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The Contest Room

By Dave Croshere

In short order our 2018 convention, Enduring Rails, begins. If you haven't heard, opening day for the convention is Wednesday April 4th at the DoubleTree in Rohnert Park. The festivities run through April 8th. Also, if you haven't heard about this convention you should look up from the model bench a little more often.

I'm writing about the Contest Room, my favorite part of the conventions. The Contest Room is going to be a little different this year. The room itself is virtually straight in from the lobby area of the hotel, not down some dark hall. It will be in the same room as our registration area which, by name, is the Chardonnay Room. The room is split level, so both areas are divided by a railing and one can look down on the contest area from the registration area.

So what goes on in the Contest Room? What we want mostly is to display models our members have made. We have some very good modelers in the PCR; some of the best in the nation. We are encouraging everyone to bring as many models as they want to display. The Contest Room will have a separate area set aside as a model display area only. The models can be old or new or just something to show friends - maybe even for a second time. They can be models a departed friend made or something a family member made or anonymous.

It is called the "Contest Room" so yes, we will have the usual model contests in conjunction with the display area. What are the various categories of the model contest? Anything to do with railroads and railroad items. The three basic divisions are models, photography, and crafts.

Within the model section there are categories for cars of all types. This breaks down even further in scratch built or kits, novice, or open competitive. By the time all permutations are factored in, that's a lot of trophies.

Continued on page 4

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The Branch Line
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Contents

Reports

From the President.....5
 From the Editor..... 7
 Achievement Report..... 8
 Contest Report(s).....9
 SIG Report.....16
 Coast Report.....26
 RED Report.....30
 Sierra Report.....32

Feature Stories

Contest Room 1
 Tributes to Our Late Modelers.....11
 The Answers Are Out There.....17
 Tales Of The Santa Cruz Northern.....20
 Looking Back.....21
 Amador County Model Railroad Museum.....23

Regular Goodies

Call Board..... 2
 Statement of Publication.....3
 Member Tracker.....3
 Branch Line Deadlines.....6
 Welcome New Members.....6
 Convention Registration Form.....10
 NMRA Membership Renewal Form.....15
 Opting Out of Branch Line Subscriptions.....16
 Web Announcement.....22
 Time Table.....35
 Club Information.....38
 Membership Gauge.....40

PCR Membership Tracker

<u>Division</u>	<u># Members</u>
Coast	436
Sierra	261
Redwood Empire	131
Daylight	115
Total PCR Members	943

Continued from page 1

Within the photography section there two areas for consideration: pictures of prototype trains or pictures of model trains. Photos are broken into black-and-white or color divisions. Crafts consists of everything made or collected that is train related - just not models or photos.

Another special trophy this year is for a kit bashed model. Old or new, it's about how much the kit has been changed from the way it was designed to be built. Go on line for the contest rules. It is easy so give it a try.

Almost everyone at the convention spends some time in the Contest Room. So bring in a creation to show off why you love this hobby so much.

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



From the President

By Ed Merrin, President, PCR/NMRA

I've got a few things to cover in this issue, so I guess I'll get right to the first one.

It's pretty much an established tradition for this column to herald and promote the upcoming PCR convention, so I'm going to do that. Without tradition, where would we be? This year's Annual Convention is taking place at the Doubletree Hilton in Rohnert Park. In case you aren't familiar with Rohnert Park, it's just a few miles south of Santa Rosa, right in the middle of the Wine Country. And, in continuing what we see as an evolving NEW tradition, we have a partner. In this case it's the Northwestern Pacific Railroad Historical Society, NWPRRHS for short.



This gathering has all the ingredients for a good one: lots of clinics, layouts, and operating sessions, a trip to an operating steam powered lumber mill, contests, sig activities, and so on. In addition, our speaker at the Awards banquet will be introduced by NMRA President and former PCR President Charlie Getz. Throw in a Boy Scout Merit Badge program, a slate of Non Rail activities, a Hobo Breakfast, what's not to like?

On the subject of conventions, there may be some changes and adjustments in our future. Things are getting expensive out there in the hospitality industry, with hotel venues not quite as amenable to our resources as they had been in the recent past. Raising our registration fees is not a good option for solving this problem.

