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Hawaiian Division: All members transferred to Coast Division

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Four Perfect Days in Sonoma County

A Program of 1:1 Scale Activities at the 2018 PCR/NWPRRHS Convention “Enduring Rails”, April 4-8, 2018

By Ron Kaiser, Co-Chairman, Enduring Rails 2018

Haven't you been thinking maybe it's time for a little vacation in Sonoma County—Redwoods, hundreds of wineries, spectacular coast, epicurean foods—and now, RAILROADING!

The talented 2018 Convention committee has arranged one-of-a-kind opportunities for fun that can only be found in Sonoma County, and the Rohnert Park Doubletree Hotel is perfectly located in the hub of it all. It is all geared to railroad enthusiasts, both modelers and history buffs, some of which are unique to this 1918 PCR Convention.

Day One- See all your old railroad friends at the Wednesday evening Welcome Reception at the Bear

Republic Brew Pub next door to the hotel. Beer tasting, interesting munchies, all scenically located on a dock



Bear Republic Brew Pub Dock

overlooking a large duck and goose pond. As it was in Bakersfield, where this new event was a real hit, this reception is subsidized by a Bay Area railroad-minded law firm.

Day Two- Our convention Co-host, The NWP Historical Society will be holding open house at both its facilities in Petaluma: the restoration yard near the Petaluma train station and the archives at a nearby industrial park office facility. The restoration yard is currently finishing up an

NWP caboose and tearing into an NWP baggage car, as well as many more projects for the future. There's plenty to see and discuss with the members hosting the day and at work on projects.

Thursday is also the regular archive day where NWP volunteers are busily logging maps and other info into the computer database, so you will have a chance to see them at work, too, and ask them questions.

Day Three Morning- A once-in-a-lifetime opportunity for a private tour and demonstration operation of the 105-year old, steam powered, Sturgeon Lumber Mill, near Graton. An easy 20 minutes from the hotel, as we arrive at the mill we will hear the steam whistle echo through the Redwood forest and see the huge saw blades slice off slabs of redwood as the steam driven cradle sends the log



Sawing Redwood at Sturgeon Lumber Mill

through the blade, all from maybe ten feet away! A system of belts and pulleys

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Sturgeon Lumber Mill

runs the complex set of trimmers and saws that produce usable lumber.

This mill has been the subject of many kits and models in a perfect size for a home layout, one of which was at the Portland National convention in 2015. This mill was built in 1913 in nearby Coleman Valley, and moved to its present location in 1923. After shutting down in 1964, it began its restoration career in the early 1990's. Today it is open to the public for just a few weekends each year, and is a very popular local attraction. This private showing for our group only will allow each of you plenty of opportunity to get your questions answered by the volunteers at work and to take close-up pictures.



Day Three- Afternoon- A tour of the historic train station and wine operations at Korbels Winery. Enjoy a pleasant tour bus ride through the vineyards and along the Russian River as you ride out



Korbels Winery

from the hotel. A Korbels friend of Dave Croshere's has arranged to have us treated to a private tour oriented to the interests of our group. Most everyone knows of Korbels champagnes, but may not know about the full range of fine still wines they make as well. A wine tasting will then be held inside the old NWP railroad station on the site. Originally built for the Fulton & Guerneville Railroad in 1877, it went through several mergers and changes of ownership to the NWP and finally to today's winery operation.

Day Four, morning- Tour of the modern-day SMART train (the newly opened Sonoma Marin Area Rapid Transit service from Windsor to San Rafael) and its station, service and repair shops and dispatch center on Airport Boulevard, just north of Santa Rosa. Members of the RED enjoyed this tour at our spring meeting, which gave us all an opportunity to climb down in the service pits below the engines to see how everything worked from the diesel motors to the transmission



SMART Dispatch Center

to the ATC detectors. We also got to ask questions of the dispatchers as they worked. The entire SMART operation is controlled from this one facility.

If all this is not enough to persuade you to consider a Sonoma County vacation next April, you'll also be invited to share in a wealth of model railroading: 17 local model railroads holding open house; 8 model railroads holding operating sessions for you to sign up for; the usual slate of worthwhile clinics (including some new Mini-clinic sharing sessions); as well as the addition of a full slate of



SMART in service pit

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clinics each day presented by the NWP Historical Society!

For the non-rail folks, or those who wish to extend their stay, all of Sonoma



County is at your doorstep, from the shopping on the Healdsburg Plaza to the hiking in the numerous regional parks, to the discounted golf fees at the course adjacent to the hotel, to the clam chowder and people-watching at the piers on Bodega Bay, and, of course, the best wineries the famous wine country has to offer.

We expect a much

larger than usual attendance because of the NWP members who will be joining us. Sign-up forms are available on the PCR website.

Those of us on the Convention Committee get more excited all the time as these activities and events have come together. We promise you many experiences that will give you years of memories and stories to share with family and friends. 🚂

President's Report

by Ed Merrin, President, PCR/NMRA

Another Branch Line issue has come our way. It seems like just yesterday that I was ranting again in these pages about how old we are all (or most of us) getting and what it might mean for the future of NMRA and the PCR. So I may as well just keep going.

Some of my energy towards this topic was rekindled a couple of weeks ago during a conversation with a former RED Division Director who expressed shock when I reminded him that in my last column I noted that the average age of the PCR Board of Directors was 70 (actually, I misstated that; I actually reported it was 69). He had been on the Board a few years ago and remembered a significantly younger group, or at least it seemed that way to him. But time passes and our

membership is getting older because of the relatively small number of younger modelers joining.

To verify that last important fact for this column I once again set out to use the Excel membership roster spreadsheet provided by National to calculate our age. This will result in three data points, August 2011, May 2013, and now July 2017.

As I have mentioned on the two prior occasions, these numbers are suspect because so many members have missing data. Most importantly for today's purpose, almost 40% of members in the 7/17 dataset have not shared their date of birth. The reasons for this are probably varied; I think we only ask for this at the time new members sign up, so if it wasn't provided then it remains blank on the database. I also know from direct questioning that some of our members purposely withheld that information. This may be a good idea,

actually, because who needs more personal information floating around for miscreants to steal identities with, right?

Given that limitation, there is some serious danger here of sampling error. But let's assume for today that the age distribution of members who didn't provide a date of birth is the same as those that did. And at least the three age calculations are based on a similar group.

So here's what I did to get this year's numbers (pretty much the same as before, actually).

First, I had to remember how to use Excel. This may seem elementary, especially because once upon a time I was a very heavy Excel user. In fact, I started using it when it was a Mac only application, in 1985 in my case. But it has been a couple of decades since I used it with any regularity and part of aging is discovering that you actually



don't know things that you used to know real well. In fact, I forgot what I did with this stuff only four years ago. But, heartening news for us old-timers! Relearning is real fast.

Second, I removed all the club memberships. This left 964 members.

Third, I deleted anyone without a date of birth. This left 585 members.

Finally, what was left was simple descriptive statistics built into Excel.

What we get is shown in the table accompanying this article.

The good news here, possibly, is that things have slowed down since the rapid increase in age between 2011 and 2013. But it still averages out to a little more than a

year of each per year. We're not budging as yet in our efforts to attract sufficient numbers of new members who are not Boomers.

I would be more concerned about the median age than the average. According to this, fully half of the PCR membership is 70 years or older.

