

BRANCH LINE

NMRA'S FIRST REGION



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Best of Show Winners at Bakersfield

Photography
Tom Van Horn-
"Time for water"



Model
Giuseppe Aymar -
"SACO oil loading
facility"

Arts & Crafts
Diane Crawford-
"outside my box"



Bakersfield Contest Results Page 11
2018 Convention in Rohnert Park Page 7

PCR Call Board

PCR Officers, BOD

President	Ed Merrin	707-542-3620
Vice-President	Carol Alexander	707-484-5428
Treasurer	Bob Osborn	925-420-6880
Secretary	Chris Palermo	650-208-3150
Director, Daylight	Dave Grenier	559-297-1345
Director, Coast	Frank Markovich, MMR	408-505-2727
Director, Sierra	Tom Van Horn	209-626-0352
Director, RED	Steve Skold	707-539-1782

edmerrin@comcast.net
pcrVicePres@pcrnmra.org
brakemanbob@yahoo.com
chris_palermo@yahoo.com
grenida@pacbell.net
frank@frankmarkovich.com
tomvca@aol.com
sandcskold@att.net

Administration

Manager	Ed Merrin	707-542-3620
Budget and Finance Committee	[President, Vice-President and Treasurer]	
By-laws and Manual Committee	Steve Skold	707-539-1782
Nomination Committee Chair	Dave Connery, MMR	925-735-0134
Ballot Committee	Jim Providenza	415-472-6715
Honors Committee	Ray deBlieck	510-521-9778
Storekeeper	Ted Moes	510-749-7099
Audit Committee	(vacant)	
Historian	Dave Connery, MMR	925-735-0134

edmerrin@comcast.net
sandcskold@att.net
dgconnery@sbcglobal.net
rrjim@aol.com
RaydBCS@aol.com
ted@tjmoes.com
dgconnery@sbcglobal.net

Membership

Manager	Doug Wagner	661-589-0391
Member Services	Bob Ferguson	925-228-6833
Promotion	(Vacant)	
Member Aid	Rod Smith	510-657-3362
Education	(Vacant)	
Special Interests	Seth Neumann	650-965-4687

CarlDW@aol.com
BobPCRCDA@aol.com
Railgeez@aol.com
sneumann@pacbell.net

Pubs.

Manager	Gus Campagna	707-664-8466
Editor	Chuck Harmon, MMR	559-299-4385
Webmaster	Dave Grenier	559-297-1345
Social Media	Chris Palermo	650-208-3150

campgus@earthlink.net
harmonsta@yahoo.com
pcrWebmaster@pcrnmra.org
chris_palermo@yahoo.com

Conv.

Manager	Ray deBlieck	510-521-9778
2017 Bakersfield	Chris Palermo/Doug Wagner	650-208-3150
2018 Rohnert Park	Giuseppe Aymar, MMR	707-291-0701

RaydBCS@aol.com
dx2017chair@pcrnmra.org
Giuseaymar@aol.com

Contest

Manager/RED	Giuseppe Aymar, MMR	707-291-0701
Daylight Division	Chuck Harmon, MMR	559-299-4385
Coast Division	Jim Eckman	650-996-6728
Sierra Division	Gary Ray	530-990-1276

Giuseaymar@aol.com
harmonsta@yahoo.com
jim_eckman@roninengineer.com
gerber1926@gmail.com

Achievement

Manager	Jack Burgess, MMR	510-797-9557
Daylight Division	Dave Grenier	559-297-1345
Coast Division	Earl Girbovan	650-248-9255
Sierra Division	Dave Bayless	530-887-8880
RED	Giuseppe Aymar, MMR	707-291-0701

jack@yosemitevalleyrr.com
grenida@pacbell.net
egirbovan@netzero.com
davebayl@pacbell.com
Giuseaymar@aol.com

Daylight

Superintendent	Neil Fernbaugh	559-805-4520
Clerk / Paymaster	Bob Sexton	559-325-7528
Editor	George Pisching	559-275-0199
Membership	Doug Wagner	661-589-0391
Member Aid	Bob Pethoud	559-438-7705
Webmaster	Dave Grenier	559-297-1345

marmot47@sbcglobal.net
rdsexton57@gmail.com
gmpisching@netzero.com
CarlDW@aol.com
pethoud@comcast.net
grenida@pacbell.net

Coast

Superintendent	Doug Smith	925-362-8974
Clerk	Don Rom	925-719-2811
Paymaster	Bob Ferguson	925-228-6833
Editor	Tom Crawford	510-790-0371
Membership	Ronnie LaTorres	510-317-7456
Member Aid	Rod Smith	510-657-3362
Webmaster	Pete Birdsong, MMR	859-552-5467

funrun27@yahoo.com
k3d2dotrom@yahoo.com
BobPCRCDA@aol.com
tom@thecrawfordfamily.net
veronicashadlow@yahoo.com
Railgeez@aol.com
rrpeteb@gmail.com

Sierra

Superintendent	Jim Collins	209-566-0935
Clerk	Chip Meriam	530-899-2609
Paymaster	Al Rowe	916-961-9911
Editor	Chip Meriam	530-899-2609
Membership	(vacant)	
Webmaster	Gus Campagna	415-990-3777

jimcol@charter.net
chipmeriam@comcast.net
hofunrar@aol.com
chipmeriam@comcast.net
campgus@earthlink.net

RED

Superintendent	Peter Barnes	707-539-6746
Clerk / Paymaster	Ed Zakareckis	707-330-8948
Editor	Dick Foster	707-935-6215
Membership	Gus Campagna	707-664-8466
Webmaster	Gus Campagna	707-664-8466

pwbarnes@comcast.net
ezak@castles.com
gatefive@comcast.net
campgus@earthlink.net
campgus@earthlink.net

Hawaiian Division: All members transferred to Coast Division

Contents

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Chuck Harmon
1644 E. Goshen Ave.
Fresno, CA 93720
Phone (559) 299-4385
e-mail: harmonsta@yahoo.com

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Clinics, LCC and Tehachapi “Jackpot” Highlight 2017 Convention

by Christopher Palermo, co-chairman, Daylight Express
2017

Photos by Bruce Morden

The Pacific Coast Region held an enjoyable, well-attended convention on April 19-23 in Bakersfield. Headquartered at the DoubleTree by Hilton Hotel, the meeting offered an impressive clinical program, on-site layout operations, electronics displays, contests, dealer sales, and other attractions. If you missed it, make plans now for PCR’s 2018 convention in Rohnert Park (Sonoma County).

The 2017 convention opened Wednesday night with a welcome reception at Temblor Brewery, a short distance from the hotel, featuring micro-brew beer, hearty appetizers and a brewmaster’s chat. The event was sponsored by a Bay Area law firm. Meanwhile,

convention co-chair **Doug Wagner**, registrar **Michael Larson**—working his first convention in a critical position—and assistant **Mike O’Dorney** opened the registration desk and worked tirelessly

to check in over 165 attendees. Pre-purchased convention cars were delivered to buyers. (More cars are available so contact Doug if you want one, two or four.) Attendance was strong thanks to the great efforts of

Chuck Harmon, MMR on publicity and promotion, and the easy-to-navigate website set up by **Dave Grenier**.

Clinics also began that night and ran through Saturday, and what a clinic program it was — like a four-day model railroad university. Topics ranged from basic layout construction to fabricating multiple different kinds of trees to cutting-edge techniques such as 3D printing freight cars and other items. **Bob Chaparro**, **Jim Lancaster** and **Neil Fernbaugh** gave several related clinics on the citrus industry. **Ed Hall**, MMR planned and presented a remarkable FIVE different clinics during the course of the week. **Bob Pethoud** explained how he built and operates his Fall Creek

Branch linear switching layout, which has been featured in Model Railroader. The layout was located in the hotel ballroom all week so registrants could take the throttle and switch trains. **Clark Kooning**, MMR flew in from northeastern

Canada to present several Modeling With The Masters intensive clinics, including wood and plastic kit construction, weathering and more. Clinics co-chairs **Mike O’Brien** and **Bruce Morden** did a terrific job recruiting clinics, helping presenters, arranging signage, debugging AV issues and generally solving myriad little issues that always arise when dozens of clinics are running.

A special focus in the clinical program was electronics, including NMRA’s new LCC standard. **Balasz Racz**, a Swiss employee of Google who has had a key role in defining LCC and its predecessor, **OpenLCB**, flew all the way from Geneva to present three clinics. He also was essential to help set up, demonstrate and take down a 6x6 LCC demonstration layout, which was constructed by LCC vendor **RR-CirKits** of North Carolina. The LCC layout was shipped to and from Bakersfield with the assistance of NMRA, the



Michael Gross Speaking

Continued on Page 5

company and convention co-chair **Chris Palermo**, **David Parks**, who owns one of the world's largest private operating LCC layout installations, contributed to the clinics and explained the architecture and implementation of his layout. The LCC information content of our convention rivaled or exceeded what is provided at NMRA National conventions.

Congratulations everyone!

Layout tours, which Doug Wagner coordinated, were highlighted by the extensive HO layout of the Golden Empire Historical & Modeling Society. Numerous operators were hosted in several sessions throughout the week and David Parks coordinated calendars, sessions and scheduling. Four other layouts were open for tours and the entire convention committee extends a sincere thank-you to **Kevin Birkbeck**, **John Drazin**, **GEHAMS**, **Al Sandrini**, **Larry Saslaw** and Doug



Wagner for accommodating visitors.

Back at the hotel, **Seth Neumann** and **Jim Providenza** hosted special-interest discussion sessions to packed rooms, addressing a range of layout planning problems and operations issues that modelers described. Several layout plans in progress, including that of contest chair **Giuseppe Aymar**, MMR, were shown and discussed. If you are planning a layout in 2017-2018, be sure to attend the

Layout Design SIG meeting next year in Rohnert Park. Bring your plans or operating issues, and take advantage of the deep wisdom in PCR to get your layout designed and operating smoothly.

On Friday the convention hosted a 3/4-day bus tour to world-famous Tehachapi Loop, shepherded by Chris. The bus left the

hotel at 9:00AM sharp, headed upgrade, and paused at the Keene Store to pick up docents from historic Tehachapi Depot. The bus then continued to a public highway turnout and historical marker positioned above the loop with a great view. As the bus arrived, a Union Pacific double-stack train was already waiting in the siding

for us, and a few minutes later, a mixed train charged through in the opposite direction as cameras snapped and video was recorded. The train in the siding then departed. Visitors then waited patiently about 30 minutes while sharing railfanning and



A Large Crowd Enjoyed the Banquet



Lots of Bargains at the Swap Meet



Tommy Johnson Telling Stories

modeling stories. The weather was absolutely perfect—warm for the Loop's high elevation and clear with a slight breeze to cool everyone. Just before the tour's scheduled departure, a third train arrived and traversed the loop. Three long trains in less than ninety minutes — a jackpot.

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The bus then continued down to Tehachapi Depot where guests disembarked, crossed the street and enjoyed a delicious roast beef lunch at a local restaurant. Registrants then returned to the station for a view of historical exhibits and a demonstration of operating prototype signals that have been installed in a “garden” next to the station. Our hosts opened the cases of the signals to show the mechanical and electrical innards while operating them. A short time later, a UP maintenance crew arrived with a ballast tamper and began work on the track in front of the station. A number of registrants took video of



this impromptu demonstration as well. Everyone then reboarded the bus for the return trip — satisfied after a packed day with a variety of sights.

Friday morning also featured a well-attended Hobo Breakfast at Hodel’s Country Dining, coordinated by **Bill Scott**. Thank you



Wayne, Ronni and Michael doing grass

Bill!

Hotel facilities were excellent. Facilities director **Ray deBlieck** and Chris ensured we had comfortable rooms, convenient convention room arrangements and delicious catering. The banquet meal and Sunday breakfast both drew praise from attendees. Convention Treasurer **John Houlihan** kept the convention’s books straight and got checks delivered to those needing reimbursement.

The contest room was well filled and contest manager Giuseppe Aymar, assisted by **PCR Vice-President Carol Alexander** and Dave Grenier, oversaw numerous entries in a wide array of categories. The room was spacious with a layout that was easy to navigate.