As I have been pounding on for years, ours is an aging organization. As if we needed reminding, we have been losing our fellow modelers in increasing numbers of late. These are people whose names are sometimes legendary, who can't be replaced. And a greater percentage of our membership is approaching or has reached retirement. That provides more time for modeling, but it also results in tighter household budgets as well as more limitations on traveling.

Our future conventions, then, must be designed with these facts in mind. This might involve finding more modest venues and locations with lower hotel and room rates. We might also consider shorter meetings than the five-day ones we have now. Any such changes will need to be engi-

neered in order to ensure that the content and the experience will be at the level we are accustomed to. So we'll be rolling up our sleeves for this challenge.

But now it's time for a more positive note:

Last time I spent some words preparing you all for a new approach to conducting our elections. Now I can report to you that changing from mail-in ballots printed in the **Branch Line** to the web based service ElectionBuddy has been a resounding success. Of the 777 eligible voters for whom we have valid emails on file, a whopping 39% responded and placed their votes. This compares to the usual 10% or less from past elections. This level of participation bodes well for the future vitality of PCR; now all we need are more candidates for office so we can have some choices to haggle over.

There were some imperfections in this system. Some 133 voters had not provided us with an email address. For those members, we sent ballots through the regular old-fashioned mail system. That's a lot of envelopes to mail! Three members responded to our request in that letter and provided us with an email address. They were added to the voter list and thus had the opportunity to vote through ElectionBuddy. As of this writing I do not know how many of the 130 others returned ballot envelopes to our Ballot Committee Chairperson, Jim Providenza. If this goes according to past form I wouldn't expect more than a dozen or so. Finally, 21 voters had their emails bounce back. Apparently the addresses on file are outdated or perhaps typed in incorrectly. Those 21 did not have the opportunity to vote.

Besides making it easier or perhaps more interesting to participate in PCR governance and voting, online balloting potentially provides PCR with financial savings. Each year extra **Branch Lines** are printed out for mailing so that those that have "opted out" of the printed version can have a ballot. We can now save on the extra printing fees, and the more members take the option to read their **Branch Line** on the computer or tablet screens the more money PCR will save. ElectionBuddy itself only costs us \$89.00 to run an election of our size.

However, stuffing over 100 envelopes with over 100 copies of the ballot and adding postage wipes that out and then some. I therefore encourage those of you who have not provided NMRA with a correct email address to do so. And being on our "mailing" list has advantages.

Continued on page 6

Without it you are missing out on the NMRA eBulletin that keeps you informed about what the National is up to, the monthly NMRA Turntable, a great newsletter with incredibly good modeling tips and articles, and periodic postings about PCR events and meetings provided by Chris Palermo, PCR Secretary and Social Media Coordinator. Email is a way that we can all stay informed and in touch.

My last word, finally, is to introduce to you our new Audit Committee Chairperson, long time PCR member John Houlihan. John is an excellent O Scale modeler, a wonderful cook (so I am told) and a CPA by training. He will be performing an important function for us as we comply with California requirements to have our finances checked every two years.

See you all in Rohnert Park! And remember, Friday evening my own layout will be open for tours. Don't let me sit alone in my garage waiting!

Ed Merrin
President PCR/NMRA



Welcome Aboard ! PCR's Newest Members

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
James Rudholm	Kingsburg, CA	01/25/2018
Sharon Lake	Clovis, CA	02/14/2018
Coast		
Lou Cartalano	Los Altos, CA	01/24/2018
Christopher Palmer	Berkeley, CA	02/16/2018
Redwood Empire		
Chris Harris	Vallejo, CA	11/3/2017
Robert Battles	Windsor, CA	11/9/2017
Sierra		
Dominic Rafetta	Placerville, CA	01/05/2018
David Joiner	Woodlland, CA	01/24/2018

Branch Line Deadlines for 2018

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

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

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

APR-MAY-JUN 2019 issue
Articles due by
March 10, 2019

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



This month features a special story about persistence and dedication. I direct your attention to “**The Amador County Model Railroad Museum Story**” on page 23. I think you will find, as I did, that this group of modelers up in the foothills has managed to realize their ambitions and dreams despite seemingly defeating circumstances. This is truly an inspiring story.



