROAD ASSOCIATION

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