What is happening right now is that a core group of members, modelers who have been active in the PCR organization for years, are beginning to slow down. We have had the same familiar faces take on important and challenging jobs and we grew to rely on them. Now we need to have some new people step up and start learning from the old hands so that they can take on some

of these roles.

We also need to consider the possibility that we will wind up being considerably smaller. Demographics can't be ignored; we may have been riding on a population swell from the post WWII era. The younger groups coming along may not only differ in interests and life style choices, there may be less of them.

Also, one wonders if just providing a year of birth might be acceptable to more members.

To counter this trend it might be wise to start thinking about how a smaller PCR of the future might work. It may require some simplification of our governing structure so that less people are needed to keep it going.

Or not. What do you think? 🚂

PCR Membership Ages for Past 7 Years

	Aug 2011	May 2013	July 2017
Average Age (std. dev.)	61.9 (11.9)	66.8 (12.4)	68.8 (12.4)
Median Age	62	67	70

Achievement Program - Scenery

by Jack Burgess, MMR, Manager, PCR Achievement Department

For many modelers, building scenery on a layout is a favorite activity. If you are just getting started in the Achievement Program, the Scenery certificate might just be the one to begin with. This

category requires for the modeler demonstrate "the prototype rendering of scenic effects from the ground up". The type of scenery is up to you and can just as easily be mountainous scenery as "urban" scenery. Since scenery is so basic to a layout, it is a good category to start with.

To qualify for this certificate, you must construct a completed section of model railroad of at least

60 square feet in O scale, 45 square feet in S scale, 32 square feet in HO scale, or 24 square feet in N scale. (Note that the 32 square feet in HO is the size of the traditional 4x8 layout that many of us built when we first began in the hobby.) The entire layout doesn't need to be complete in order to receive this certificate nor do the completed sections of the layout need to be adjacent to each other. You can instead complete individual scenes, as long as you meet the total required area. You can also

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use modules to meet the qualifications, but each must be at least 8 square feet in size and meet the quality standards.

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

Terrain (Max. 35 points)

- This element includes natural features such as rocks, trees, hills, cuts and fills, drainage ditches, etc.

Structures (Max. 20 points) - Structures are considered from the point of prototype suitability and appearance and not from the standpoint of construction.

The structures thus do not need to be scratchbuilt.

Structures can include bridges, fences, turntables, etc.

Background (Max. 25 points) - The treatment of the walls or background does not need to be artist quality.

However, it needs to help “extend” the scenery and help conceal the rest of the room.

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

Realism/Conformity (Max. 25 points) - In the other categories, the judges evaluate what you were

trying to do and what you remembered to include in your scene. In this one, they will evaluate how well you accomplished that goal.

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

If you meet these qualifications, the first step is to complete a Statement of Qualifications (SOQ) as with all of the AP categories. You must also prepare a set of photographs (digital photos taken with a cell phone are fine) to document your work. The photos must include a written description of the intended setting. The photos don’t need to be “suitable for publication”, only good enough to allow someone else to see that you have met the qualifications. You also need to prepare a simple description of the methods

and materials that you used to build the layout features. Again, nothing elaborate.

The judging of the layout is typically set up by your Divisional AP Chairman and one or more assistants. After judging the layout, the judges will sign your SOQ. You then need to send the SOQ and your other documentation (along with a photocopy or scan/photo of your membership card) to your divisional AP Chairman or me directly. Note that all of the submittals can be completely digital (once judges have judged your layout if you want.)

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

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

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

PCR Membership Tracker

Division	# Members
Coast	442
Sierra	265
Redwood Empire	142
Daylight	118
Total PCR Members	967

Contest Report

by Giuseppe Aymar, MMR, Manager, PCR Contest Department

Historically our PCR Contests have traditionally been well attended with lots of modeling variety. To maintain that level of success, our Contest team is putting together a fantastic contest at “Enduring Rails” with more prizes and recognition for entering the contest. After all, it should be



a fun event for the modelers and the attendees. Just admiring the miniature world of railroading as created by the hands of common folks is a marvel in itself. Forget the point system for now. Think of the

creation you will be bringing to the display tables so that others can look, smile, and enjoy. Not everyone has the luxury to have a home layout or belong to a club, so the contest room offers their only way to look at different models close up, admire and enjoy. Now, let’s look at the different ways one can enter the contest:

There will be the traditional contest where models will be judged for 1st, 2nd and 3rd place plus Honorable mention.

There will be AP judging for those who participate in the AP (Achievement Program).

There will be Popular Vote awards. Anyone entering the contest room will be given a paper and

pencil so they can vote for their favorite entry. Any entry in the room is eligible.

There will be a non-judged section for those wishing to simply display their models without the paperwork required for judging/AP.

There will be prizes for Novices. A Novice is one who has not entered a PCR Contest before or scored above 87.5 points in the category he is entering or 100 points in any other category. This is a good category to enter to get your feet wet (it is how I started years ago). We have a category for teens and youth to reward them of their efforts.

Proxys are very much welcome here in that we understand not many young people can take time off school. We don’t discriminate whether a model is kit-built or scratch-built, in that we offer an “Open” category and a “Kit” category. The modeler chooses the category best suited for the model. We very much encourage participation in the Arts & Crafts category. One does not have to be a non modeler to enter. In fact, lately more modelers are taking advantage of this form of self expression to exhibit their work in all facets of railroading.

We have a category for photography that lets you unleash the artistic side of you that, possibly even yourself, did not know you

possessed. You will be surprised.

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

I would suggest at this point that you should review the requirements for the category you enter. For those who can access the PCR website, please visit PCR/NMRA .org and click contest on the top left corner or click the “Enduring Rails” Convention logo and click the link to Contest. For those who do not have internet accessibility, please send me a note by regular mail and request copies of the rules at: Joseph Giuseppe Aymar, MMR, 700 Mountain View Ave. Santa Rosa, Ca 95407. In fact, if you do visit the Enduring Rails website, there will be a full description of contests with forms to download, in addition to a program time-line and full instructions. The rest now is up to you.

Remember that PCR Conventions are for the enjoyment of all attendees, having been crafted and brought to life by volunteers who are members of the same PCR as you. They chose to donate time and energy to make the Convention a reality. Why not be one of the many givers who will make this Convention the best ever by bringing a contest entry and thus becoming part of the Convention yourself.

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Proxys are very much welcome here in that we understand not many young people can take time off school.

Stop being frozen by fear of not believing you are good enough to display in the contest room.

I guarantee you will exude pride and joy and a sense of belonging to have taken such a step. You will feel you have contributed to the success of "Enduring Rails". The rest of us will be grateful for your participation.

The contest room is such a wonderful place to enjoy and savor the models on display. Like the lectures or layout tours I mentioned above, the models on display in the contest room can be such an inspiration for all of us of what can be done with basic materials (scratch-building) or they can show us how a simple kit can be put together to become a replica of the real thing. How a stunning photograph can be made by the simple selection of subject matter or proper illumination. The love and devotion shown in the Arts & Crafts show us that different

mediums can be used to convey warmth, touchy-feely qualities that we all crave.

See, I believe you put yourself down when you think your entry is not good enough. Good enough for first place? Who cares!! We all want to be inspired and your "not good enough for first place entry" might be in reality the hit of the show for, unknown to you, it might be the spark someone needs to start on their journey to a more satisfying hobby.

That, in a nutshell, is what the PCR Conventions are all about. Amateurs, not sophisticated professionals, sharing their hobby with other amateurs. Stop being frozen by fear of not believing you are good enough to display in the contest room. We want your work on those tables and photo racks, we want to

spend time looking at your work, we want you to participate and not be a spectator. If we were all spectators what kind of convention do you think we would attend? Now, that is a sobering thought! I would definitely want my money back.