The Amador article came to me “over the transom” which means unsolicited. In other words, Bob Piety took the time and made the effort to get this story published with out having been asked to do so.

I would also like to call your attention to the PCR website and, in particular, the “Layout Stories” tab:

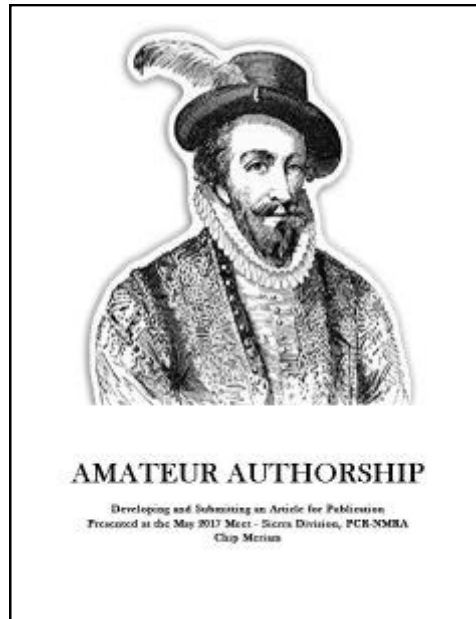
<http://www.pcrnmra.org/pcr/stories/stories.shtml>

Here you will find an invitation to share the history, fact or fiction, of your model railroad. So far there have been limited responses to this invitation, but I have great hope that many of you will embrace the challenge and answer the call. Make note of the “Submission Guidelines”, specifically item 9, “*There are no restrictions on where else you may publish your stories.*” That means, fellow modelers, you can share your railroad history on the PCR website AND have it published in the **Branch Line**. Think of it as two for the price of one. Such a deal!

As always, I welcome your submissions and I will be more than delighted to help you with any aspect of preparing your article for publication. To that end, I do have a few

resources available for your use. What’s really great is that these resources are free!

First, I recently presented a clinic on developing and submitting an article for publication.



I will be happy to send you a copy of the handout from that clinic. Second, I have a set of article submission guidelines for the **Branch Line** that I will gladly send you as well.

So, if you have a story to tell, a method to share, or anything of interest that is related to our hobby, let’s talk.

chipmeriam@comcast.net (530) 899 2609

Elsewhere in this edition you will find some short tributes to fellow model railroaders that recently passed on. This is never a happy thing to contemplate but it is important to remember these people for their fellowship and their contributions to our hobby. Please take a moment to read these memorial pieces. My sincere thanks to our PCR Historian, Dave Connery, for overseeing this somber task.

Speaking of Dave Connery, don’t miss his “Looking Back” column featuring an interview with a true hobby veteran.

And be sure to check out the latest musings from our normal contributors (gang of suspects), Jack Burgess, Giuseppe Aymar, Seth Neumann, Jim Providenza and Robert Pethoud.

Happy Reading!



Achievement Program - Master Builder—Structures

By Jack Burgess, MMR, Manager, PCR Achievement Department

This month we will talk about the requirements for the Master Builder - Structures. Like the other certificates, the actual requirements and forms for this category are available online at www.NMRA.org. You can also get a copy of the requirements by calling me.

A number of different types of models qualify as structures, including all types of buildings, factories, bridges, cranes, ships, etc. The basic requirement for the Master Builder - Structures certificate is to build twelve (12) structures with at least six different types of structures represented. (The intent of the requirement for different structures is to encourage the individual to model a variety of structures.)

A brick building and a wood building would qualify as different types of structures as would a station and a water tank, even if both of the latter were built from wood.

There are a few qualifications for the twelve structures. First, one of the six types must be a bridge or trestle. Note that this bridge does not need to be a major structure but can be a simple bridge over a creek or even a vehicle bridge. If you don't need a bridge on your layout, you can build the bridge as a separate model.