Friday and Saturday saw both a large modeler’s “swap meet” filled with bargains and unusual items. Several modelers were seen heading back to their rooms with armloads of “treasures.” A half-dozen commercial vendors including Green Steam Products and Monster Modelworks, Walt’s Trains & Electronics, SPROG DCC, and Scale Signal Systems showed and sold products, for which we give a hearty thank you for your support.

The convention’s awards banquet on Saturday



Fall Creek Branch Operators

night was incredible. To begin, the western barbeque dinner was delicious and pleasantly served by the hotel staff, not an easy task considering there were 160 people in the room. Giuseppe Aymar and his team presented a large number of awards efficiently and with humor and praise. The keynote speaker was noted entertainment personality **Michael Gross**, who also presented clinics earlier in the week; his talk was perfectly presented with warmth, emotion, and superb craftsmanship of language. He told of his Chicago childhood in a seeming fantasy world in which no fewer than ten railroads served the city, one of which ran adjacent to his house. He focused, though, on the wisdom, ethics, and quiet power of his grandfather, an AT&SF locomotive engineer whose career spanned several decades, and who often served as a surrogate father. During much of Michael’s talk, the room was stone silent as guests hovered on every sentence, and upon concluding, tears were seen

on faces here and there and Mr. Gross received a standing ovation.

On Sunday morning the convention wrapped up with breakfast and PCR's mandatory annual business meeting. Details of issues addressed in that meeting are in a separate Branch Line story.



PCR's 2017 Bakersfield convention was a success thanks to all the volunteers noted above and the rich contributions of knowledge and fellowship provided by so many members who attended, presented or assisted. Planning for the 2018 meeting in Rohnert Park is well underway and promises to equal or exceed Bakersfield. See you there!



PCR Membership Gauge

As of May 31, 2017
May 31, 2016—981
June 30, 2016—982
July 31, 2016—976
August 31, 2016—975
September 30, 2016—971
October 31, 2016—968
November 30, 2016—973
December 31, 2016—967
January 31, 2017—968
February 28, 2017—966
March 31, 2017—964
April 30, 2017—965
May 31, 2017—968

2018 PCR Convention Coming to Rohnert Park

by Dave Croshere

Redwood Empire Division finally gets another chance to host a full PCR convention. Its been quite a while, thirteen years since the PCR came to RED for five days. We have a lot to show you.

We are co-hosting the 2018 Convention at the Double Tree by Hilton hotel in Rohnert Park April 4th through the 8th in conjunction with the North Western Pacific Historical Society. Sonoma County has become a very popular weekend destination for good reason. Folks love the temperate climate, the beauty of the stellar views, rivers, wildflower covered hills, and of course our vineyards and tasting rooms. But as train people, we are offering much

more besides these amazing tourist attractions.

For layout tours we have more than a dozen modelers ready to show off their creations. Amongst those are three (possibly four) stand alone buildings of 1200 square feet or more. How much track can you put in a building that size? Come and see.

We will have layout operating sessions. We have 11 layout commitments for those of us who like to operate trains. In one layout the session begins in the dark of morning. As you work through, the sun (lights) come up and its railroading as you imagined. Will we have enough operators to service all the anticipated operations? I hope so. Be

sure and sign up.

How about clinics? We are going to have a full schedule of modelers sharing their expertise about how they built their layout, why they built it as they did, or might have built it if they could. The NWPHS members will explain how the prototype was actually constructed. The OpSig group will also have their informative popular casual gatherings. Modelers will even be able to bring in projects or ideas to share for short discussions that don't require a clinic's time frame.

Talking about the NWPHS group: Their archives are just down the street from the hotel. They have documentation on everything NWP, schedules, photos, you name it. And a little further away, but still close, is their maintenance

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yard. They have a couple of old turn of the century passenger cars in the process of restoration, a nearly restored NWP caboose, and more waiting for you to explore.

Why are we offering a bottle of Korbel Champaign for early registration? Well, first of all its delicious champagne. But also Korbel was closely related to the NWP in our area in the early years. Korbel started in the lumber business with a lumber mill, hence the need for the NWP. They were also

early pioneers in the wine industry, eventually focusing on champagne. They even had a part in the beginning of a world renown brewery in our area.

Sturgeon Saw Mill will be a special tour on Friday the sixth. This historic group operates one of the only steam powered saw mills left in the world. They are going to run the mill that day just for our convention group. Sturgeon recognizes the close relationship with their history and railroads. In

fact, this saw mill was originally started by Korbel. It was sold and moved away, finally relocated to its present location about 20 minutes west of Rohnert Park. See this operation close up, and I mean close up. It's amazing.

The Beerfest in Bakersfield was so popular that we decided to do the same thing! So join us on Wednesday evening to put your travels behind you and meet up with old and new friends. We're going to have fun. Please come and join us in Rohnert Park. 🚂

President's Report

by Ed Merrin, President, PCR/NMRA

Sunday morning in Santa Rosa: The air is chilly, a breeze is blowing, and the sun is teasing us. It looks great but the forecast is for some showers. I'm not pleased.

But I am ready to write my column.

First, a few words about the recent convention we had at Bakersfield. This was definitely a feel good experience, in my opinion. Tours and clinics ran with

precision, there were lots and lots to learn, and the company was great. What was especially impressive is how the convention committee managed to put this together on almost a last minute basis. Talk

about performance under pressure! My thanks to Doug

Wagner, Chris Palermo, and the rest of the committee as well as to our PCR Convention Department Chair, Ray DeBlicek, for steering them well.

And, for those of you that didn't attend, you missed something.

One of the things you missed was a pretty good demonstration of how our organization's governance works. I'm talking about the Annual Business Meeting, where we debated and voted on a proposed change to our By-Laws. To recap, the Board of Directors had been discussing whether or not to place the elected Division Superintendents on the Board as voting members (see my discussion in the last issue of The Branch Line for background). Such a change requires the approval of a two-thirds majority of members present at the

Business Meeting. The membership vote was almost evenly divided, which was not enough to pass the proposal for change.

As you may recall, I had communicated with other Regional Presidents in the not too distant past in order to test the waters for this idea. In the process I found that the way Regions organize their Boards varies considerably from one to another. I revisited my notes on this and also gathered more detail. This involved reviewing my past email correspondence with my fellow Presidents and spending more time on Regional websites. The type of information available on-line varies from Region to Region. Some post their By-Laws and some don't; others list the members of their Boards and their titles, and a few say nothing about any of this. There are 17 NMRA Regions, and as of this writing I have information of one kind or another for 13,

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It may be worth our while to begin thinking about combining the jobs of Division Superintendent and Division Director at some point in the future

including PCR.

Before talking about other Regions, let's recap how PCR works. The Board of Directors consists of the President, Vice President, and a Director from each Division (currently there are four). All of these Board members are elected officials and each has one vote. The President functions as Chairman. There is also a Secretary and a Treasurer, but they are appointed rather than elected and have no vote.

As you might suppose, all the Regions elect Presidents and Vice Presidents. But a number of regions also elect Secretaries and Treasurers, who are thus voting members of the Board. And some include the "Immediate Past President" on their Boards as well. Southeastern has an "Executive Advisor" on their Board, whatever that is. This is what happens when you sit different groups of people down and give them the assignment to "write some By-Laws."

When it comes to Directors and Superintendents there is even more variety. Now, I'm still sorting this out so there may be some errors, but as far as I can tell, PCR and PSR are the only Regions where Division Superintendents don't participate as Board members (there are another two Regions - Southeastern and Midwest - I'm unsure about). There are at least three Regions where the Superintendents are the only Directors apart from the President and other elected

officials. Three Regions have "Directors at Large," elected by the membership as a whole, in addition to Superintendent/Directors. I haven't found an instance where there are only Directors at Large, but there may be a few Regions that combine at Large and Divisionally elected Directors who are not Superintendents.

The message from all this is that what we were voting on would have been unique. It would have given us two Directors chosen from each Division, rather than combining Division Superintendent and Division Director into one job. This has a great deal of inherent awkwardness. The arrangements I described above involve Boards consisting of either (1) combined Superintendent/Directors plus elected officers or (2) combined Superintendent/Directors, some number of Directors at Large (which PCR does not have), and elected officers. So in retrospect we did the right thing by rejecting the proposed changes.

So why am I bringing this up?

Basically, I'm looking ahead at ways to adjust what we do in these times of advancing age and slowly decreasing membership. One issue of the not too distant future may be problems in filling jobs that are important to functioning as the organization we would like to be. Already it is getting difficult to find people to run

for offices at either the Division or Regional level. When was the last time we actually had an election that was contested? The most recent I remember is when I first ran for PCR Vice President a good six years ago. Perhaps there have been others since then in the Divisions.

And our leadership is becoming older and older. Just as an example, the average age of the PCR Board of Directors, Secretary, and Treasurer is about 69. It wasn't always so.

It may be worth our while to begin thinking about combining the jobs of Division Superintendent and Division Director at some point in the future and taking the smaller Board option described above. Then there would be four less people needed to run for office. As time goes on we may have a smaller pool to draw candidates from.

In fact, this option was proposed by a member during the Business Meeting in Bakersfield, although some procedural issues deflected us from discussing it. It may be premature to jump into this now, but there may be a time when it will deserve serious thought.

Thanks for your ears!



Achievement Program - Golden Spike

by Jack Burgess, MMR, Manager, PCR Achievement Department

This month, we'll take a break from the Achievement Program certificates to discuss the Golden Spike Program. For some modelers, the requirements of the AP can seem too intimidating and/or too much work. The Golden Spike Program is much easier and requires demonstration of modeling skills in only three areas. The Golden Spike Program is thus a good way to get your "feet wet" with the Achievement Program

and get some recognition for your modeling skills at the same time.

The first category is "Rolling stock". This category requires completion of six (6) models (motive power or cars) which can be scratchbuilt,

craftsman kits, or detailed commercial kits. While buying a ready-to-run Kadee PS-1 boxcar or adding trucks to an Athearn flatcar won't meet this requirement, building a resin kit or even a Tichy freight car kit with some weathering would meet the requirements. They only need to be "displayed" meaning having them on display at a divisional meet or even on your layout.

The next category is "Setting" and can be satisfied by constructing a minimum

of eight (8) square feet of layout with scenery. Note that eight square feet is a scene only 4' wide by 2' deep!

There must be at least five (5) structures on the layout, which must be scratchbuilt, craftsman, or detailed commercial kits. If there are less than five structures, additional ones separate from the scene can be used to fulfill the requirement.

Remember that bridges are also structures. The layout is not "judged" but only that it qualify as a "layout" which means more than plywood painted green with some track.

Finally, the last category is "engineering" (civil and electrical). It requires the completion of three (3) types of trackage (turnout, crossing, etc.). Even track on a grade is considered a type of trackage. The three examples of trackage do not need to be different; a passing track and spur will include three turnouts which will satisfy this requirement. All of the examples must be properly ballasted and installed on a proper roadbed which can be cork roadbed if desired. While hand-laid track can be used, commercial trackage is perfectly acceptable. All of the installed trackage must be properly wired so that two trains can be operated simultaneously by using a double-track main, a single-

track main with sidings, block control, or command control. Note that this requirement can even be met by having selective power to a spur so that one engine can be run into a siding, the power cut, and a second engine run over the main. Finally, one additional electrical feature must also be provided. This can be a powered turnout, a track signal, a turnout indication, a lighted building or campfire, etc.

Many modelers will quickly discover that have already completed these

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The Golden Spike Program is thus a good way to get your "feet wet" with the Achievement Program

Opting Out of Branch Line Subscription

by Gus Campagna, PCR Publications Manager

If you subscribe to the PCR Branch Line Magazine, now \$8.00, you can opt-out of receiving the printed version. Just write to me at campgus@earthlink.net and I will add you to my list. When I get notification that the Branch Line is at the printer I send out an e-mail to the members who have opted-out.

If you are a life member, you automatically get the printed version of the Branch Line, but you can also opt-out if you'd like.

Remember the Branch Line is available to everyone on-line. 🚂

requirements with their layout (even if it is still under construction) and need only to complete an application in order to be awarded a Golden Spike Award. The verification on the application can be by any other NMRA member in good standing. **Attach a photocopy of your NMRA membership card** and the application is complete! An application for a Golden Spike Award is included in most editions of the Branch Line. Once you have this Award “under your belt”, you can use this same work, with either some refinement or additional effort, as the start of your efforts for several

Achievement Awards if desired.