We, all of us, make up the convention and as such we have an obligation to make it the best convention for all who attend by becoming part of it. If not a lecturer or a layout host or a volunteer why not be a participant in the contest room? I guarantee you that if you approach the contest room as a way to share your work with others, you will come out of it with pride and satisfaction, for you now have been an active participant.

See you in the Contest room. 🚂

Pacific Coast Region SIG Report for Third Quarter 2017

by Seth Neumann

Summer is usually a time for prototype inspiration and I got out to do some rail fanning and as a special treat took a ride on the Silverton

Train in June on a family trip. The Silverton Train is almost enough to give you a case of Narrow Gauge Fever. Speaking of which, some of our local operators went to the Narrow Gauge Convention

in Denver and I hear some operations were to be had. Also back in June for prototype inspiration the BAPM, held its 15th annual meet in Richmond. Check out Harry Wong's excellent article in RMC.

The NMRA held its annual convention in Orlando (happily, before the storms) and OPSIG put on a good operating program, by all accounts.

Many of the local layouts have been running

over the summer so we've kept busy. I've not been operating as much as I'd like due to a lot of work in and around my yard in Milpitas. I'll be on the Oct 30 South Bay tour, so drop and see what we've accomplished. The good news is that Milpitas is approaching scenic completion. I did host two groups over the summer and things ran well. As we come into the fall Model Railroading season almost everyone is running.

The fall visiting ops season is well underway and about a dozen Bay Area operators ventured to



We are planning for the 2018 Bay Area PCR/Layout Design and Operations SIG Meet for January 26, 27 and 28 2018.

Vancouver early in September for another excellent VanRails. Some of the local bloggers have posted about it and I can add that the layouts we've known continue to put in strong performances and several new ones were available, some by owners who previously participated with other layouts. All of the layouts that I operated were excellent. We've filled slots for meets in the Twin Cities, San Diego and Michigan and we will be sending full crews. If you are interested in getting involved with these meets, please contact me at the address below.

Looking ahead, we are planning for the 2018 Bay Area PCR/Layout Design and Operations SIG Meet for January 26, 27 and 28 2018 with Saturday clinics and Panels at the Elks Lodge in Alameda. Saturday night tours and Sunday Op Sessions will feature a strong program of East and North Bay layouts. The ops at this meet are aimed primarily at new operators, so if you've been curious about ops, this is a great chance to learn and run on some very fine layouts. If you're already an operator but want to explore new aspects of operations such as Time Table and Train Order, again, this is a great chance to learn in a low pressure environment. I expect the Saturday program to feature a mix of popular presenters and some totally new material, one presentation focusing on the Alameda Belt Line and another on modern petroleum

transportation. I'm still looking for presenters, so contact me if you've got something or want us to recruit a presenter on a topic of interest to you.

A little further out we're working on the SIG program for Enduring Rails in April 4-8, 2018 and we expect a very strong operating program, good tours and a strong SIG track. So be sure to register early for Enduring Rails and support the committee.

The 2018 NMRA convention will be in Kansas City August 5-12, but plan for August 4-13 as the committee (who also host the semi-annual Prairie Rail Invitational) is promising 9 days of Ops, and I can tell you they have upwards of 30 operating layouts, most of them extremely good. We expect a stellar LDSIG Layout tour and I'm working with convention committee to have a very complete SIG Clinic track. Both the OPSIG and LDSIG Local coordinators are well-connected and owners of fine operating layouts, so I expect the best SIG Program since X2011 West!

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

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. 🚂



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

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

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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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Then, get that popcorn ready.

The Answers Are Out There

Better Operation with Model Brakemen

by Robert Pethoud, Member Aid Chairman, Daylight Division

If you want to inject more realism into your operating sessions, I encourage you to hire some model brakemen.

My wife finally convinced me to add more scale figures to Fall Creek. I fastened down some grazing deer, a few fly fishermen, a bunch of workmen, and several others, both alone and in groups. But then I went further and added a couple of figures who move all over the layout during an operating session. The photo shows my two brakemen—the head end brakie and the rear end.

Their purpose is to facilitate a more realistic

occurred to me that, at a real railyard, a crew member would have to be brought to the switch on the loco or a freight car; the train would have to stop to let him (or her) off; he would have to unlock the switch, throw it, and verify that the points are snug against the stock rail; then he would use the radio (or hand signals) to tell the engineer to come ahead; and finally he would either get back on the train or remain at the switch to enable the next task to be performed.

When a car needs to be uncoupled, I simply reach over with my bamboo skewer and twiddle the Kadees, but on an actual train the process is quite different. Who will pull the pin (move the uncoupling lever) on the car—the head or rear brakeman? How will he get to the location—ride the train or walk? After the uncoupling, where will he go and how will he get there?

Modeling these parts of the job adds a whole new dimension to operating a model railroad: it requires more thought, slows the whole process down significantly, and gives us much greater appreciation for the challenging nature, both physically and mentally, of the work conductors and brakemen do every day.

Constructing my HO brakeman figures was a piece of cake. I used some sheet

styrene, paper clips, printer paper, and some CA (cyanoacrylate adhesive) and rubber cement. I began by Googling “brakeman” images; finding, copying, and saving a suitable one; then sizing it to slightly larger than HO scale and printing out four copies. Next, I cut out four rectangular pieces of styrene, each measuring about 0.75” x 1.125”, and bent the inner loops of two paper clips at 90° angles to form T-shapes. Finally, I used the CA to attach two pieces of styrene to the vertical portion of each paper clip, and then used rubber cement to glue the brakeman images to the styrene.

Now the payoff: by placing my brakemen on the layout beside the switch or freight car where they would need to do their jobs, I can better visualize what the actual operation would be like. Further, if I run my locomotive slowly and smoothly enough, my brakemen can actually ride the train to most of their work locations (sometimes they still have to walk). If you want to inject more realism into your operating sessions, I encourage you to hire some model brakemen.

Until next time, you can reach me with comments and questions at

pethoud@comcast.net. 🚂



Photo by Robert Pethoud

depiction of the work actual railroaders do. Here’s the reality I faced before my tiny brakemen arrived: without moving from my position near Fall Creek’s depot, I can (and unthinkingly often do) reach any of the turnouts on the layout, including those which are 300 scale feet apart. Thus I can casually throw a switch while the train is still 8 car lengths away and traveling at 20 or 30 scale miles per hour. It finally

PCR History

Voices - An interview with Russ Clover

by Dave Connery, MMR, PCR Historian

On August 29th I had the opportunity to spend several delightful hours talking with Russ Clover at his apartment in Rohnert Park. Here are some of the things we talked about:

Russ had been in the Navy in WWII and at war's end he remained in the Naval Reserve. In 1951 he, along with many others, was recalled to active duty and assigned to San Diego. Russ was having trouble sleeping nights and went to Sick Bay one morning, where the doctor suggested

he cut back on his reading, stop thinking about the Navy, get more exercise and get a hobby, doing something with his hands. On his first visit to a local hobby shop Russ brought home a Roundhouse

all metal ATSF caboose kit. That was all it took, Russ was hooked on the hobby. He learned about the San Diego Club in Balboa Park and after a visit became an associate member with the HO group and spent his free time at the club running trains.