Next, at least six of the twelve models must be scratch built. Note that you can use commercial scribed styrene or wood and still meet the requirement for a scratch built model.

The remaining six structures, if not scratchbuilt, must be super-detailed with either commercial or scratch built parts. "Super-detailed" means that it has considerably more detail than usually expected. Some "more expensive/extensive" kits (such as the Finescale line) could meet this qualification, as long as craftsmanship is shown in assembly of the kit. Otherwise, look at the prototype and include in your model the details that you normally see in prototype buildings, including signs, electrical fixtures and meters, rafter tails, window details, etc.

Finally, you must score at least 87½ points on six of the twelve models. This can be via a PCR or Coast Division model contest or by having the models judged for a Merit Award.

Once you complete these requirements, you can submit a Statement of Qualifications that identifies the models and the commercial parts used, etc. The easiest way to do this is to simply attach the model contest form, which includes this information and also documents your score. Send the completed form to your Divisional AP representative, along with a **photocopy of your NMRA membership card** and you are on your way toward another certificate!

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.




Improve your modeling with a few sheets of paper.


That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.

Visit www.nmra.org. Then improve your skills. And your hobby.



We make it even more fun.
www.nmra.org
 423-892-2846



Contest Report

By Giuseppe Aymar, MMR, Manager, PCR Contest

Enduring Rails 2018

Finally, after two months, here is Santa's answer to my Christmas wish list:

GO to the PCR CONVENTION.

It's better than a new locomotive.

I don't know about you, but I feel the excitement growing as we approach our Convention date. People from out of the Region have sent me e-mails wishing they could attend after looking at the website showcasing a list full of tantalizing and diverse activities. The number of layouts either for Operation or Visitation is, in itself, outstanding. So many of the Clinics cover subjects indigenous to our region that have not been presented before, thanks to the cooperation of the Northwestern Pacific Railroad Historical Society, our co-sponsors. The prototype tours are assured to amaze you (read the article by Dave on the Sturgeon Mill). Did you see the dinner choices on the menu? Move over Julia Child !!! The speaker presentation will focus on the newly formed and soon to be under construction exhibit sponsored by your very own NMRA at the California Railroad Museum in Sacramento, which is in our backyard and not somewhere in the middle of the Country. Plus... plus we have the honor of our NMRA President presenting the speaker. Now, you say, all we need is a great starter to usher in this mega Convention. Well, we happen to have that too. Wednesday evening you will be hosted at the "Bear Republic" pub on the Hotel's grounds for food and beverages (you do need to sign up specially for this event; info is on the website). Our favorite activities, swap meet and vendors, will go on all day Friday. This is a great way to get that special item you always wanted but can't find anywhere else, and cheaply I may add. Non-rail activities will surely entertain our mates as only Mary can provide. You must go to the Contest room to see the unwrapping of a new category that is sure to be a smashing success. In fact, why not check it out on the webpage and participate in it? Op-Sig will be in full operating mode (pun intended) which is a convention in itself. The Company store will carry items available solely during the Convention. Many of these items are unique, as they are sold through

the



NWPRRHS, and are otherwise not available to the average non-society member. A heavy Boy Scouts presence will be felt on Saturday as they will be mentored to earn a Rail-roading Merit Badge.

This then is a super Convention offered to you at a bottom of the barrel price. To avoid missing it, make sure you register today either online via the website or using the registration form found in this copy of the *Branch Line*. Today is the day that will open up a world of fun. Is that not what model railroading is all about?

Santa, after all, is a very wise man. He knows what he is talking about.