I am pleased to announce the following Certificate of Achievement awards since the last issue of the *Branchline*:

- Earl Girbovan - Master Builder - Scenery
- David Grenier - Association Official

Congratulations to both of you!

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My contact information is listed in the Call Board on Page 2. 🚂

PCR Membership Tracker

Division	# Members
Coast	446
Sierra	259
Redwood Empire	44
Daylight	119
Total PCR Members	968

Contest Report

by Giuseppe Aymar, MMR, Manager, PCR Contest Department

The following is a list of the Contest awards

There was a total of 74 entries for all three categories.

In the model category, 15 models received “Merit Awards” reflecting the high standards of modeling we see in PCR. This is outstanding! Thank you all who participated in making this contest a very successful and enjoyable affair for all.

Arts & Crafts

General original

- 1st place- Carolyn Weber- “after the storms”
- 2nd place- Vince Vargas- “number board from SP Sd7”
- 3rd place- Vince Vargas- “builder’s plate for SP cab forward”

General pattern

- 1st place- Nancy Stokely- “mystery quilt June 2016 “

Needlework pattern

- 1st place- Diane Crawford- “Bulgarian Odyssey”
- 2nd place - Carolyn Weber- “Ruddy ducks”
- 3rd place- Carol Skold- “Cloth wreath”

Railroadiana original

- 1st place- Carolyn Weber- “Ventura depot early 1900s“

Models

Caboose kit

- 1st place- Frank Markovich- “caboose Mt blue”

Caboose novice

- 1st place- Steve Harvath- “Deepwater and Inland caboose”

Caboose open

- 1st place- Frank Markovich- “West Side caboose #4”

Diesel & other locomotive-open

- 1st place- Vince Vargas- “SP road switcher Sd7”

Display kit

- 1st place- David Grundman- “one story house with yard”

Display novice

- 1st place- Steve Harvath- “Brass hats inspect the work”
- 2nd place- Chris Greenwood- “Civil war era freight depot”

Display open

- 1st place- Thomas Knapp- “California Star oil works facility”
- 2nd place- Vince Vargas- “scratchbuilt complex turnouts”

Freight car novice

- 1st place- Chris Greenwood- “tractors on flatcar”

Continued on Page 12

Photos of First Place winners are on pages 18-21



Freight car open

- 1st place- Steve Harvath- "Port Huron & River St Clair Ry Box car"
- 2nd place tie- Giuseppe Aymar- "heavy load-fractionating tower"
- 2nd place tie- Tom Harriman- "Victor Gold mining gondolas"

Maintenance of Way kit

- 1st place- Giuseppe Aymar- "water car for fire train"
- 2nd place- Frank Markovich- "side equipment flat and donkey"

Passenger car open

- 1st place- Edwin Hall- "SP observation car # 2804"

Steam locomotive kit

- 1st place- Frank Markovich- "Shay"
- 2nd place- Frank Markovich- "Heisler"

Steam locomotive open

- 1st place- James Keene- "Gorre & Dephetid no.36"

Structure kit

- 1st place- Dave Croshere- "1936 maintenance of way facility"
- 2nd place- Earl Girbovan- "Graves elevator"
- 3rd place- Frank Markovich- "the car shop"

Structure open

- 1st place- Earl Girbovan- "Calaveras cement"
- 2nd place- Tom Harriman- "five track transfer table"
- 3rd place- Tom Harriman- "curved trestle"

Structure novice

- 1st place- Steve Harvath- "GM&O station at Shirley, Illinois"

Traction open

- 1st place- Thomas Knapp- "Birney four wheel trolley"

Photography

Model color

- 1st place- Earl Girbovan- "rural gas station"
- 2nd place- Ed Merrin- "Old but good"
- 3rd place- Ed Merrin- "the mill"

Prototype B&W

- 1st place- Stenley Keiser- "Clover valley #7"
- 2nd place- Tom Van Horn- "SP&S 700 driver"

Prototype color- general rail subject

- 1st place- Tom Van Horn- "Sierra dangerous loco"
- 2nd place- Tom Van Horn- "Feather River lumber #2"
- 3rd place- Pat LaTorres- "What red lights"

Prototype color tracks & structures

- 1st place- Pat LaTorres- "Stenner creek trestle"
- 2nd place- Ronnie LaTorres- "Stenner trestle"
- 3rd place- Stenley Keiser- "Kansas City multilevel junction"

Prototype color Trains in action

- 1st place- Pat LaTorres- "Curves"
- 2nd place- Tom Van Horn- "Sierra in Jamestown"
- 3rd place- Pat LaTorres- "North bound on the Deschutes"

Prototype color Working on the Railroad

- 1st place- Ronnie LaTorres- "Albany, Oregon"
- 2nd place- Stanley Keiser- "Engineer waving"
- 3rd Place- Ronnie LaTorres- "Cal Northern at Williams"

Levity award: William Chappell- "thoughtful caboose"

Favorite train: Giuseppe Aymar- "SP fire/water train"

Popular vote

Arts & Crafts

Diane Crawford- "outside my box"

Model

Earl Girbovan- "Graves elevator"

Photography

Earl Girbovan- "Rural gas station"

Best of Show

Arts & Crafts

Diane Crawford- "outside my box"

Model


Giuseppe Aymar- "SACO oil loading facility"

Photography

Tom Van Horn- "Time for water"

Let's get started on our projects for next year's Convention "**Enduring Rails**" in Rohnert Park, Sonoma County. 🚂

Photos of First Place winners are on pages 18-21



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

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

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

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Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



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www.nmra.org

Then, get that popcorn ready.

Pacific Coast Region SIG Report for Second Quarter 2017

by Seth Neumann

The main SIG activity in the second quarter was PCR Bakersfield convention, held at the Doubletree on by Hilton hotel April 19-23. While there is plenty of convention coverage elsewhere in this issue, let me add my impressions: I felt it

was a very good convention.

Attendance was strong for a non-Bay Area convention.

While we only had two clinic tracks, they were organized by Bruce Morden who is a member of the Bay Area Sig

Meet committee and the quality of the resulting clinic tracks was outstanding! I found that there was always a clinic I was interested in attending and most of the time I had to make a choice between two enticing clinics. While we did not have a Sig Track per se, much of the content covered industries and operations to be modeled, such as a group of citrus industry clinics which was bolstered by a group of clinicians from the PSR.

There were two operating layouts available, the GEHAMs club and Robert Pethoud's Fall Creek Branch modules, which were set up in one of the ballrooms. I had been hoping to operate on the Fall Creek Branch for some time and Pat LaTorres and I got the opportunity to run on Friday morning. This is a challenging switching layout


and we had a great time with it. On Thursday night, we held the SIG Meet and Greet/Roundtables, which Jim Providenza and I hosted. Several participants brought plans and the group was able to offer helpful critiques.

Based on what I saw, we will have several new operating layouts over the next few years. Particularly encouraging is that several of these plans are to be built in the Redwood Empire division which is hosting next year's meet and at least one of the layouts is well underway!

The NMRA

Convention will be in Orlando in 2017, Kansas City in 2018 and Salt Lake City in 2019. Kansas City is known for both its quantity and quality of operating layouts and the KC2018 group is composed of many operators, so expect a strong SIG program all around in KC. There are many fine operating layouts along the Wasatch front and I expect a strong operating program and great SIG tour there.

We're working on the SIG program for Enduring Rails and we expect a very strong operating program, good tours and a strong SIG track.

Seth Neumann
sneumann@pacbell.net 

Branch Line Deadlines for 2017- 2018

OCT-NOV-DEC 2017
Issue
Articles due by
September 10, 2017

JAN-FEB-MAR 2018
Issue
Articles due by
December 10, 2017

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

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

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

Web Announcement

By Gus Campagna,
Manager, PCR
Publications Department

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

We're working on the SIG program for Enduring Rails and we expect a very strong operating program, good tours and a strong SIG track.



The Answers Are Out There

Weathering with Colored Pencils

by Robert Pethoud, Member Aid Chairman, Daylight Division

As a dedicated model railroader, I've long subscribed to the admittedly arguable notion that one cannot have too many locomotives or too many freight cars. What is inarguable, however, is the proposition that you can't have too many methods for weathering those freight cars.



You can't have too many methods for weathering those freight cars.

At the recent 2017 PCR convention in Bakersfield, two different presenters recommended a product I hadn't yet tried. Michael Gross and Pete Steinmetz both presented informative and inspiring clinics on weathering and both suggested using Prismacolor Premier colored pencils. The impressively realistic results they obtained spurred me to purchase several of the pencils at my local art supply store. The colors I bought included several shades, both lighter and darker, close to boxcar red and others close to reefer

yellow. Michael Gross called these related hues "sympathetic" shades.

I've noticed that double-sheathed house cars often weathered such that each individual board ended up being a slightly different shade from those adjoining it. Colored pencils may be the ideal tool to replicate this effect. Judge for yourself how well this worked by examining the color photos. If you're reading the black and white print version of the Branch Line, check out the photos on the PCR website.

The boxcar and reefer are HO scale Accurail factory-painted models (#4631 40' USRA Double-sheathed Box and #1569 40' Wood Reefer). The colors I used are listed in the table.

I began by spraying the models with Testors Dullcote (#1260 Clear Coat), in order to get a flat finish with enough tooth to readily accept the pencil colors. I applied the colors with light vertical strokes to random boards on the sides and ends of the cars. The six pencil colors, along with the factory-applied color, give you seven different shades, but since you can use multiple colors on any


board, your palette is essentially unlimited.

The remaining parts of the freight cars were weathered with other techniques as follows: The underbody received a coat of Rust-Oleum Painter's Touch Satin London Gray sprayed from a rattle-can. When this was dry, I applied Bragdon's weathering chalks with a stiff-bristled brush.

Truck sideframes got the same treatment as the underbody, plus some rust-colored water color brushed on the springs.

The roof received only Bragdon chalks.

The running boards received a wash of dark gray acrylic craft paint. When that was dry, Paynes Gray water color was put into the grooves between the boards with a tiny brush and Bragdon chalks were applied to the boards' top surfaces.

Michael Gross got stunning results using these pencils to weather steel boxcar models, so if your modeled era is later than mine, you can still use this technique. Prismacolor Premier colored pencils are inexpensive, quick, and easy to use. Why not put them to work weathering some of your hundreds of freight cars? Send your comments and questions to me at pethoud@comcast.net 

<u>Boxcar</u>		<u>Reefer</u>	
PC 943	Burnt Ochre	PC 940	Sand
PC 944	Terra Cotta	PC 942	Yellow Ochre
PC 945	Sienna Brown	PC 1003	Spanish Orange
PC 997	Beige	PC 1012	Jasmine
PC 1031	Henna	PC 1033	Mineral Orange
PC 1081	Chestnut	PC 1034	Goldenrod

Tales of the Santa Cruz Northern Switches - 1

by Jim Providenza

Switches are probably the most irritating single thing in railroading – prototype or model, I suspect. I’m not sure if you will agree with this, but I feel you certainly can’t model without them, and I sometimes feel that you can’t model with them!

Several weeks ago the round robin work group was over and after running a test train through the new



location of Ilium, Bill Kaufman and Adam Palmer reported that about every third or fourth car was going on the ground when the train

went over the west siding switch. See Photo 1. If the cars had been going on the ground at the switch into the sand plant spur (in the foreground of Photo 1) I

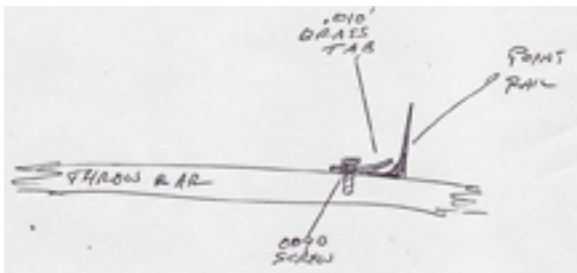


Fig. 2 - Throw Bar Tab

would not have been surprised. Not pleased, but not surprised. This was a Walthers curved switch that I had ‘done surgery on’ – modified significantly to fit the track geometry I needed. But it wasn’t this switch.

But the problem they reported was at the west siding switch at Ilium, the one in the rear of Photo 1. This switch is a stock Walthers Code 83 curved switch – what could be causing such a problem? NMRA standards gauge to the fore! It turned out that the track gauge through the normal route was too narrow, all the way from the frog to the headblock ties. How could this happen? I mean, the rails are fixed in place when the switch is made. There was no sign that the stock rail was somehow misaligned. It seemed to be just where the good folks at Walthers intended it to be.