After being released from the service in early-1953, Russ returned to his job as an insurance inspector for the Pacific Fire Rating Bureau in Los Angeles. He wanted some custom decals for his railroad and had difficulty obtaining them. He decided to make them and purchased a small hand printing press. His decals came out very well and soon he started Clover Decals, advertising in Railroad Model Craftsman and Model Railroader beginning in 1953. Artwork for heralds was done by his wife, Lois, and Russ hand set all the lettering. Although only part time, Russ could make about \$20.00 an hour but never over \$200 a month, so it was not a practical stand alone career and in 1960 Russ closed his custom water-slide decal business.

Russ and his wife Lois decided to move and after looking all over the USA, they determined that Santa Rosa would be the ideal area to live in. During these years Russ worked first in the mortgage insurance business and then for an optical coatings company. In

1969 his wife passed away. Russ sold their rental house in Rohnert Park to a lady named Jane and a year later he and Jane were married, and then he had to sell the same house a second time. During this period he added a shop to the garage, to house Clover House, and made custom cabinetwork for optical and electronic instruments.

Russ has been an NMRA member since 1952. At the 1961 PCR convention held in Sacramento, Russ and Bob Rankin got to talking about how neat it would be to have a Division in the area north of San Francisco Bay. After the convention they went to work, organizing the Redwood Empire Division and eventually got enough others in the area interested. In October 1961 they officially obtained recognition from the PCR Board for the Redwood Empire Division (RED). Russ became the first Superintendent of the division. In 1965 RED hosted its first PCR Convention at the El Rancho Motel in Santa Rosa, where Russ served as the hotel liaison and found the motel people very easy to work with. They didn't need a contract, but only a hand shake to close the deal. In 1999 Russ received the prestigious John Allen Award.

In 1970 Russ began developing Clover House as a company, by first purchasing the equipment and setting up the processes he would use to

Continued on Page 14



Photo by
Dave
Connery,
MMR



Russ Clover has been an NMRA Member since 1952

One of the joys of model railroading has always been the Clover House Catalog. This is one of the essential modeling tools at my workbench.

produce a profitable line of products for modelers. Originally Russ planned to build kits for bridges and cars but in trying to find a good supply of scale wood he determined he would have to produce his own. (Eventually he was involved in the design and production of the Korbel Station that was the convention kit at the 1979 PCR Convention in Santa Rosa.) The official start of Clover House was not until 1976 when products were introduced at the 1976 PCR Convention in Sacramento. Initially the company offered scale lumber, wood ties, chain, wood barrels and poles. The part of the business that Russ enjoyed most was designing the process that would be used for a product, setting up the machinery to provide the product and then establishing the packaging so that when a modeler bought a product they only had to open the package and it was ready for their use. Most products added to the line over the years were based on ideas from others – for example when a group was sitting around at an RED Meet someone suggested glass for windows and Russ went out and found slide cover glass and scribes to cut the glass to size.

Around 1978 Russ started selling PC Ties, an idea that originated in England. To do this he invested in a 12” Diacro shear and developed a semi-automatic process to enable cutting the PC Board material

into smooth and accurate tie sizes. The idea of calling them PC ties came from Gordon Odegard, a member of the Model Railroader staff. Another piece of special equipment that Russ bought was a wire straightening machine and once Russ had it he got Kermit Parker to help him upgrade the machine so it would work exactly for his needs. In 1980 at the PCR Convention at Disneyland he met Tony Perles of San Francisco who was producing a line of Dry Transfers but was having health problems. Russ purchased the business and that was the origin of Clover House Dry Transfers.



Russ Clover used this cartoon of Himself delivering the goods.

Russ designed new packaging and expanded the line as it became the largest segment of Clover House business. One Dry Transfer product I use a lot is the packet of chalk marks for detailing the sides of freight cars, a few chalk marks go on nearly every freight car I complete. Russ says this

particular product dates back to his water slide decal business. He would go to the Southern Pacific, Taylor Yard in Los Angeles and copy real marks found on cars using art paper and charcoal. The most difficult part was getting them all on a single dry transfer sheet. Dry Transfers were once an integral part of the printing “paste-up” process but their business use has been almost completely eliminated by Desktop Publishing today.

One of the joys of model railroading has always been the Clover House Catalog. This is one of the essential modeling tools at my workbench. The catalog is full of tables helping the modeler know what the proper size of a product is based on the scale being modeled. These tables were developed by his wife Jane and are a critical element of why modelers value the catalog so highly. Another reason is the often times humorous and always enjoyable line art that is liberally peppered throughout the catalog. This artistry is mostly the work of Keith Halonen and about 450 individual art designs were produced over the years. In addition to expanding the product line (tools, brass pipe and rod, coiled wire, nylon and cable, sheet metal, screen, plastic sheeting, insulators, model makers pins, eye bolts) a number of lines have been dropped (wood ties, dimensional wood in both basswood and redwood,

Continued on Page 15

As you can probably tell, Russ is still sharp as a tack. He remains very interested in the hobby.

sound recordings).

A unique set of items in the Clover House line is designated as Fly By Night Industries. These are rejects, seconds or closed out products and were usually offered by Russ at RED and Coast Division Auctions. They were advertised as a “Hopelessly Owned Subsidiary of Clover House” with the motto “*If It’s Not Right It’s Fly By Night*”. Russ enjoyed the chance to share these items that did not meet his high quality standard and they provided many modelers with unusual material for their modeling at greatly reduced prices. In addition to their direct sales to end consumers, Clover House provided many products to other manufacturers.

In 2011 Russ sold Clover House to Tom Dempsey, PO Box 215, Veradale, WA 99037-0215 who continues in Russ’ tradition of quality product and friendly customer service and has added to the line www.cloverhouse.com.

Russ is 91 years old and is no longer able to get around and attend many convention functions. He has always enjoyed PCR conventions both as a modeler and later as a manufacturer and considered them as an opportunity to meet friends and fellow modelers. He has lots of fond memories from past conventions.

He remembers seeing Leighton Keeling, a double leg amputee climbing over SP steam locomotives in the Brisbane Shops and at the

Billy Jones Wildcat Railroad during the 1956 convention in San Jose. Based on his experiences at the 1957 Long Beach Convention the convention hotel was often not a good place to stay if you wanted a good night’s sleep. In that case it was due to a guy playing the trumpet late and of course late night discussions. For that convention Leo Campbell made four suitcase style fold out display cases, using one for his products and giving the other three to Irv Athern, Clarence Menteer of Model Die Casting and Ed Suydam. They set up on tables in the hotel lobby and this was the start of displays by manufacturers.

At the 1958 convention in Phoenix Russ was serving with a number of others as contest judge. In those days all judges looked at all aspects of the model and one modeler was especially unhappy when his fine model did not place well because it was realistically weathered – everyone was used to “wet paint” models. After the show Russ got together with Harvey and Muriel Vander Veen, who also served as judges, and developed the idea that a set of judges would only look at one aspect of each model (i.e. finish, lettering, construction, prototype fidelity, etc.) they presented their idea to the PCR Board who accepted the suggested change and now it is used nationwide. At that time, a few modelers were vocally un-appreciative of their efforts.

The 1960 convention was held in Highland Park, California at the Huntington-Sheraton Hotel, an elegant old hotel which was operated with the dignity and formality of an earlier era. In those days some modelers dressed in railroad coveralls and railroad hats. The elevator operators refused to take men dressed like tradesmen to any floor but the basement! During the Saturday night banquet the guest speaker was George Fenneman, who was the announcer for the Groucho Marx TV show. He gave a great presentation and talked and acted just like a model railroader and only afterward did Russ learn that Fenneman had been coached in advance by Whit Towers and Leighton Keeling.