CONVENTION REGISTRATION FORM - NEXT PAGE





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) _____ NWPRHS 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: Please fill in Quantity and Total	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	

4-16-17

****Order shirts before March 2, 2018**

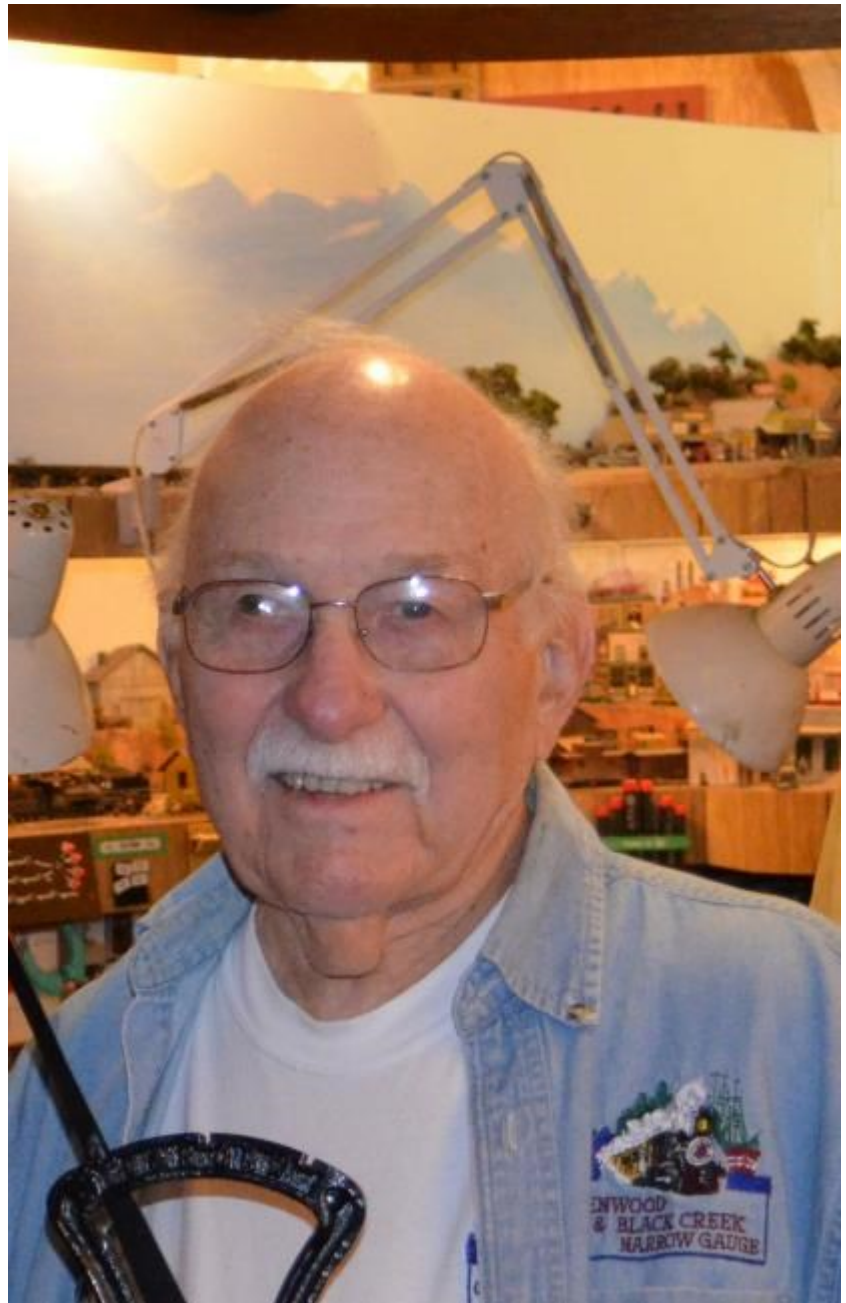
Jim Vail, MMR

Jim was perhaps the best-known HOn3 model railroader in the country. He wrote articles on Hon3 modeling for the Narrow Gauge and Short Line Gazette and I believe he is the second longest running columnist in the magazines history. Jim served as the Coast Division Achievement Chair in the early 1990's and was the John Allen Award recipient in 2016. Jim was a fixture at National Narrow Gauge Conventions and along with his good friend Eric Bracher, each year presented the Narrow Gauge Hall of Fame awards. Jim was a key member of the 2004 National Narrow Gauge Convention Committee, where he served as Clinics Chairman.