I don’t have an answer to that question. And I have had this sort of thing happen with other commercial switches before. I suspect that as rail moves due to expansion and contraction due to temperature changes rail gauge can be affected just enough to cause a problem. But I

don’t know for sure. But I do know a solution to the problem.



Photo 1 - Ilium Switches

To understand why I used the technique I did, recall that you cannot spike down the inside of the stock rail where the spikes would prevent the point rail coming flush against the stock rail. At the same time you need some way to make sure the stock rail stays in gauge. This is particularly important on a curved switch. On a commercial turnout this is

Continued on Page 16



Photo 3 - Fallon New Switch

accomplished in the manufacturing process with the ties and spikes molded to hold the stock rails in gauge. On a handlaid curved switch this is usually done by pre-bending the stock rail so it will be in gauge and spiking along the outside only where the point rail needs to lie flush. But we can do a bit more, and need to in this case.

So... I took an Xacto knife with a #17 chisel blade and sliced off all of the molded plastic spikes on the outside of the stock rail where the gauge was too narrow. Then I chucked a #73 drill bit into my Dremel Moto-tool. I moved the stock rail outward so that it was in

gauge and I drilled holes through the outside of the base of the stock rail where it curves into the web of the rail and through the plastic ties. I drove a Micro Engineering small spike through each hole in the rail and tie strip and into the subroadbed, locking the stock rail in place – and in gauge. In each case I had the spike head reversed from its normal orientation so that instead of butting up against the rail it was facing away from it and touched the tie when I drove the spike home. Look closely at Photo 1 and you can make out the ME spikes spaced about every 4th tie. Figure 1 gives a good idea of what this looks like in profile.

There are ‘issues’ with hand laid switches as well. Sometimes they are mysteries that have no easy answer. Sometimes the issues are inherent in the way we do things. Ever since copper clad PC board became available modelers, including myself, have used copper clad PC board ties as throwbars, soldering the point rails to the tie after gauging them with an NMRA gauge. It seems such a simple and elegant solution. The problem is that the adhesive holding the copper cladding to the PC board can fail after some years of use. It was not designed to withstand even the small amount of constant horizontal pressure we place on it when using PC board as a throwbar.

The solution, taught to me decades ago by Linton von Beroldingen, is to solder brass tabs to the inside of the point rails and use screws to secure the tabs to the throwbar. Old school, you might say, and this is true. But this not only takes the stress off the copper cladding but allows the point rails to pivot slightly as they are moved from one stock rail to the other. Photo 3 shows these tabs in use on a new switch I just installed at Fallon. Look for the bright brass just in front of the footboard of WP 713. The screws are 00-90. Figure 2 gives an idea of how this looks in profile.

This tale is getting so long I’ve decided to cut it off here. Next time around we’ll talk about – more switches!

Welcome Aboard ! - PCR's Newest Members

Member	City, State	Date Joined
	Daylight	
Kevin Birkbeck	Bakersfield CA	4/18/2017
Ken Peterson	Visalia CA	4/21/2017
	Coast	
Richard Greenspun	Daly City CA	3/10/2017
Dakota Szabo	San Francisco CA	3/10/2017
Dave Marshall	Pinole CA	4/10/2017
Paul Hanson	Campbell CA	5/15/2017
Maggie McGrath	Pleasant Hill CA	5/30/2017
	Sierra	
Allen Brown	Stockton CA	3/3/2017
Frank Arviza	Lathrop CA	3/20/2017
Greg Land	Big Oak Valley CA	3/23/2017
Stanley Smith	Manteca CA	3/23/2017
John Gowin	Salida CA	3/27/2017
Jason Spohn	Lodi CA	3/28/2017
David Sens	Woodland CA	5/1/2017
Peter Hunt	Oregon House CA	5/30/2017
John Hunt	Oregon House CA	5/30/2017
Allen Wood	Chico CA	5/30/2017
	Redwood Empire	
Neil Blank	Corte Madera CA	3/6/2017
Annabell C. Gibson	San Anselmo CA	4/21/2017



Model Contest Winners

Caboose kit

1st place- Frank Markovich-
“caboose Mt blue”

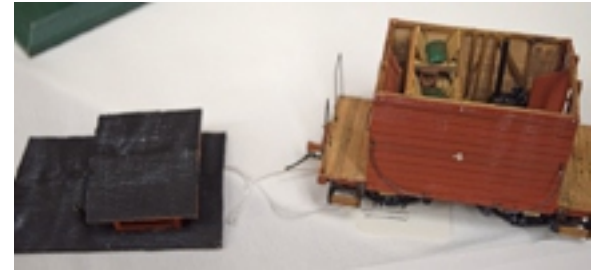
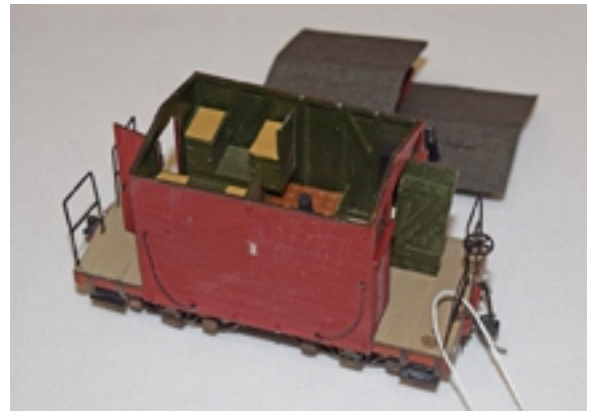


Caboose novice

1st place- Steve Harvath- “Deepwater and
Inland caboose”

Caboose open

1st place- Frank Markovich-
“West Side caboose #4”



Diesel & other locomotive- open

1st place- Vince Vargas- “SP
road switcher Sd7”

All Photos
are First
Place
Winners

Photos by
Carol
Alexander

Display kit

1st place- David Grundman-
“one story house with yard”



Display novice

1st place- Steve Harvath-
“Brass hats inspect the work”



Freight car novice

1st place- Chris
Greenwood-
“tractors on flatcar”



Display open

1st place- Thomas Knapp- “California Star
oil works facility”

Continued on Page 18

July -August - September 2017

Model Contest Winners (Cont.)



Freight car open

1st place- Steve Harvath- "Port Huron & River St Clair Ry Box car"

Maintenance of Way kit

1st place- Giuseppe Aymar- "water car for fire train"



Passenger car open - 1st place- Edwin Hall- "SP observation car # 2804"

Steam locomotive kit

1st place- Frank Markovich- "Shay"



Steam locomotive open

1st place- James Keene- "Gorre & Dephetid no.36"

All Photos are First Place Winners

Structure kit

1st place- Dave Croshere- "1936 maintenance of way facility"

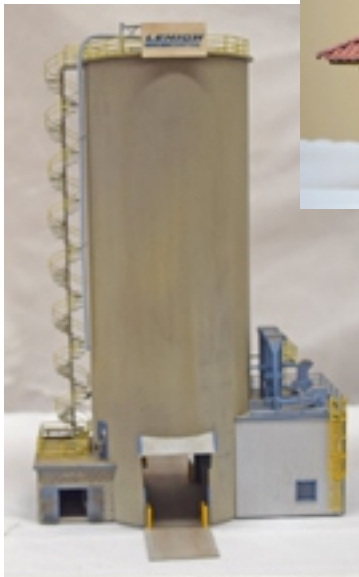


Photos by Carol Alexander



Structure novice

1st place- Steve Harvath- "GM&O station at Shirley, Illinois"



Structure open

1st place- Earl Girbovan "Calaveras cement"



Traction open

1st place- Thomas Knapp- "Birney four wheel trolley"

Photo Contest Winners

Photos by
Carol
Alexander

Model color
1st place- Earl Girbovan-
“rural gas station”
Also *Popular Vote - Photo*



Prototype B&W
1st place- Stenley Keiser-
“Clover valley #7”



Prototype color- general rail subject
1st place- Tom Van Horn- “Sierra dangerous loco”

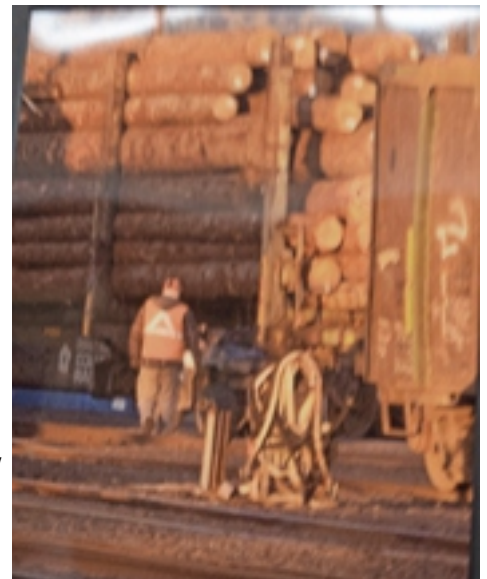


Prototype color tracks & structures
1st place- Pat LaTorres- “Stenner creek trestle”



Prototype color Trains in action
1st place- Pat LaTorres-
“Curves”

Prototype color Working on the Railroad
1st place- Ronnie LaTorres-
“Albany, Oregon”



All Photos
are First
Place
Winners

Arts and Crafts Contest Winners

General original
1st place- Carolyn Weber-
“after the storms”



General pattern
1st place- Nancy Stokely-
“mystery quilt June 2016 “

Needlework pattern
1st place- Diane Crawford-
“Bulgarian Odyssey”



All Photos
are First
Place
Winners

Photos by
Carol
Alexander



Railroadiana original
1st place- Carolyn Weber-
“Ventura depot early 1900s“

Special Contest Winners



Levity award:
William Chappell-
“thoughtful caboose”

**Popular Vote Model
Structure Kit**
Earl Girbovan- “Graves
elevator”



Photos by
Carol
Alexander



Favorite train: Giuseppe Aymar- “SP fire/water train”

Member of the Year Awards Presented at Bakersfield Convention

During the banquet at the 2017 PCR Daylight Express Convention the Region and its Divisions recognized members for their contributions to the hobby, our Region and its Divisions. President Ed Merrin presented Chris Palermo with the President’s Award, noting Chris’ service as Co-Chair of the 2017 Convention and taking on the role of PCR Secretary. Daylight Division Director Dave Grenier

presented the Daylight Member of the Year Award to Mike O’Brien. Coast Director Frank Markovich, MMR announced Mike Blumensaadt, MMR was Coast Division’s Member of the Year. Sierra Director Tom Van Horn noted Chip Meriam, also in absentia, and the Division Newsletter Editor was the Sierra Member of the Year. Director Steve Skold presented RED Member of the Year to Dave

Croshere. As in past years, the awards were beautifully framed prints courtesy of artist Mike Kotowski. We all owe Mike a big Thank You for his continuing outstanding support of the region’s Honors Program.

PCR Honors Chairman Ray deBlick announced that the winner of the much coveted John Allen Award was not in attendance and subsequently presented this noteworthy award to Mark Schuster at the Coast Meet on June 4th. (See photo on page 26) 🚂

PCR History

Our Changing Divisions Over the Years

by Dave Connery, MMR, PCR Historian

As we reviewed in the past, the NMRA was formed in Milwaukee, WI over the Labor Day weekend in 1935. The first Bulletin came out in November of that year and was published by Al Kalmbach, who was already publishing Model Railroader. In those days most NMRA



activities and active members were located in the upper mid-west and greater New York City areas and built around model railroad clubs in these locals. Clubs were the backbone of the organization in the early days and

the focus of the NMRA was on developing standards that allowed interoperability of equipment. Social interaction was a close second in importance. In the early years modelers on the West Coast were feeling mostly left out of the organization.

In January, 1943 a meeting was held in Los Angeles to organize a Pacific Coast Region of the NMRA. (West coast modelers desired a chance for more interaction). At the time we were in the middle of WWII and movement was greatly restricted to concentrate transportation resources on the war effort. It was nearly impossible for west coast modelers to attend the conventions and meetings in the east, even if they had the

time and resources. The NMRA was made aware of this desire and so at the annual Meeting in 1943 a provision was expressly provided for the organization of local Regions and outlining the process for a region to form and be recognized.