As you can probably tell, Russ is still sharp as a tack. He remains very interested in the hobby and he spent time showing me some brochures that he and some other RED leaders worked on. One brochure is to encourage people to join the model railroading hobby, and the other is to encourage modelers to join the NMRA.

What a joy it was spending this time talking with Russ Clover. 🚂

Coast Division Report

by Doug Smith, Coast Division Superintendent

I'll start off with "Coming Events" in this issue. September looks busy for the Division. Last week we had a table at the Los Altos Train Museum for the Train Days event September 16-17. Many local modular clubs had layouts where train fans young, very young, and old could see a variety of trains in operation. Our booth was an informational booth along with The Timesaver switching layout. But as the days turned out to be a lot more about having the kids run the Timesaver.

Actually running the trains after watching them on the other layouts was a big hit. No timed contests but hundreds of youngsters had a great time.

Eight Coast Division members gave their time to make this happen. No new members signed up this weekend, but give it a few years.

Sunday September 24, is our Coast Division meet, this time at the Elk's Lodge in Alameda. Clinics, contests, show-and-tell, the auction, modelers roundtable – everything you've come to know from a Coast meet. Did you know that we're the only Division meet in the country with a regular members-only auction? The meet is at the usual time, 9:00 AM until

about 5:00 PM.

The next week is something old and something new at the same time. There will be a Coast Division layout tour on Saturday Sept 30. As of this writing there are nine layouts on the tour. Some you may have seen, some you may not have. David Griffy and his team have done a great job setting this up. The area of these layouts is currently within 20 minutes of a well-known hobby shop in Santa Clara. Future tours will be in different locales around the Division. Timing is within 10:00 AM until 4:00 PM, or a significant portion thereof. Notification of locations and open times will probably be via the Coast Division Yahoo Group, but that's still in the works. We haven't had a layout tour outside of a PCR or SIG meet for a while, so this should be a good time.

There are many more events to fill out the year. See the PCR master calendar at <http://www.pcrnmra.org/pcr/calendar/calendar.shtml>. That's all for "Coming Events".

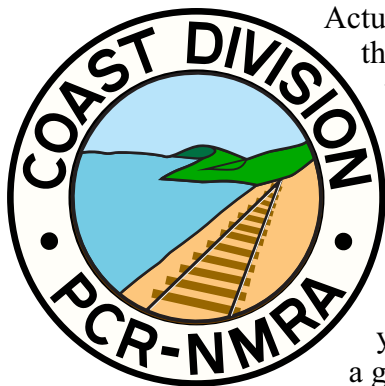
The June meet at the Boy Scouts' SF Council Office Center in San Leandro was another success. Many thanks to them for the continued hosting of our meets. Attendance was an even 100 with 75 from Coast, 7 from RED and 5 Sierra members. We also had 15 guests and first-time attendees. Hopefully you all felt welcome and want to find

your way back. When you do please feel free to ask questions of any of the officers or members.

Introduce yourself around the room every chance you get. Thanks to the clinic presenters, Ray Davis and John Stutz. A general theme from those in the rooms was "I'm going to try that!" Just what everyone hoped for. Thanks also to those who shared some of their modeling skills and works-in-progress at the contests and Show-and-Tell tables. In the afternoon there were 510 items that passed through the auction, with 426 sales.

The auction in June went very smoothly, but we're looking for ways to make it even better. Although our auction runs smoothly as viewed by many in the room, there is room and need for improvement. These changes are being carefully reviewed before being implemented.

Continued on Page 17



Did you know that we're the only Division meet in the country with a regular members-only auction?

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

The Coast Division Board of Operations is working to make the auction process better for all concerned. We ask for your patience and support in this effort. There's a reason our auction is unique within NMRA. It's a very



difficult thing to do and do well. I'll have more at the September meet.

The days are getting shorter, but there is still a lot of railroading fun to be had before the winter weather comes. Try to join in the PCR and other activities planned for September and beyond. It's a great time to get out and find some new train spots to enjoy. My local Round Robin group recently took a day to visit the Western Railway Museum at Rio Vista. There were a great number of improvements since my last

visit. It's well worth the trip. There are many other places I'm sure you've wanted to get to but haven't yet. Holiday train events are selling out already. Grab a friend, pick a day, and go. All for now. Hope to see everyone September 24th in Alameda. 🚂

Welcome Aboard ! - PCR's Newest Members

Member	City, State Daylight	Date Joined
Randy Brown, Randsburg CA		7/19/2017
Larry Ames, Fresno CA		7/25/2017
Mark Scharf, Rosamond CA		8/15/2017
Coast		
Lyle Meek, Carmel CA		6/1/2017
Ilene Marshall, Pleasanton CA		6/12/2017
Family Markovich, Belmont CA		6/26/2017
Bill Lavender, Berkeley CA		7/10/2017
Nick Zamora, Antioch CA		7/11/2017
Chris Fennell, Concord CA		7/24/2017
Sierra		
James Jones, Ceres CA		6/20/2017
Steven Cope, Stockton CA		6/22/2017
Patrick Rogan, Elk Grove CA		7/18/2017
David Epling, Portola CA		8/8/2017
Mike Hamlin, Orland CA		8/21/2017
Bill Redmond, Carson City NV		8/21/2017
Redwood Empire		
Mike Davis, Rohnert Park CA		8/21/2017

Branch Line Deadlines for 2018

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

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

If there are any questions contact the PCR Publications Manager, Gus Campagna at campgus@earthlink.net or phone (707) 664-8466.

Sierra Division Report

by Chip Meriam, Sierra Division Clerk

The Sierra Division August 2017 meet took place in historic Virginia City, NV. After spending the morning riding the Virginia and Truckee Rail Road from Virginia City to Gold Hill and back, and exploring the town, most of the membership gathered for lunch in the main dining room of the Delta Saloon.

After lunch the group trekked up two flights of stairs to a ballroom for the business meeting and contest judging.

The meeting began with a slide show presented by Tom Gray, CEO of the Virginia and Truckee Rail Road. Tom is the son of Bob Gray, who rebuilt the V&T beginning in 1970. The first portion of Tom’s presentation recounted the history of the original V&T from its beginnings in 1869 during the Comstock Lode era in Nevada, through its eventual demise in 1950. The second portion of the presentation chronicled the remarkable “rebirth” and rebuilding of the modern day V&T between Virginia City and Carson City.

Jim Dieckman and Mary Moore-Campagna spoke about the upcoming 41st annual International Rail Fair to be held at the Placer County Fairgrounds the second weekend of November. Mary is coordinating the volunteer staff for the event. Jim noted that a major remodel at the fairgrounds should render a new 13,000 square foot exhibit—which should provide a lot more space for vendors and model railroad layout displays.

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GE 80-Tonner Handles the Virginia City to Gold Hill Turn



The Head-end Crew Aboard #29

Photos by Chip Meriam



Number 29 in from Carson City



The Conductor provides an Historical Narrative

Sierra Division (Cont.)

The contest categories were photography, “Any Photo Taken During The Last Twelve Months,” and modeling, “Caboose And Passenger Cars.”

First and Second place photos both went to Tom Van Horn. Third Place photo went to Walt Schedler.