Jim was always willing to have people visit his amazing Glenwood and Black Creek layout and during the 2004 National Narrow Gauge Convention he had over 600 visitors one day! The layout was his 5th HO?/Hon3 always seemed finished and "maxed out" for space but year after year Jim found ways to add new areas providing him with the opportunity for continued modeling. Getting from the front door of his house to the basement layout was like passing through a world-class railroad museum with all the photos and memorabilia Jim collected. Jim was MMR

#207 and the breath of his modeling skills was staggering. He seemed equally adept at structures, rolling stock, scenery and operations. When I purchased my first brass locomotive I was daunted by the task of painting it. Jim did a series in the Gazette called "Getting them out of the Box" which turned out to be a graduate course in everything that needed to be done to a vintage brass locomotive to get it first performing flawlessly before starting on any cosmetic work. I am sure old brass locomotives all over the country are now an important part of operating layouts because of Jim's through directions.

Jim started the hobby with basic HO kits following WWII but in the early 1960s switched to On3 and live steam for a period before turning to HOn3. He is a past-president of the Golden Gate Live Steamers and for a few years worked as an engineer at Roaring Camp, just down the street from his house. He was the nucleus around which a particularly seminal group of modelers in the Santa Cruz area came together to support each other's modeling and enjoyment of the hobby. His friendly, open attitude toward all aspects of the model railroading community promoted great comradery. He always found some good things to say about all his fellow modelers and he was a great joy to be around. We have lost an inspiring fellow modeler and I, for one, have lost a very good friend.





Kermit Paul, MMR.

Kermit passed away on Feb 18th after a hard fought battle with Liver Cancer. He was 83. Kermit was a life-long model railroader and a leader both technologically and organizationally. He served as the Coast Division Director on the PCR Board from 2004 to 2008. He was the Coast Division Achievement Chairman from 2002 until 2017. Kermit previously served as the President of the Sacramento Model Railroad Club (now SMRHS) and was a key investor in the project to purchase the land the club now sits on. Although primarily known within the NMRA for his HO layout, he was also a dedicated garden railway modeler in 1:32 scale and was one of the founding members of the Bay Area Garden Railway Society (BAGRS). He served as Clinics Chairman for all four of the National Garden Railway Conventions hosted by BAGRS.

Kermit had an education in both Mechanical and Electrical Engineering and retired from PG&E's hydro-electric department. Following retirement he was on several occasions called on to act as an expert witness in legal proceedings involving hydro power generation. This interest in electrical and electronics carried over into his model railroading in a big way. In 1978 he authored a book titled "Auto-Cab" which provided in-depth instructions on how an Automatic Progressive Cab Control system could be added to a layout. Based on the typical block controlled layout of the day this automatically assigned a cab to blocks progressively as a train moved over the layout and prevented two trains from trying to occupy the same block. While innovative for its time, this has been superseded by today's DCC systems. Visitors when shown his electrical control closet found a wired nerve center that would make a telephone company switching engineer's heart leap for joy. The first few times I visited Kermit's layout in Pleasant Hill it was in the garage and had many features I had not seen on any other layout. I remember looking down a street in the town and thinking I was seeing for 6 or 8 blocks deep, all cleverly arranged through the use of mirrors. I next heard that Kermit was moving his layout to a new basement and to my amazement at my next visit Kermit had had a basement dug under his existing house, providing a much larger space for a layout. The previous garage space then became an amazing shop full of the very latest in technology such as CNC milling, laser cutters and 3-D printers.

Kermit's HO Lone Pine & Tonopah railway was open for visitors at many of the past PCR Conventions and Operating events. He had scheduled operating session on the layout on a regular basis. New operators were in for a few pleasant surprises. Not only was his Auto Cab system new to most but he had the room wired so at an appropriate time the daylight would slowly dim and nighttime would envelop the layout. Hopefully, you had a pen-light handy so you didn't sail past some set out. The real show now turned to the WWII city where animation and lighting put on a show of just what could be done - with dancers in the USO, vehicles driving around the streets, buildings and signs all lit up and perhaps King Kong might take a swipe at a plane flying around his perch on a building top. As you progressed around the layout it was hard not to get caught up in operating the long loader to fill a couple of cars of logs to get dumped into the mill pond full of real water. Not surprisingly, Kermit served as the technical adviser for the book "Beginners Guide to Creative Effects for your Model Railroad" Sometime while you were visiting you wanted to see the Museum of the History of Model Railroading technology that Kermit developed near the entry to the layout.