The Charter for the Pacific Coast Region was presented to the NMRA board in July 1944 and was accepted. (Yes- that means we will celebrate our 75th anniversary in 2019. I trust we will have a suitably planned event to mark the occasion – the region originally encompassed what is now the PCR, PSR and PNR – as we will see shortly). At the time NMRA annual dues were \$1.00 and membership in the PCR was set at \$.50 per year, but in fairly short time dues became \$2.00 for NMRA and \$1.00 for PCR. In the early days the Region held several “meetings” each year, normally sponsored by a local model railroad club. The first NMRA National Convention on the west coast was held in mid-August 1947 and hosted by the East Bay Model Engineers Society in Oakland. In 1948 the term “convention” was first used to describe the 3-day gathering of the PCR and sponsored by the Metropolitan Railroad Club of Los Angeles.

In December of 1948 the first meeting of the

Pacific Northwest Region was organized encompassing the areas of Alaska, British Columbia, Idaho, Montana, Oregon and Washington. This move created a definite northern border for the PCR, which now encompassed Arizona, California and Nevada, but the vast majority of members and clubs were located in California. The first suggestion of splitting PCR into Northern and Southern California Regions was first circulated in the late 1940's but nothing concrete was done at this time.

Finally, in February 1952, the proposal of dividing the Region into two or more Divisions was put to all PCR members with a mailed ballot. There were three options for members to select from: (1.) Create two Divisions - Northern California and Southern California with adjacent areas in Arizona and Nevada attached to each; (2.) Create five Divisions; (3) Do not create any sub-divisions of PCR. The five Division alignment was the winner of the ballot and the break-down of the Divisions was decided on as:

Division I

San Diego and Imperial Counties and all of Arizona

Division II

Orange, Riverside, San Bernardino, Inyo, Mono, Los Angeles, Ventura, Santa Barbara, San Luis Obispo, Kern Counties and Southern Nevada

We will celebrate our 75th anniversary in 2019.

Membership in both the NMRA and PCR grew steadily in the 1950's and by 1961 there were 838 members of PCR and 1008 NMRA members living within PCR's region

Division III

Kings, Tulare, Fresno, Madera and Merced Counties

Division IV

Monterey, Santa Cruz, Santa Clara, Alameda, San Mateo, San Francisco, Contra Costa and all other California counties north of San Francisco Bay and west of the Coast Range (San Benito was not mentioned but was apparently included in Division IV)

Division V

Northern Nevada and Stanislaus, San Joaquin, Yolo, Colusa, Sacramento and all other counties in California lying north of the ones named and east of the Coast Range (again Mariposa and Tuolumne were not named but apparently included in Division V)

Each of the Divisions would have one member on the region Board of Directors. A map showing the above Divisions was published in the August 1953 Branch Line.

The constitution and By-Laws of the Pacific Coast Region were re-written and approved in March 1954, incorporating all the changes and amendments to that date and including the names San Diego Division, Los Angeles Division, San Joaquin Division, Coast Division and Sierra Division. In 1955 Division VI was created, the Arizona Division. At this time the Coast and Los Angeles Divisions were holding regular meetings while the other divisions were getting themselves organized. In this period various model railroad clubs

were still an integral part of PCR but it seems natural that participation in both club activities and division meetings was redundant for many members. By the end of 1955 the election of Division Representatives (Directors) to the PCR Board was working well according to the then President, Leighton Keeling and by early 1956 all divisions were organized and active. The total PCR membership at the end of 1955 was 578 but I have been unable to find a membership breakdown by divisions at this time. In October, 1961 the PCR Board accepted the organization of Division VII, the Redwood Empire Division consisting of Marin, Sonoma, Solano, Napa, Lake, Mendocino, Humboldt and Del Norte counties.

Membership in both the NMRA and PCR grew steadily in the 1950's and by 1961 there were 838 members of PCR and 1008 NMRA members living within PCR's region (83% participation in the region). In those days it was a requirement that anyone joining PCR must be (or must become) a member of the NMRA but PCR membership was optional for NMRA members. By May 1964, PCR dues were raised to \$1.50 per year (with a life membership offered for \$30) and NMRA dues were \$5 per year. A petition was submitted to the PCR Board in 1966 to form a separate region based on Los Angeles from a group of disgruntled members in the LA area, but

apparently this effort never got beyond the talking stage.

Subtle changes had taken place in the hobby here on the west coast. When the Branch Line was first published in 1944 most of the news was generated by several of the large clubs in the LA and San Francisco areas. By 1970 this had slowly changed and at this time most Branch Line news was generated by and about Division activities, while club notices tended to be limited to dates of open houses and how to inquire about membership. PCR members now primarily identified with their local division. Clubs continued with strong support in the more metropolitan areas by local modelers but those living a distance from any club likely found occasional division activities more fitting to their life styles. I also suspect that as homes became larger following the Korean War and enclosed two-car garages became the norm there was more interest in building home layouts.

In mid-1973 the Cajon Division (VII) was created by carving away Orange, Riverside and San Bernardino counties from the Los Angeles Division, which some felt had grown unmanageably large by that time. In the fall of 1975 the counties of Santa Barbara and San Luis Obispo were moved from the Los Angeles Division and combined with the San Joaquin Division to create the new Daylight

Continued on Page 24

Division. In December of 1975 an organizing meeting was held of the Silver State Division (IX), comprising 12 Northern Nevada counties – Carson City, Churchill, Douglas, Elko, Eureka, Humboldt, Lander, Lyon, Pershing, Storey, Washoe and White Pine. This attempt was relatively short lived and at the request of members this area was moved back into Sierra Division in the fall of 1978. Sustaining an organization in a sparsely populated and wide-spread area proved problematical.

In 1981 the issue of splitting PCR was once again on the table. At the time the Pacific Coast Region was about twice the size of any other region, based on membership numbers. The argument for the split was it would give the West Coast a second vote on the NMRA board – where small regions had the same voting power as a large region. There was also the issue that PCR Conventions had grown so large it was impossible to

find adequate convention facilities to handle such a large contingent except in the larger cities, depriving smaller locations from ever hosting a regional convention. There was also the issue of cost to travel greater distances to regional Conventions in a spread out region. The argument for not splitting was that our conventions were large and they attracted many national manufacturers to the show, which would not happen for two smaller crowds, the PCR was the second largest opportunity after the NMRA National Show for companies to display and market their product. Opponents predicted that running two regions would increase overall cost by about \$500 per year by having two “offices” to operate. There was also the underlying thought of –“If it ain’t broken, don’t fix it”, and the fact that many strong personal friendships had grown up across the region. Most likely there was the unsaid natural tension

between Northern and Southern California in play. The choice was put to a mailed ballot and the final vote was 544 for the split and 304 against it. The San Diego, Cajon, Los Angeles and Arizona Divisions would become the Pacific Southwest Region and the Coast, Daylight, RED and Sierra Divisions would become the Pacific Central Region. The results of this poll were presented to the NMRA Board, who agreed with the split but required one part of the region to retain the original Pacific Coast Region name and thus the northern half remained with the title Pacific Coast Region. That is why to this day PCR retains Divisions numbered 3, 4, 5 & 7. The split took place following the PCR convention in Pasadena in 1982 and the two regions held a final joint convention in San Jose in April 1983 – since planning for this convention was already well under way when the split was approved. It was decided that the Hobos would now belong to both regions and all Hobo assets were split equally between the two “head Hobos”. There was an attempt in 1985 to rejoin PCR and PSR into a single region, which failed on a vote by the membership.

In April 1985 the Branch Line added a new division on the PCR “Membership Meter” – Hawaii with zero members. The NMRA recognized every state in the USA was included in a Region except

Continued on Page 25

PCR Division Membership over the Years

	12/61	12/65	3/69	12/73	12/75	12/78	12/81
1 San Diego	112	89	94	170	167	163	146
2 Los Angeles	333	323	362	418	474	473	498
3 San Joaquin/Daylight	51	31	31	51	125	107	111
4 Coast	222	234	370	599	684	684	688
5 Sierra	74	91	119	165	159	201	212
6 Arizona	46	59	83	144	157	209	209
7 RED	-	55	57	118	130	123	132
8 Cajon	-	-	-	201	242	237	246
9 Silver State	-	-	-	-	24	-	-
Total*	838	882	1116	1866	2162	2197	2242

*Note – NMRA members from out of the region joining PCR as a second region membership are not included.

Hawaii and so assigned Hawaii to PCR. The meter continued to show no PCR members in the Hawaii Region until December, 1987, when our first member from Hawaii joined PCR. The division then saw rapid growth, reaching 14 members in two years. A great report in the April-May-June Branch Line on model railroading in the islands by Bob Rogers (Hawaii Chief Clerk), clearly explained the unique difficulties facing active NMRA membership in the Hawaii Region. In the early 1990's the PCR Board approved the movement of Mariposa from Sierra to Daylight division after a petition by the required members in this area.

In 2004 the NMRA adopted new Regulations,

which made notable changes to some of the terminology we use but not much practical change in PCR's organization. An important concept change was that all NMRA members living within a region are automatically a member of that region (single membership concept). Nothing is required on the members part, when they join NMRA they automatically join their local region and division. In PCR, and most regions, members continued to pay for subscriptions to the regional newsletter but without a subscription they still are full voting members. In PCR we "converted" life members to "life subscribers" and continue to sell subscriptions to NMRA members interested in PCR

but living in other regions. Changes to the PCR Manual of Operations and By-laws were made in 2004 and 2005 respectively to reflect the new NMRA Regulations. Thanks to Bob Ferguson, PCR Member Services Chair for the above chart – it shows how membership in the divisions fared since 2004 but is not directly comparable with the past charts, since figures now include all NMRA members in the regions area, not just those paying separate dues to PCR.

The only other change in our division structure I am aware of occurred in the fall of 2016 when the PCR Board moved the NMRA members living in Hawaii into Coast Division in the hope this will provide them with a more direct contact to PCR. Our Manual of Operations does have a section defining the area encompassed by each Division and a procedure for forming new divisions (Section I A. and I B.) as well as a procedure for modifying the borders of our existing divisions (Section I C.) All division borders are defined by county lines. It has been the objective of the PCR

Board to meet the needs of local modelers while assuring each Division has the critical mass to run successful local programs for area members.

Thanks to member Brewster Bird for asking a question about division realignments that led to the research behind this article. 🚂

	1/2004	4/2017	Lost Members
Daylight Division	167	117	-50
Coast Division	722	446	-276
Sierra Division	355	256	-99
Redwood Empire	172	145	-27
Hawaiian Division	24	0	-24
Total	1440	964	-476

PCR Division Membership – Post-Split

	12/82	12/84	12/86	12/89	12/91	12/95	3/97	12/98	12/99
Daylight	107	86	92	120	127	104	115	109	98
Coast	697	660	611	684	718	670	634	555	559
Sierra	197	198	171	208	235	189	196	175	160
RED	119	168	145	156	158	150	155	138	128
Hawaii	-	-	-	14	10	24	12	10	10
Total*	1120	1112	1028	1165	1248	1137	1112	987	955

*Note – NMRA members from out of the region joining PCR as a second region membership are not included.

Coast Division Report

by Doug Smith, Coast Division Superintendent

The June Coast Division meet was held at the Boy Scouts Headquarters in San Leandro. It's always a pleasure to meet at this facility with its freeway friendly location and great meeting rooms. The meet was a successful gathering with almost 100 folks in attendance. It was good to see many First-Timer name tags around the room. Welcome to all of those folks.

The morning featured two great clinics and our Roundtable session. Clinics included Re-motoring and Re-gearing Brass Locomotives by Ray Davis, and a fascinating

discussion of timbered tunnels by John

Stutz. Ray had many good tips that I hope to use to bring a couple of treasures from those dusty boxes back to the layout. John

had a lot of answers to the

mystery of what is between the portals. Thanks to both for their presentations.

The business meeting

featured one item of unfinished business from Bakersfield. Ray De Blicek presented the 2017 John Allen award was presented to Mark Schutzer. Mark has been a great contributor of time and effort to both the Coast Division and PCR. He was both surprised and speechless, a rare and perfect reaction.

Congratulations to Mark – and thanks to all who kept the secret.