First Place model was by Walt Schedler, Second Place model came from Al Wood, and Third Place model was submitted by Jim Petro.

The next Sierra Division meet will be Saturday, October 14, beginning at the California State Railroad Museum. 🚂



The Delta Saloon - Virginia City



Sierra Division in the Ballroom



More photos on P.20



Mary-Moore Campagna Soliciting Volunteers



Gold Hill Depot



Jim Dieckman Discusses Rail Fair

More Sierra Division Meet Photos



Tom Gray, CEO of the Virginia and Truckee



Al Wood's Caboose won 2nd place in the model contest



Walt Schedler's Observation car won 1st place in the model contest



Third Place photo went to Walt Schedler



The Third Place model was submitted by Jim Petro.



First and Second place photos both went to Tom Van Horn.



Daylight Division Report

by Doug Wagner, Membership Chairman

The next Daylight Division of the National Model Railroad Association, will be held Saturday, October 14, at the Whole Foods Community Room, 1531 Froom Ranch Way, in San Luis Obispo. Whole Foods is located next to the T.J. Max Department store located on the east end of the shopping mall. This location was chosen so that members can participate in the number

of layout tours and other activities available during the Central Coast Railroad Festival. The meet starts at 9:00 AM with room set-up (please arrive early and help!), registration, refreshments, contest entries, and Meet 'n' Greets. For those who would like to grab a breakfast first, the store has an extensive self-service

menu, and tables will be set up in the meeting room. Please bring any new models you would like to share, even projects that are still in the works. Everyone who enters the model contest or photo contest, will receive a voucher of one drawing ticket for a cash prize of \$25.00. There will be favorite and judged model contests, as well as favorite photo contest. In the hopes that we will get more contest participation the favorite model and photo contests will be open to all categories. Only NMRA members in good standing may enter the contests. Non-NMRA guests are encouraged to bring display-only models and photographs. Awards will be presented to the winners of each contest.

Instead of taking the time for bidding on white elephants, we will be selling tickets at the door that match pre-ticketed white elephants

then after the meeting folks can open their white elephants all at once and exchange them if they like. Don't forget, that the meet Door Prize \$25, enough to buy a meal with ! Donations of new, unused items for additional door prizes would be especially welcome. Registration is \$4.00 for NMRA members, and \$5.00 for guests.

Driving Directions to Meet


From the South: Take Highway 101 to the Los Oso Valley Road exit and turn left across the freeway and turn left again at the second stoplight into the Froom Ranch mall complex (across from Target) – the Whole Foods store is the furthest building to the east.

From the North: Take 101 South through San Luis Obispo to the Los Osos Valley Road exit, and turn right, then left at the second stoplight into the Froom Ranch mall complex.

A map is posted in the files section of the Daylight Division's Yahoo Group [site](#).



Please bring any new models you would like to share, even projects that are still in the works.




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In Memoriam		
Member	City, State Coast Sierra Redwood Empire	Date Joined
Joe Scholten,	San Francisco CA	10/14/1989
Harold Elmore (Life-Time Member),	Sacramento CA	1/1/1950
Brice Benson (Life-Time Member),	Rohnert Park CA	1/1/1960
Richard Foster,	Sonoma CA	3/14/2007

Red Report

by Steve Skold, Director, RED

RED met at Monroe Hall on Saturday May 27th. We had our annual meeting and election of officers. Scott Lockhart was elected Superintendent and Dud Peters as Chief Clerk/Paymaster. Financially we are better than we have been in many years. We had our usual turnout of about 25 members at the meeting. After the election and annual business meeting, we had our show and tell and then door prizes. Following that, we left to go to the maintenance facilities of SMART where we had a guided tour of the new maintenance shed and

one of the pairs of cars.

It was sad to announce the passing of Brice Benson, an NMRA life member since the 1960's and a past Chief Clerk/Paymaster. He presented a number of clinics for RED over the years and participated in our show and tell every time he

finished another Fine Scale Miniatures kit. Dick Foster also passed away, just after getting his last issue of the Callboard finished before the May meet. He was in Sierra Division for many years and was editor of their Short Line newsletter. When he moved to Sonoma, he jumped right in as editor of the RED Callboard. He was instrumental in converting

Continued on Page 23



Photos of the Golden State Model Railroad Museum at Pt. Richmond, CA. by Steve Skold



the Callboard to its current online form with the help of Gus Campagna.

Our summer picnic meeting was held on Saturday August 19th at the Golden State Model Railroad Museum at Pt. Richmond. We had a two hour tour of the building which includes layouts in N, HO, Hon3, O and On3 scales. This was



followed by our picnic which included one pesky yellow jacket.

The planning for the 2018 PCR Convention is in full swing. Chairmen Giuseppe Aymar and Dave Croshere are working hard along with rest of the committee to make sure you all have a good time. Two of the highlights will be the new SMART train running from Santa Rosa to San Rafael and Sturgeon's Mill featuring an 1850's steam engine powering the saw. More information will be in other articles in the Branch Line. 🚂

PCR Membership Gauge

August 31, 2016 to August 31, 2017	
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
June 30, 2017—	962
July 31, 2017—	971
August 31, 2017—	967

Doug Wagner Receives 2017 NMRA President's Award for Service to the Division

by Chuck Harmon, MMR, Branch Line Editor

This is a new award, given for the first time this year. See the October issue of the NMRA Magazine for details.

Doug Wagner of Bakersfield was named the PCR's recipient of the first annual NMRA President's Award for Service to the Division at the annual awards banquet at the Orlando Convention. NMRA President Charlie Getz announced the winners, who were chosen with the help of NMRA

National Board members and Region Presidents.

The announcement of the awards was published in the October 2017 issue of the NMRA Magazine. Eighteen

recipients were named in the article by Gerry Leone, MMR, NMRA Vice-President of Special Projects, with a brief description of the



contributions of each.

The description of Wagner's contribution read, "Doug may not always be the one in charge, but he is always the one doing the

work. Whether it's layout tours, finding venues, doing paperwork, or sending emails, he's always there. No matter where the Division's meetings are, Doug is always in attendance, and many members have said that they would never have been active in the PCR if not for Doug's support and friendship."

Doug is currently Manager of the PCR membership Department, as well as Membership Chairman for Daylight Division. He has served in numerous Daylight Division offices and service positions and was most recently co-chairman of the 2017 PCR Regional Convention in

Bakersfield, Daylight Express 2017.

Congratulations Doug, and thank you for your service! 🚂

NMRA InfoNet News (Infoblast) For August, 2017

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

A message from Charlie Getz, NMRA President -

Gallery Exhibit and Kalmbach Memorial Library move at the California State Railroad Museum status:

It has been a long process but we are happy to announce that the long-promised Gallery Exhibit (“Exhibit”) and Kalmbach Memorial Library (“Library”) move at the California State Railroad museum are finally underway.

The Exhibit was first proposed over a decade ago. Benchmark Publications’ publisher and MMR Bob Brown once said: “To attract people to our hobby, you must show them what we do.” We know from the success of train shows and the World’s Greatest Hobby campaign, such public exhibits work well and inform and excite the public about our hobby.

Over the past six years, we raised \$250,000 from our members and corporate partners as we have promised that this Exhibit will not use dues money. The estimate for the project’s fabrication and installation is between \$500,000 and \$750,000. We will fund that amount by donation.