We will miss Kermit so very, very much as a fine friend and an important contributor to our hobby.

Bill Swindell

There is, obviously, so much that can be written about the late Bill Swindell that the time constraints of on-time publication preclude a formal tribute in this issue. We do expect a fitting story to follow later. Meanwhile, I have reproduced the comments that came across the PCR Yahoo Group message board shortly after Bill's passing.

On January 21, 2018, Bill Swindell took his last train ride to meet his parents. Bill passed away at John Muir Hospital in Concord, CA as a result of an aggressive blood infection. Bill was a Life Member of the NMRA, the Pacific Coast Region and the Walnut Creek Model Railroad Society. He was widely known for his expertise on computers and electronics. He was also the author of several computer programs used by the Coast Division Auction as well as the registration programs used for both Regional and National Conventions. He will be sorely missed by many members.

Bob Ferguson

Geeezz This is bad news. We are losing folks at a sprinting pace.

Bill was a wealth of information and like losing some of the guys in the Old Car groups, Who will know what this stuff is? We each accumulate special knowledge and understanding that is lost after we cross the River Styx. Bill will be missed and his talents missed as well.

Michael McMillen

Oakland CA

Very sad news! Bill was a class act and will be missed. My condolences to his family.

Charlie (Getz)

I got to know Bill pretty well only recently when he did a battery conversion on my G Scale Shay. We would have great conversations both in person and on the phone, on a range of topics. He was a fascinating person with an amazing depth of knowledge. You knew if you engaged him in conversation to be prepared for a long, enjoyable one. We are better people for having known him.

Mike Coen

This is a real shocker! I've know Bill for decades, worked with him often on the Auction, and really appreciated all that he did for the Division. He was one of the good guys, and is gone too soon. Condolences to Susan, as well.

Regards,

Dick Zeren

My condolences go out to his family and many friends on this list. He will be missed, especially at the Coast Auctions.

Stanley B. Keiser

Susan,

My condolences to you on your loss. While I and many members of the Coast Division (and the region as a whole) knew Bill as a very good friend, you obviously knew so much more. While I know that my condolences fall far short of easing what you are going through, please know that you are so much in our hearts and prayers at this time of confusion and pain. While I really don't know what I could do to help -- with folks like Bob, Darlene and his legion of friends, both in and out of the hobby, if there's anything that I can do please let me know.

Pat LaTorres

Susan,

On behalf of the NMRA, our deepest condolences on your loss. It is our loss as well since Bill was so special to many of us in the NMRA and PCR. I always enjoyed my chats with him. We will adjourn our upcoming mid-year BOD meeting in his honor.

Charlie Getz
NMRA President

He was a good guy! We could use a couple dozen more just like him.

Bill Kaufman

This is a seismic event for Coast Division - PCR NMRA;
For as long as I can remember, Bill has been front and (left of)
center at every Coast Division auction...
as well as at a number of other events where the Coast Division
processes were used.

I will miss his input and comments at the Coast BOO... where I first
met him in the mid-1990s.

Bill is already missed... Condolences to Susan.

Richard Brennan - Clinics Chair
Coast Division - PCR NMRA
San Leandro CA

As a teen just starting out in the hobby, Bill was one of the first people I met in Coast Division. I think it was my second CD meet when I was roped into helping the Auction Committee by being a runner. This meant I worked closely with Bill (and Bob F.) and at the time, I don't think he was too thrilled to be saddled with the new kid. However, he was rather patient with me and finally got me straightened out as to how items should be sorted and brought to the purchase table! We got along fine after that, and the work he did designing the computer system used at the auction was a great boon to the process, one I really appreciated after I graduated to auctioneer.