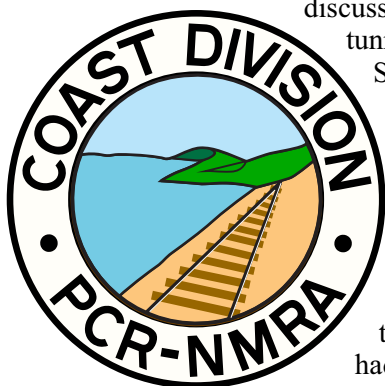
The model and photo contests are always fun. Our rotating categories included diesel and other (non-steam) locomotives cabooses, displays or dioramas, freight cars, and photographs. This meet also drew a good collection of Show and Tell displays. Most of these are works in progress, which is great to see. Don't wait until you get a project completely finished to share it with others. Someone may have that one idea that you've been looking for, or you may have one for them.

The auction activities ran through most of the afternoon. We had another wide variety of treasures to choose from. Some brass this month, many HO and N gauge

locomotives and rolling stock, books, plus scenery materials and ideas to choose from. A total of 514 items crossed the table. Some of the regular auctioneers were unable to attend, but Rich Brennan and Joe Cernitore filled in seamlessly with Clark Stewart. Good job!

Our next meet will be at the Elks Club in Alameda on Sunday September 24th starting at 9:00 AM. Directions and details will be on the PCR calendar. Plan to arrive early and enjoy the day. Clinics, model contests, show and tell, the roundtable and the famous Coast Division Auction will be there for your enjoyment. I hope to see everyone there.

The photo and model contest awards are decided by a popular vote of those present at the meet. Show and Tell entries are just that. No voting is involved, it's just for fun. We had several tables full of very nice models and creative ideas. Thanks to all who participated.



In Memoriam

Member	City, Sate Coast	Date Joined
Jack Pease	Moraga CA	1/1/1968



Ray DeBlicek presenting the John Allen Award to Mark Schutzer

Photo by Tom Crawford

Sierra Division Report

by Jim Collins, Sierra Division Superintendent

The Sierra Division held its spring meet, on May 13, 2017. The meet was split between two locations. In the morning we met at the Sacramento Model Railroad Historical Society (SMRHS) for an operating session and then, after lunch, convened at The First Christian Church on Folsom Blvd in

Sacramento. We had 16 people for the operating session and 26 at the meeting.

The SMRHS has both an HO-scale layout (modeled on the Southern

Pacific and Western

Pacific railroads between Oakland and Keddie, CA) and an HOn3 layout (which models a mix of western and CA narrow gauge prototypes). We operated with them on their magnificent HO-scale layout. All Sierra Division members that wanted a chance to operate were assigned to various yards or trains along with an SMRHS member to guide and help them. Everyone said it was a great time and we all learned a lot as the trains are run prototypically with signals (mostly but not quite all completely installed) and phone communications with the dispatcher.

This is the third time in recent history that we have visited and operated on their

layout. To thank them for allowing us to come over to operate and being such congenial hosts, Jim Collins, Sierra Division Superintendent, presented a gift to their President, Dave Megeath. It was an Athearn bluebox Dash-9 (C44-9W) in BNSF livery that the division had upgraded for DCC. We look forward to operating with the good folks at SMRHS for many years to come.

As in previous years, around noon operations wound down and we all enjoyed a delicious barbeque lunch of hamburgers and hotdogs with chips and sodas that SMRHS people provided (for a small fee).

After lunch we then moved to the First Christian Church.

A brief business meeting was held first. The Sacramento Garden Railway Club has been doing our clean-up job after IRF each year for many years now for a fee of \$200. However, they have decided they can no longer do so. A vote was taken to determine how to make sure the clean-up was completed from now on. Choices included (1) members volunteering to stay and clean, (2) allowing the fairgrounds janitors to do the cleaning at \$50/hour (unknown how long and whether that is \$50 per person or not), and (3) paying the Sacramento Modular Railroaders who volunteered

to do the work for \$300. A vote was taken and choice 3, the Sacramento Modular Railroaders, was approved.

Tom Van Horn, Sierra Division Director, spoke next and provided an update on information and items discussed at the board meeting. Tom also announced this year's Sierra Division Member of the Year, Chip Meriam.

Jim Collins then spoke briefly about the new NMRA Discount Program and the opportunity for members to approach local hobby shops to participate.

There was a short break during which members voted on the models and photos. The theme for models was any structure built within the past six months and for photos the theme was tracks and structures.

Gus Campagna, from the Redwood Empire Division, was on hand to fill us in on the planned activities for the upcoming PCR Convention to be held April 2018 in Rohnert Park.

Chip Meriam, Sierra Division Chief Clerk and Newsletter Editor, then gave an excellent presentation on preparing and submitting articles for publication. Chip covered all aspects and steps from initial idea through submission guidelines for all publications from our division newsletter through national publications such as *Model Railroader* and the NMRA magazine. He also provided photography advice

Continued on Page 28



See Sierra Division Meet photos on pages 41-43

and provided a detailed handout. Hopefully this presentation will bear fruit in the form of increased submission for our newsletter, but also with people successfully completing the requirements



for the Author AP certificate. After Chip's clinic, the results of the model and photography contests were announced.

Model Contest: any structure built within the past six months. First place: Walt Schedler for his SP Line Side Signal Maintainer Shop. Second place went to Ben Hughes and third place to Gary Ray.

Photo Contest: Tracks and Structures. First place: Walt Schedler, second place: Ken Martin, and third place: Tom Van Horn.

As always, the meeting ended with a raffle for various door prizes.

The next meeting is scheduled for August 19, 2017. We will be meeting in Virginia City. The division will be subsidizing the cost of tickets for the V&T train ride and a selection of museums in the morning with a meeting at a location still TBA in the afternoon. Should be fun! 🚂

Membership Manager Memos

by Doug Wagner, PCR Membership Chairman

Just wanted to say, that on behalf of the Daylight Express 2017 staff, we want to thank everyone who made the trek to Bakersfield to attend the PCR annual convention. There's a lot of work and time put in to put on a convention that is enjoyable to everyone in attendance, and the best way you can show your thanks to the dedicated convention volunteers---who put in countless hours and give up essentially a part of their modeling---- is to attend a convention. The next PCR convention, Enduring Rails 2018, will be held in Rohnert Park, April 4 – 8, 2018. The Enduring Rails committee has already been putting in a lot of work to make it a very good convention, so let's be show them our thanks and attend!!!



For further information concerning the Enduring Rails 2018 PCR convention, please visit their web site at <http://pcrnmra.org/conv2018/>

And now, from the Membership side, as you can tell from the membership figures in this issue of the *Branchline*, we continue to sign on new members. It's the retention part that has been killing us as we continue to lose existing members. I know that we are all doing what we can, but I just think it may be a sign of the times, that folks just aren't into belonging any longer to groups (This is purely my own opinion and not the opinion of any other officers of the PCR). But, we did have 19 new

members sign on in the last 3 months. So, at the next meet of your division, invite someone. If you see someone you have never seen before at one of your division's meets, go up, shake their hand, and introduce yourself. These folks came to a meet to learn things about model railroading—and that is what the NMRA is all about. 🚂

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Mail Operations on the Pacific Coast Railway

by Christopher J. Palermo

The 3-foot gauge Pacific Coast Railway provided essential mail service in rural San Luis Obispo County, CA between 1883 and 1934. Archived government reports now available online are an important source of accurate modeling information about the number of mail trains and volume of mail. Collecting postcards and envelopes (“covers”) that were carried on the railroad provide an interesting adjunct to modeling. This article shares a portion of results of 5 years’ research in this area.

As the 19th century closed, despite the nation’s fast western expansion and rapid industrialization, communications in SLO County remained agonizingly primitive. Most of the problem was geography. The city of San Luis Obispo lay inland, hemmed in to the north and east by the Santa Lucia Range, to the west by the Pacific Ocean, and to the south by a hundred miles of undulating coastal plains with few roads. After the Gold Rush, mail arrived by Butterfield stagecoach from San Francisco or Santa Barbara, both involving days of travel on bad roads. San Francisco mail needed an entire day just to climb and cross the mountain pass at La Cuesta.

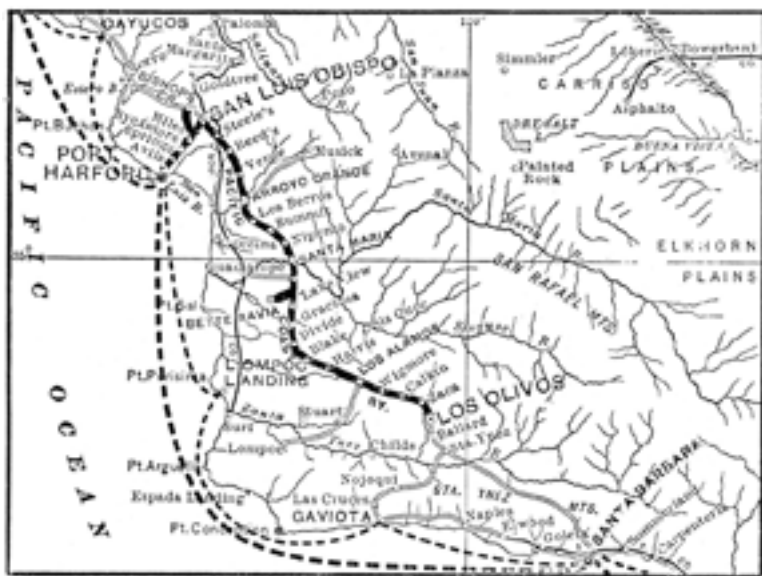


FIG. 1

As more immigrants arrived, farming was developed and merchant activities grew. Access improved considerably with the construction starting in 1850 of a trio of public piers near present-day Avila Beach. The third, constructed by John Harford, extended far into San Luis Bay to reach steamships. The location was dubbed Port Harford. A horse-drawn railway moved passengers from the gangplank closer to San Luis Obispo. The Pacific Coast Steamship Company was established to move mail between coastal ports from Alaska to Mexico, including SLO. PCSC was perhaps unique in maintaining connections to two narrow gauge railroads: PCR and the White Pass & Yukon at Skagway, Alaska, which has tourist operations today.

The history, routes, and rolling stock of the PCR have been well documented in books by Gerald M. Best [1] and Westcott & Johnson [2]. **FIG. 1** is a map showing the line at its peak.

The fact that PCR ran mail service may sound routine, but for 19th century San Luis Obispo County, it was critical. Before PCR, a rancher at Los Olivos mailing an order for supplies to San Luis Obispo would experience roundtrip communication time of about six days. The PCR could slash this to one, in a time when the first-class letter acted like today’s text message. So the start of mail service in 1883 by PCR under contract to the Post Office Department was revolutionary.

That contract led PCR to acquire two mail-baggage cars, numbers 200 and 201, from Carter Brothers, probably in late 1887 as RPO service started in January 1888. Each was outfitted with a 8’ x 10’ or 8’ x 12’ mail handling “apartment” adjacent to a general baggage compartment. These are not true “RPO” cars but filled the line’s needs. **FIG. 2A** shows car 200 rotting at SLO in 1942 after the end of service. **FIG. 2B** shows car 201 departing Los Olivos circa 1905, while in **FIG. 3** the car (in reversed position) lays over at Los Olivos in the 1920s.

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FIG. 2A



FIG. 2B



FIG. 3

Each car was unique; 201 had a large square window adjacent the mail clerk's door and 200's was little and had an arched top, and the cars differed in length by two feet. Westcott & Johnson's book has drawings. Models have not been offered to my knowledge, but in HO scale La Belle's D&RGW Short RPO car, their part number Hon3-23, could be used as a starting point for kitbashing.

Circular date stamped RPO devices were used to cancel mail on board starting in 1889. The first RPO route, which lasted until 1898, was designated "Port Harford-Los Olivos"; covers with this marking are scarce but **FIG. 4** provides an example originating at Los Alamos roughly three-quarters of the way down the line and sent north to Santa Maria.

After 1895, the marking changed to "SAN LUIS OBISPO-LOS OLIVOS" and these covers are more common since service



FIG. 4

continued for almost 50 years. Mail was still accepted at the port, but moved in closed bags to San Luis Obispo before marking.