Implementation delays were due to a problem that involved CSRM’s parent agency, the California Department of Parks and Recreation. After much patience and entreaties, CSRM management worked out all of the obstacles preventing final approval and in late June, we finally received the long-promised agreement authorizing the Exhibit. The BOD unanimously approved that agreement in an electronic vote in June to meet a BOD-imposed July 15 deadline for finalizing the agreement.

The agreement could not be more fair nor inclusive. We are happy to report all of the elements described or represented over the years are included. There is no cost to NMRA for the space provided and utilities/outside maintenance will be performed by CSRM. We will be responsible for interior maintenance, which we prefer. We will own the exhibit which can be moved and used later in a permanent Museum. Although they no longer do so, CSRM has agreed to administer our Library and allow full access to their vastly larger library to NMRA members at no additional cost.

NMRA Awards presented at the NMRA Convention in Orlando, FL

Fellow of the NMRA

Gary, Burdette, MMR

Ron Williams, MMR

Distinguished Service Award (DSA)

Jim Hediger

Meritorious Service Award (MSA)

Bob Hamm

Rick Coble

Dave Liesse

Scott Povlot

Martin Oakes

Presidents Award (PA)

Grant McAdam

Dave Lamberts

Larry Alfred

Chris Lyon

Ben Sevier

Donovan Lewis

Martin Boyask

Jack Dziadul

Rich Seymour

Mark Cowles

Doug Wagner

Al Hovey

Terry Davis

Alex Huerres

Roy Hord

Peter Watson

Shirley Sample

Walt Liles

Bob Chaparro

Bob Hamm

Clark Kooning

Joe Gelmini

John Stevens

Pete Magoun

Peter Youngblood

Leslie Eaton



We are happy to announce that the long-promised Gallery Exhibit (“Exhibit”) and Kalmbach Memorial Library (“Library”) move at the California State Railroad museum are finally underway.

Tales of the Santa Cruz Northern One Hundred-Eight

by Jim Providenza

We interrupt this two part article on the love-hate relationship with switches to look a little more in depth at something I brought up last time – the potential effects of expansion and contraction on our model railroads. Now expansion and contraction is usually caused by the heat / cold cycle of the seasons, but can also be caused by humidity (or lack thereof). The effects are exacerbated by how the different types of materials we use to build our empires react differently (or don't react at all) to both temperature and humidity.

A case in point is Bridge 5 on the SCN, a relatively recent addition to the railroad. This bridge spans the doorway between the garage and the rest of the house. Bridge 5 is composed of aluminum angles on the sides, a Masonite hardboard floor, plywood cross pieces

tying the bridge ends together, and then the plastic ties and nickel silver rail. The bridge rests on Homasote (paper no less!) on one end on the shelf at Holy City and is secured the wooden frame of the helix on the other.

Over the course of its short existence Bridge 5 has weathered (so to speak) two years of drought and then the wettest winter on record. It has lived through a temperature swing in the course of 6 months of somewhere around 90 degrees Fahrenheit. So we can guess the Homasote and the plywood and the pine and fir all expanded and contracted as somewhat different rates as the humidity increased and decreased. At the same time, but in different degrees and at different rates (and in different directions) the aluminum and nickel silver also expanded and contracted.

Being not unaware of these possibilities (though writing them out like this is kinda scary to contemplate) I built in a number of adjustment points to Bridge 5. And have used them routinely. My own experience is that, at least in the garage here in San Rafael, any new benchwork or trackwork will take at least one and a half or two years to season and reach a state of relative equilibrium. During that time I expect to make minor

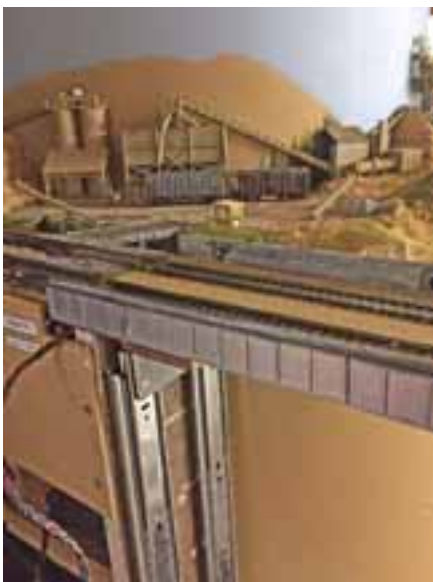
adjustments. Bridge 5 is likely to take a year or two more.

But, I figured that for the rest of the layout involved in the 'Great Re-Building', I was out of the woods by this summer. It had been two years since the new benchwork was completed and almost as long for the track new track leading to Bridge 5 and at Laurel. As always, I built in small expansion joints as I laid the new track, regardless of whether it was flex track or handlaid.

And other than the adjustments to Bridge 5 before op sessions, it seemed like everything had in fact settled into place satisfactorily. Until Adam came over.

Well it really wasn't Adam's fault. He just wanted to shoot some video of the SCN. Why not? So I cleaned track (the SCN is in a garage after all), turned on the power and lights and was all ready when Adam showed up. I think we were both happy that the worst of the heat wave was past, though it was still plenty warm. We decided that the first train to photograph would be No. 272, the Eastbound Drag. Called up the address of BN4122 on the head end, started the bell, blew two blasts of the horn. Cracked the throttle and No. 272 headed out of Zayante and across Bridge 5. Around the back of the helix and out of Tunnel 2 at the west end of Laurel.

Continued on Page 26



Bridge 5 - East End

Photos by
Jim
Providenza

And immediately it went on the ground.

As the photo of the west switch at Laurel will attest, 108 degrees temperature will cause a heat kink even in 'seasoned' track. Of course the west switch is difficult to get at. And of course when I re-aligned the offending stock rail, adding more spikes to keep it aligned, that pushed other track nearby at the west switch to Beroldingen Lumber setout track out of gauge. Several hours and a fair amount of literal sweat equity later, things were back to normal.

Ed Slintak is a Coast Division member and one of guys on the SCN crew call list. In his real life Ed has to know about things such things. In a recent email thread about laying track, Ed commented:



West Switch Laurel Heat Kink

“Not sure about soldering all the track joiners; leaving them loose for expansion and contraction distributes the issue all over the railroad. If I did the math right, for a 40-degree range of temperature (50-90

degrees F) for a 50-foot length of nickel silver, you would get expansion of 0.02' or a quarter-inch. If you install the track at the mid temperature of that range (can't be guaranteed) it would half the total movement. Would rather see a bunch of little gaps everywhere than a few gaps of 1/8 - 1/4".

My .02 worth (or 0.02' in this case)”

Hmmmm. Lets see. The SCN mainline is about 250 feet long. Assume the temperature range is in fact 90 degrees. That means I should have allowed for between 1.5” and 3” total expansion in my expansion joints over the years. REALLY?

I guess I'll have to try to do better in the future...



He served as PCR Secretary-Treasurer from 1962 to 1974 and in 1974 he received the Annual PCR President's Award in recognition for his service.


Harold L. Elmore 1928-2017

Long time PCR member and former Secretary-Treasurer Harold Elmore passed away on September 14th after a short bout with congestive heart failure. His health had been declining in recent years, although we still saw him at Regional and National conventions as recently as this year. He had been managing with the assistance of his son Kenneth and daughter Janice and was usually wheelchair bound.

Harold had been a Life Member of NMRA since 1950 and was a Sierra Division member at the time of his death. He served as PCR Secretary-Treasurer from 1962 to 1974 and in 1974 he received the Annual PCR President's Award in recognition for his service.