By 1899 PCR was running 4 trains per day between San Luis Obispo and Los Olivos, with a trip time of 4 hours. At Los Olivos, customers could change to a stagecoach to reach Santa Barbara via Lake Cachuma and another rugged mountain pass above the lake. But how much mail was moving? Using Google Books, I found POD reports dated 1902, 1906 and 1911 with interesting data for the year preceding each report. In these years railroads across the land were required to report mail handling data to the POD, which compiled it to provide to Congress. 1901 data in the 1902 report shows PCR earning about \$3,500 from the POD to move 270 pounds of mail per day. For the small RPO "apartments" in PCR's diminutive cars, this is a sizable amount and the revenue would have been important. The report also notes that PCR trains had an average speed of just 18 mph; keep that in mind as you crack the throttle in your next shortline op session. Yet the 1901 data shows that mail service was not offered on every PCR train. The 1906 freight and passenger schedule is seen in **FIG. 5**.

Westcott & Johnson reproduce timetables showing 3 trains marked "daily," so 21 trains ran per week at one point around 1901. But the POD report states that PCR ran an RPO car between SLO and Los Olivos just 6 times a week, plus a closed pouch (CP) 8 times a week. CP mail was destined for transfer to a stage for Santa Barbara, a steamship at Port Harford or the Southern Pacific at San Luis Obispo. Meanwhile a CP also was moved 7 times a week between San Luis Obispo and Port Harford. This means

PACIFIC COAST STEAMSHIP CO.
THE PACIFIC COAST CO.
 10 WALL ST., NEW YORK CITY
 OFFICERS:
 E. W. CLARK, President, New York.
 J. C. FAH, Vice-President and General Manager, Seattle, Wash.
 W. B. FLETCHER, General Agent, San Francisco, Cal.
 W. H. GILBERT, Vice-President, San Francisco, Cal.
 JOHN H. HARRIS, New York.
 C. C. FAY, Secretary and Assistant Treasurer, New York.
 WALTER B. BAKER, General Manager, New York.
 J. W. HULL, General Agent, Seattle, Wash.
 W. H. GILBERT, General Agent, San Francisco, Cal.
 H. L. GILBERT, General Agent, San Francisco, Cal.
 JAMES W. HARRIS, New York.

Pacific Coast Railway Co.
 E. W. CLARK, Genl., San Luis Obispo, Cal.

FREIGHT DAILY		Rate	Days	STATIONS	Rate	Days	FREIGHT DAILY	
15	16	17	18	19	20	21	22	23
2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00
4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00
8.00	8.50	9.00	9.50	10.00	10.50	11.00	11.50	12.00
12.00	12.50	13.00	13.50	14.00	14.50	15.00	15.50	16.00
16.00	16.50	17.00	17.50	18.00	18.50	19.00	19.50	20.00
20.00	20.50	21.00	21.50	22.00	22.50	23.00	23.50	24.00
24.00	24.50	25.00	25.50	26.00	26.50	27.00	27.50	28.00
28.00	28.50	29.00	29.50	30.00	30.50	31.00	31.50	32.00
32.00	32.50	33.00	33.50	34.00	34.50	35.00	35.50	36.00
36.00	36.50	37.00	37.50	38.00	38.50	39.00	39.50	40.00
40.00	40.50	41.00	41.50	42.00	42.50	43.00	43.50	44.00
44.00	44.50	45.00	45.50	46.00	46.50	47.00	47.50	48.00
48.00	48.50	49.00	49.50	50.00	50.50	51.00	51.50	52.00
52.00	52.50	53.00	53.50	54.00	54.50	55.00	55.50	56.00
56.00	56.50	57.00	57.50	58.00	58.50	59.00	59.50	60.00
60.00	60.50	61.00	61.50	62.00	62.50	63.00	63.50	64.00
64.00	64.50	65.00	65.50	66.00	66.50	67.00	67.50	68.00
68.00	68.50	69.00	69.50	70.00	70.50	71.00	71.50	72.00
72.00	72.50	73.00	73.50	74.00	74.50	75.00	75.50	76.00
76.00	76.50	77.00	77.50	78.00	78.50	79.00	79.50	80.00
80.00	80.50	81.00	81.50	82.00	82.50	83.00	83.50	84.00
84.00	84.50	85.00	85.50	86.00	86.50	87.00	87.50	88.00
88.00	88.50	89.00	89.50	90.00	90.50	91.00	91.50	92.00
92.00	92.50	93.00	93.50	94.00	94.50	95.00	95.50	96.00
96.00	96.50	97.00	97.50	98.00	98.50	99.00	99.50	100.00

Connections at San Luis Obispo, daily, with Southern Pacific Co., for Point San Luis, San Francisco, Los Angeles, San Diego, San Jose, and San Francisco, and with routes from San Luis Obispo for Santa Barbara, and Camille. At Los Olivos, daily for Santa Ynez and Camille.

FIG. 5

that clerks could accept, leave off, and cancel mail in only one train a day. This makes sense given that PCR only had two mail-baggage cars and every train with mail service would have needed a mail clerk, adding to labor costs. Probably one car ran southbound on the morning train and the other ran northbound. At least two trains each way per day would have had no baggage-mail car. Thus the POD reports give us valuable information for forming accurate consists. And what about that “8 times a week” notation for the CP between SLO and Los Olivos? They probably threw an extra CP into an unstaffed car on a high-volume day, maybe Mondays.

By 1905, total volume had nearly doubled to 419 pounds of mail per day to Los Olivos and 22 pounds between Port Harford and San Luis Obispo. By this time it’s likely that relatively little mail was arriving at the port by steamship, and most was originating in San Luis Obispo or other stations along the line. The Post Office Department was paying PCR \$3,600 per year to carry the mail. The 1905 data also notes the introduction of a once-weekly closed pouch (mailbag) between San Luis Obispo and the Orcutt spur. As a result, PCR’s government mail revenue increased by \$800 per year.

For 1910, volume by route direction had become unequal; the railroad was running a closed pouch 8 times southbound but just 1 time northbound. Service was unchanged except for volume, which had increased to 550

pounds per day on the main line and 42 pounds on the Port San Luis line. Revenue was up to nearly \$5,000 per year.

Mail found in my research that was carried on the line is a mixture of business correspondence, mostly relating to agriculture, and personal missives. Some is amusing. While slow, in inclement weather, the railway could be superior to car travel, given the poor roads of the day. FIG. 6 shows a postcard depicting town buildings in Los Olivos, posted from there and carried on the PCR to SLO and probably transferred to Southern Pacific to reach Seattle. The writer mused, “Stopping here for a day waiting for roads to dry ...”



FIG. 6

The large station at Arroyo Grande, roughly the line’s midpoint, boasted a Wells Fargo express office, as seen in FIG. 7. Wells Fargo acted as a Post Office Department agent and was also at Los Alamos in 1888. The addition of a Wells Fargo sign to models of stations is worth considering for those with layouts set in the prewar era.

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FIG. 7

A letter posted at the Arroyo Grande Wells Fargo office, then sent north in the PCR, is shown in **FIG. 8**. By 1916 the railway's RPO markings included a direction indicator of either NORTH or SOUTH. Covers bearing SOUTH markings are far more rare.



FIG. 8

The use of an actual vintage letter, or a facsimile, would be an interesting addition to the paperwork in a model railroad op session with passenger trains having mail cars. Station stops could require the operator to find the letter(s) in their paperwork addressed to industries at that town and leave it in a mail box affixed to the fascia.

The last mail train departed Los Olivos in 1931, when service was cut back to Orcutt from SLO. But car 200 was used (without mail) in PCR's final train from Olivos in 1934, and the mail clerk and another crew member are seen boarding the 200 in **FIG. 9**. Few photos of people working the PCR seem as sad. Service to Orcutt soldiered on to 1934 when the Depression claimed it. With postwar prosperity, airmail service reached San Luis Obispo in 1946 and the key role of PCR in local communications faded to memory.



FIG. 9

Acknowledgments

- [1] G. Best, "The Pacific Coast Company: Ships and Narrow Gauge Rails," Howell-North Books, 1964 (reprinted by Signature Press, 1997).
- [2] K. Westcott & C. Johnson, "The Pacific Coast Railway. Central California's Premier Narrow Gauge." Benchmark Publications Ltd., Los Altos, CA, 1998.
- FIG. 1 – In 45 The Western Railroader 500, July 1982.
- FIG. 2A – digital print in author's collection, photographer unknown.
- FIG. 2B – photographer and source unknown.
- FIG. 3 – Randolph Brant collection. In W. Rice et al., Images of Rail: Rails of California's Central Coast (Arcadia Publishing, 2008).
- FIG. 4, 6, 8 – Author's collection.
- FIG. 5 – 1906 PCSC timetable, author's collection.
- FIG. 7 – Bennett-Loomis Archives. In C. Johnson Jr., The Pacific Coast Railway Comes to Arroyo Grande, A Centennial History, 1981, and in [2]. Image mid-1910s, photographer unknown.
- FIG. 9 – Bob Gleason photo, 1931. In J. Norris, Los Olivos, End of the Pacific Coast Railway Line (Olive Press Pubs., 1987). 🚂

The use of an actual vintage letter, or a facsimile, would be an interesting addition to the paperwork in a model railroad op session with passenger trains having mail cars.

The NMRA needs volunteers for our new initiative, the NMRA Turntable.

Welcome to the NMRA InfoNet News For June, 2017. The NMRA National Train Show is looking for a few strong volunteers. We need several volunteers to work for the National Train Show at this year's Orlando convention. The job will involve loading and unloading manufacturers' trailers. The benefits? We'll pick up your hotel and travel tabs. Please email Bob Amsler, Meetings and Trade Show Department Manager at conv@nmra.org for all the details.

The NMRA needs volunteers for our new initiative, the NMRA Turntable. As we move towards improving the NMRA, we'll soon be launching a new, digital way for members to get great model railroading and NMRA information on a monthly basis. We're looking for dedicated volunteers to regularly scour the web each month and find great modeling related articles, blog posts, podcasts' videos, clinics, events, etc. It's an easy job! Just summarize what you found and send us the link. You're on the Web anyway. So why not get "Volunteer" points for it? It'll take just a few hours each month, and you don't even have to leave your house! If interested please email Christina Ganzer, NMRA Marketing Consultant at marketing@nmra.org.

Attending BOD Meetings. As a member, you can attend the annual and mid-year Board of Directors meetings (except during

closed sessions). The annual BOD meeting occurs the weekend before the National Convention and the mid-year meeting typically occurs in early February. This year's annual meeting will be held in Orlando, FL as part of the Orange Blossom Special 2017 National Convention. The public is invited to observe this year's annual BOD meeting starting at 9:00 am on Saturday, July 29, 2017. The meetings last all day and sometimes continue through Sunday, if needed. Members wishing to observe the BOD meeting are asked to sit around the room – tables are reserved for BOD members.

2018 Election Slate of Candidates

- President – **Pete Magoun**
- Vice President – Special Projects – **Gerry Leone**
- Vice President – Administration – **Clark Kooning**
- John Stevens**
- At-large Director North America – **Jim Gore**
- Mike Mackey**
- Eastern District Director - **Bob Hamm**
- Walton Liles**
- Pacific District Director - **Peter Burrows**
- Dion Koch**
- Robert Peterson**

Normally, the NMRA Secretary oversees the election process through the By-Petition phase, the ballot preparation process, and the ballot processing phase. Since the NMRA Secretary is a candidate for one of the positions listed above, that responsibility has been passed down to the Assistant

Secretary, Rick Coble. Any questions about the election process should be forwarded to Rick at rvcoblenmra@gmail.com.

Nomination by Petition. The nomination process is now closed for those members who wished to submit their names to the nominating committees for consideration for the positions up for election in the 2018 election. Members who wish to run for one of these positions who missed the nomination process deadline or did not wish to be subjected to the decisions of the appropriate nominations committees may submit a petition placing their name on the ballot. Requirements for submitting by petition are contained in the EHB in Sec A 10.1 Paragraph 3 Nominations, Ballots and Voting which can be found on the NMRA website. All submissions by petition shall be received by the Assistant Secretary NMRA at rvcoblrnmra@gmail.com no later than September 1, 2017.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You will find those addresses at www.nmra.org or in the NMRA Magazine. If the person holding a region or division office changes, or their email address changes, please contact me at tcdraider@aol.com with the corrected information.

Regards,
Tom Draper – HLM, DSA, FA, MSA, PA
Director – Support Services



NATIONAL MODEL RAILROAD ASSOCIATION, INC ®

4121 Cromwell Road
Chattanooga, TN 37421

Phone: (423) 892-2846
Email: nmrahq@aol.com

Fax: (423) 899-4869
Website: www.nmra.org

RENEWAL NOTICE

Name & ID:					
Address:					
City:		State:		Zip:	
Phone:		Birth Date:		Scale:	
Email:		Occupation:			

NMRA Membership Type Circle the option of your Choice	1 Year	Total
Member with NMRA Magazine Subscription ~ All Rights and Benefits; includes NMRA Magazine	\$ 66.00	
Member without NMRA Magazine Subscription ~ All Rights and Benefits; <u>does not</u> include NMRA Magazine	\$ 44.00	
Family ~ Spouse or minor child of above member in good standing; Does not include NMRA Magazine or voting rights. <u>Provide</u> member's name below. Name: _____ DOB: _____	\$ 9.00	
Student ~ Anyone under 18 years or student between 19-25 years of age All rights and benefits and includes NMRA Magazine.	\$ 32.00	
Sustaining ~ Mandatory for group memberships (Clubs, Associations, Businesses) All Rights and Benefits and includes NMRA Magazine.	\$110.00	

Region Subscription Options For Member Circle the option of your Choice					
Subscription Type	1 Yr	Total	Subscription Type	1 Yr	Total
21 ~ Northeastern Subscription	\$ 7.00		30 ~ Mid Eastern Subscription	\$ 9.00	
23 ~ North Central Subscription	\$10.00		33 ~ South Eastern Subscription	\$10.00	
24 ~Thousand Lakes Subscription	\$10.00		36 ~ Sunshine Subscription	\$10.00	
25 ~ Pacific Northwest Subscription	\$ 6.00		37 ~ Pacific South West Subscription	\$12.00	
26 ~ Pacific Coast Subscription	\$ 8.00		* ~ Out of regions subscriptions may be charged additional fees by Region		
28 ~ Midwest Subscription	\$ 6.00				

Phone: _____ _____
E mail: _____ _____

PAYMENT	NMRA Membership Total:	\$
	Regions Subscription Total:	\$
	Merchandise Order Total:	\$
	PLEASE INCLUDE SHIPPING	\$
	Donation Amount:	\$
	Grand Total:	\$

Go to the NMRA website at www.nmra.org and visit the online store for the latest merchandise updates
We also accept MasterCard, Visa, American Express and Discover

Credit Card No. Verification Code

Expiration Date:

Month	Year
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 Signature _____

Calendar

2017 Events

July 8, 2017 - 11:00 am to 5:00 pm, Reno Mini Maker Faire, Idlewild Park, Reno, Nevada.

July 30 - August 6, 2017 - Orange Blossom Special, NMRA 2017 National Convention and National Train Show, The Rosen Plaza Hotel, International Drive, Orlando, FL.

August 12, 2017 - 9:00 am to 3:00 pm, 23rd Annual Garden Layout Tour and Food Drive to benefit St. Joseph's Family Center in Gilroy and the [Community Food Bank of San Benito County](#) (formerly Community Pantry) in Hollister, presented by the Bay Area Garden Railroad Society and the South County Garden Railroaders. Visit 9-10 model railroads running through some of the most unusual backyard gardens in Morgan Hill, Gilroy, Hollister, and Aromas. Drop off your donations of non-perishable food items (canned goods, pasta, cereal, etc.), cash, or checks (payable to "St Joseph's Family Center" or "Community Food Bank of San Benito County") and pick up a guide book of the layouts at any of these locations: Garden Accents, 11155 Lena Avenue, Gilroy (near 101-Masten exit); BookSmart, 1295 East Dunne Ave. Suite 120, Morgan Hill, CA 95037. For more information or to have a guidebook e-mailed to you, contact Nigel at or call (831) 750-2801.

August 19, 2017 - NEW DATE - The Sierra Division August meet will be in Virginia City, Nevada. Details of tours in the morning and meeting place in the afternoon are still being arranged.

August 30 – September 2, 2017 - 37th Annual National Narrow Gauge Convention, Denver, Colorado.

September 3, 2017 - 10:00 am to 6:00 pm, San Jose Mini Maker Faire, History Park, San Jose, CA.

September 13 to 16, 2017 - Pacific Southwest Region 2017 Convention, Ontario, CA.

September 24, 2017 - 9:00 am to 5:00 pm, Coast Division Meet, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501, **From the North:** Take Highway 880 south. Take exit #39B/23rd Avenue/Alameda onto Kennedy St. Turn right onto 23rd Avenue, then bear right onto 29th, which becomes Park. Turn right on Santa Clara. **From the South:** Take Highway 880 North. Take Exit 38, High St. Turn left on High St. Bear right on Gibbons. Turn right on Santa Clara. The Elks Lodge is on the right. Come meet other local model railroaders during our free quarterly meet and enjoy free clinics, model, photo & switching contests/displays, videos, etc! Bring YOUR questions to modeler's roundtable for answers. You may win a door prize! Enjoy our lively auction of model railroading items & more!

September 30 & October 1, 2017 - 10:00 am to 4:00 pm, Carquinez Toy Train Operating Museum Open House, 645 Loring Ave (Across from C&H Sugar), Crockett, CA. We are mostly 3-rail O gauge, but have tracks for 2-rail, S gauge and Standard Gauge. Prospective members invited to view our operations. Bring your Friends! We share the building with the Carquinez Model Railroad Society. Admission: \$8.00 donation per adult requested.

October 13 – 15, 2017 - [Central Coast Railroad Festival](#), San Luis Obispo and Northern Santa Barbara Counties, CA., Hosted by [San Luis Obispo Railroad Museum](#), 1940 Santa Barbara Avenue, San Luis Obispo, CA.

October 14, 2017 - 10:00 am to 3:00 pm, Rocklin Mini Maker Faire, Sierra College, Rocklin, CA. Parking is FREE! (Thank you, Sierra College!)

October 22, 2017 - 10:00 am to 5:00 pm, East Bay Mini Maker Faire, Park Day School & Studio One Art Center, 360 42nd Street, Oakland, CA.

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

For a list of monthly activities see pages 36 and 37.

Continued on Page 36

These activities occur each week on the days indicated. See the Club Info section starting on page 37 for location and contact information.

November 4 & 5, 2017 - Saturday: 10:00 am to 5:00 pm; Sunday: 10:00 am to 4:00 pm, Fall Train Show and Open House, South Bay Historical Railroad Society, 1005 Railroad Avenue, Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969. Admission: \$5 all persons 18 and over. Two museum-quality model railroad displays, running multiple trains (HO- and N-scale). Enjoy our museum of real railroad artifacts. The historic Santa Clara tower is a great place to spot a real train whiz by. Come view the 1912 Pullman business car and imagine 1st class travel back in the day! Check out our used items for sale at the Company Store. Live Blue Grass music by Santa Clara Valley Fiddlers Association on Saturday from 12:00 - 3:00 pm. Come on by and talk railroading with fellow railfans and SBHRS members. Come see one of the best railroad libraries in Northern California. All-Day Lunch Counter

December 3, 2017 - 9:00 am to 5:00 pm, Coast Division Meet, 1001 Davis Street, San Leandro, CA. (at SF Bay Area Council Office of Boy Scouts of America) Driving: Exit Davis Street from 880, 0.6 mi east to 1001 Davis on right. BART: Exit San Leandro Station, walk 0.3 mi west on Davis St to SW corner of Davis at Orchard Ave, across from Thrasher Park. Enjoy free clinics, model, photo & switching contests & displays. Free door prizes. Buy raffle tickets for modeling prizes, enjoy silent and live auctions of model railroading stuff.

December 9 & 10, 2017 - 10:00 am to 4:00 pm, Carquinez Toy Train Operating Museum Open House, 645 Loring Ave (Across from C&H Sugar), Crockett, CA. We are mostly 3-rail O gauge, but have tracks for 2-rail, S gauge and Standard Gauge. Prospective members invited to view our operations. Bring your Friends! We share the building with the Carquinez Model Railroad Society. Admission: \$8.00 donation per adult requested.

2018 and Beyond Events

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

April 4 to 8, 2018 - PCR 2018 Convention, DoubleTree by Hilton, Rohnert Park, CA. Save the date! Come join us for 5 days of clinics, contests, layout tours, operating sessions, prototype tours, and more! For more information, contact Dick Foster, Publicity Chair 2018 PCR Convention, dickfoster97@gmail.com.

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

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

2020 - St. Louis,

Monthly Activities

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

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

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

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

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

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

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

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

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

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

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

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

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

First and Third Thursday - 7:00 PM / Siskiyou Model RR Club / Third Friday 7:00 - 11:00 PM

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

Third Saturday / Sacramento Modular Railroaders Operating Session (HO)

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

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 Web: www.pleasantonmodelrr.org/index.html

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

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

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

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

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

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

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

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July - August - September 2017

Enjoy the fellowship and learning experiences of a club near you.

Eel River Valley Model Railroaders

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building, NW corner, Ferndale. Contact: Jack Jensen, 707-845-2823, 3313 Union St., Eureka, CA 95503 or Ron Plies, 208-229-7107, 12818 N. 11th Ave., Boise, ID 83714.

Elsie

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

Empire Builders Model Railroad Club

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

European Train Enthusiasts

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

Golden Empire Historical & Modeling Society

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

Golden State Model Railroad Museum – East Bay Model Engineers Society

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come 1st & 2nd Friday evenings of the month between 7:30 and 10 PM.; behind the scenes tours also available most Wednesdays 11 AM to 3 PM. 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 1st or 2nd Fridays 8-10p.m. (510) 236-1913. For other information or to schedule special events, Email info@gsmrm.org. Website: www.gsmrm.org

Humboldt Bay & Eureka Model Railroad Club

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

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

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

Continued on Page 39

Enjoy the fellowship and learning experiences of a club near you.

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

San Joaquin Valley Garden Railway Society

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

San Leandro Historical Railway Society

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

San Luis Obispo Model Railroad Association (SLOMRA)

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

Silicon Valley Lines

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

South Bay Historical Railroad Society

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

Sonoma Short Line (SSL)

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

South Coast Society of Model Engineers

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

Siskiyou Model Railroad Club

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

Continued on Page 40

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, CA95336 E-mail: bcantu@SQ50.com

Tri-city Society of Model Engineers

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

Walnut Creek Model Railroad Society

The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open to last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$2.00 for 6-12 and seniors over 60 and \$3.00 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder). Web: www.WCMRS.org. [“Like Us” on Facebook \(www.facebook.com/wcmrs\)](#). [2017 weekend schedule: Jan 14-15, Mar 18-19, May 20-21 and Sept 16-17 \(11:00AM-6:00PM\)](#). [Holiday Open House schedule: Nov 17-19 & Nov 24-26](#).

West Bay Model Railroad Association

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

Contest Winners



1st place - Structures / SP Line Side Signal Maintainer Shop by Walt Schedler



Photo Contest: Tracks and Structures. First place: Walt Schedler,

Division Meeting



Division Director Tom VanHorn Announcing the 2017 Member of the Year Recipient



Chip Meriam - 2017 Member of the Year

All photos by Chip Meriam



Gus Invites us to Rohnert Park for the 2018 PCR Convention



Gary Ray Tallying Votes

More Division Meeting Photos



Superintendent Collins Opens the Meeting



The Judges at Work

SMRHS Op Session Photos

CTC Panel



Bob Schott at Keddie

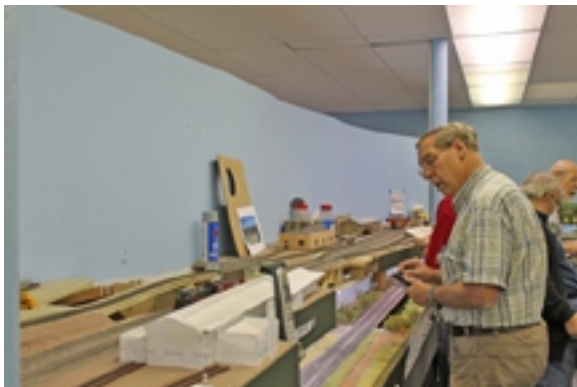


Dave Megeath and Jim Collins



Dave Hilmes at Oroville

All photos by Chip Meriam



More SMRHS Op Session Photos

Gus Campagna
Running the Sephyr



Feather River Canyon

Sacramento



Keddie Wye

All photos
by Chip
Meriam

Tom VanHorn at
12th Street



Table Mountain -
Oroville

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553