There will be a memorial service for him on Saturday October 28th at 2:00 pm at East Lawn Mortuary & East Lawn Sierra Hills Memorial Park at 5757 Greenback ja_elmore@att.net (between Sacramento and Roseville). The family is planning a reception afterward at a local restaurant, to be determined.

They are requesting those of us interested to contact them with an RSVP by October 15th with the number in your party. Contact either Kenneth Elmore at khelmore@scinternet.net /435-817-2433 or Janice Elmore at ja_elmore@att.net.

Remembrances in Harold's name may be made to the American Heart Association at [2007 O St, Sacramento, CA 95811](http://www.heart.org), the American Diabetes Association at 2451 Crystal Dr., Ste. 900, Arlington, VA 22202, or the National Model Railroad Association, P.O. Box 1328, Soddy Daisy TN 37384-1328." 



NATIONAL MODEL RAILROAD ASSOCIATION, INC ®

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2017 Events

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 14, 2017 - Daylight Division meet at the Whole Foods Community Room, 1531 Froom Ranch Way, in San Luis Obispo. This location was chosen so that members can participate in the number of layout tours and other activities available during the Central Coast Railroad Festival. The meet starts at 9:00 AM.

October 14, 2017 - Sierra Division meet, beginning at the California State Railroad Museum.

October 21, 2017 - 1:00 pm, Mid Year Board of Directors Meeting at Northwestern Pacific Railroad Historical Society, Hogart Memorial Library and Archives, 1364 N McDowell Boulevard, Petaluma, CA

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.

November 3 – 5, 2017 - Northern Nevada Model Railroad Tour, presented by PCR Sierra Division. Last year twenty-six (26) layouts in N, HO, HO_{N3}, O, On30, and G guages were open for your enjoyment. Info: Jim Petro, e-mail jpetro328@gmail.com or (775) 852-5636 or cell (775) 544-9857 if you have any questions.

November 4, 2017 - 10:00 AM – 2:00 PM, the Golden Empire Historical and Modeling Society, of Bakersfield, will be hosting a public open house at their downtown Bakersfield clubhouse, located on the 2nd and 3rd floors, above Chef's Choice Noodle Bar, 1534 19th Street, in downtown Bakersfield, California, 93301. Central California's largest permanent model train displays will be open for the public to enjoy the hobby of model trains. The N scale layout is 18' x 80' in size with a modeled version of the Tehachapi Loop. The HO layout is 30' x 90' and has 15 miles of scale HO mainline. Entrance to the clubhouse is immediately behind Chef's Choice restaurant, in the alley. The Chef Choice is located on the northeast corner of 19th and Eye Streets, in beautiful downtown Bakersfield, California, 93301. Follow the signs for directions to the clubhouse. For further information, please email carldw@aol.com; call 661 - 331 - 6695; www.gehams.org

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

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

For a list of monthly activities see page 30.

Calendar

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

November 11 & 12, 2017 - Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, 41st Annual International Railfair Model Railroad Show, Placer County Fairgrounds, 800 All American City Blvd, Roseville, CA. Co-sponsored by PCR Sierra Division. For more info, contact Dan Mahoney:

stj_lc@yahoo.com. A holiday tradition with operating American and European layouts, clinics, vendor sales of all scales of trains and Thomas & Friends™, books, scenery, tools, and snack bars.

November 11 & 12, 2017 - Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 4:00 pm, Model Train Show, Tehachapi Loop Railroad Club, Aspen Builders Activity Center Inc. at the Tehachapi Valley Recreation and Park District, 410 West "D" Street (off Mill Street), Tehachapi, CA.

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.

March 10 & 11, 2018 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA. Admission is \$7.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days.

Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Train rides for railfans of all ages, \$2.00 additional charge. Contact info: (661) 331-6695; email: carldw@aol.com.

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

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

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

2020 - St. Louis, MO.

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

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

For a list of monthly activities see page 30.

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 & HO_n3)

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)

Third Saturday 9:00 AM - 12:00 PM Noon / San Joaquin Central Operating Session (HO) / Fresno, CA / Chuck Harmon, e-mail: harmonsta@aol.com or 559-299-4385. It's April 1949 on SP's Donner Pass and fictitious SJC. An advance courtesy contact is appreciated. Send e-mail to be added to mailing list.

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: kenatttr@thirdrail.com 

These activities occur each month on the days indicated. See the Club Info section starting on page 31 for location and contact information.

Alameda County Central Railroad Society

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

Antioch Model Railroad Club

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

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalers

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

Bay Area Z Module Cooperative

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

California Central Model RR Club

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

Carquinez Model Railroad Society

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

Coastal Valley Lines

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

Eel River Valley Model Railroaders

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building, NW corner, Ferndale. Contact: 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 Keane (650) 355-7231 or billkeaney@comcast.net.

Continued on Page 32

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 P.M. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

San Joaquin Valley Garden Railway Society

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

Continued on Page 33

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

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, tinsplate, 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.

Tidewater Southern Railway Historical Society Inc.

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

Tri-city Society of Model Engineers

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

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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. 🚂

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





PCR/NMRA

ENDURING RAILS

PCR Convention

April 4-8, 2018

Double Tree by Hilton Hotel

Sonoma Wine Country

One Double Tree Drive

Rohnert Park, CA 94928

RETURN FORM AND PAYMENT TO:

Enduring Rails 2018

c/o Gus Campagna

1915 William Drive

Penngrove, CA 94951-9524

E-mail:

mailto:er2018registrar@pcrnmra.org

Website: www.pcrnmra.org/conv2018

Registration Form

Hosted by **Redwood Empire Division PCR & the
Northwestern Pacific Railroad Historical Society**

Please Print

Last Name	First Name	Name for Badge	
Address		City	State & Zip
Home Phone	E-mail address	NMRA #	
Registration Type (Please check one) Model Railroader <input type="checkbox"/> Non-Rail/Spouse <input type="checkbox"/> PCR First Timer <input type="checkbox"/> Youth <input type="checkbox"/>		NMRA Region (If other than PCR) _____ NWPRRHS Member Yes <input type="checkbox"/>	
I am available to volunteer at the convention on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday <input type="checkbox"/>			
Primary Scale Interests	<input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other _____		
Railroad you model			

Non-Rail's Name for Badge: _____

FARES: <i>Please fill in Quantity and Total</i>	Quantity	Unit Cost	TOTAL
Full Registration includes Awards banquet and Membership breakfast		118.00	
First Timer Registration (PCR members who have not registered for the past 5 conventions)		98.00	
Non-Rail Registration (Includes Lunch)		98.00	
Youth Registration (12-18 years old)		68.00	
Sturgeons Mill Tour (Steam powered saw mill)		40.00	
Korbel Wine Tasting Tour (includes Bus Transportation)		25.00	
SMART Maintenance Facility Tour		20.00	
Convention Car HO NWP Double Sheathed Boxcar Kit 1@\$25; 2@\$48; 4@\$92; 6@\$126			
Grey Convention Polo Shirt ** <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL <input type="checkbox"/> 5XL <input type="checkbox"/> W or <input type="checkbox"/> W/O pocket		\$30.00	
Are you interested in the Napa Valley Wine Train? Dinner <input type="checkbox"/> Lunch <input type="checkbox"/>			
Payment by: Check <input type="checkbox"/> Cash <input type="checkbox"/> (use the website to pay with PayPal/Credit Cards) Make checks payable to: PACIFIC COAST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION		TOTAL	

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MARTINEZ, CA 94553