Ken (Liese)

My prayers and thoughts to Bill's family. Carl (Meier)



Pacific Coast Region SIG Report

by Seth Neumann



Pacific Coast Region SIG Report for Second Quarter 2018

The 2018 PCR/OP/LD SIG Meet is history. We had 102 attendees on Saturday for the clinics, 10 touring layouts, 8 operating layouts and 75 operators. Thanks to all of the clinicians, panelists, organizers and hosts! Be sure to save the last week of January in 2019 for the SIG Meet, this time in Marin.

For Enduring Rails (covered elsewhere in this issue), we're planning a great SIG track and will have many operating layouts available, the first call for ops has gone out as I write this but slots should be available when you read this. Also Thursday will be our all day SIG Clinic track full of Layout Design and Ops information. From 7:00 – 10:00 Thursday evening Jim Providenza and I will be hosting the SIG Meet and Greet where you can get advice and feedback on your layout design and your operating plan.

The NMRA 2018 convention in Kansas City also promises to be a great venue for SIG activity including 9 days of ops on some of the finest operating layouts in the country, The Wednesday LDSIG self-guided layout tour, a SIG Dinner Friday night and a SIG Clinic track all week.

Seth Neumann

sneumann@pacbell.net




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. 

The Answers Are Out There

Train Crew Realities—Part 2

by Robert Pethoud, Member Aid Chairman,
Daylight Division

Continuing where we left off last time, recall that simply coupling two freight cars together involves a conductor or brakeman performing a lengthy series of actions in cooperation with the engineer, and up through the 1960s train crews included a conductor, a head end brakeman, a rear end brakeman, and sometimes one or more swing brakemen.

This time we'll look at the operation of picking up a car from a facing point spur at a time when cabooses were still in use. See the accompanying diagram showing the train on a siding which connects to the spur containing the pick-up car. What follows is a list of the actions the crew would take in order to pick up that one car [Disclaimer: I have never worked in any capacity for a railroad. I request any knowledgeable reader who spots errors I've made to send corrections, which I will publish next issue]:

Engineer stops train several car lengths clear of the switchpoints to the facing point spur.

Rear brakeman lines the siding switch behind the train for the main line (Rule 104).

Head brakeman dismounts from engine and uncouples it from the train (see uncoupling procedure in my previous column).

Head brakeman walks to the switch, lines it for the spur, and moves to the other side of the track or at least 20 feet away (Rule 103), but remains where the engineer can see him.

Head brakeman signals engineer to come ahead and mounts the front steps of the locomotive as it moves past.

Head brakeman rides down the spur to the vicinity of the car to be picked up, then goes through the coupling procedure described last time.

Head brakeman signals engineer to move back toward the switch, mounts the rear step of the pick-up car, and rides until he has the engineer stop clear of the switchpoints.

Head brakeman relines spur switch, mounts the same step on the car, and has the engineer pull forward.

Head brakeman has the engineer stop with the leading end of the car still clear of the fouling point on the siding switch (also in Rule 104) and dismounts

from the car.

Head brakeman walks to the switchstand, unlocks the switch, lines the switch for the siding, and moves away while the engineer pushes the car clear of the switchpoints.

Head brakeman throws the switch for the main and signals the engineer to back along the main.

Head brakeman mounts the rear of the locomotive (now leading the reverse movement) and rides until he has the engineer stop well clear of the fouling point of the siding switch behind the train.

Head brakeman dismounts, uncouples the car from the engine, and walks to the switchstand.

Head brakeman directs the engineer to back clear of the switchpoints, lines the switch for the siding, signals the engineer to come ahead and mounts the locomotive as it moves past.

Head brakeman couples loco to caboose, and either he or the rear brakeman uncouples the caboose from the train.

Riding the caboose steps at the rear of the movement, the head brakeman has the engineer pull the caboose back past the switchpoints and stop.

Head brakeman dismounts, lines the switch for the main, directs the engineer to move forward and couples the caboose to the pick-up car which is waiting on the main.

Now riding the pick-up car, head brakeman directs the engineer to move back past the switchpoints and stop.

Head brakeman throws the switch for the siding, then rides the pick-up car to a coupling with the cars still waiting on the siding.

Head brakeman uncouples the locomotive from the caboose, rides the loco steps as it backs through the switch and stops clear of the points.

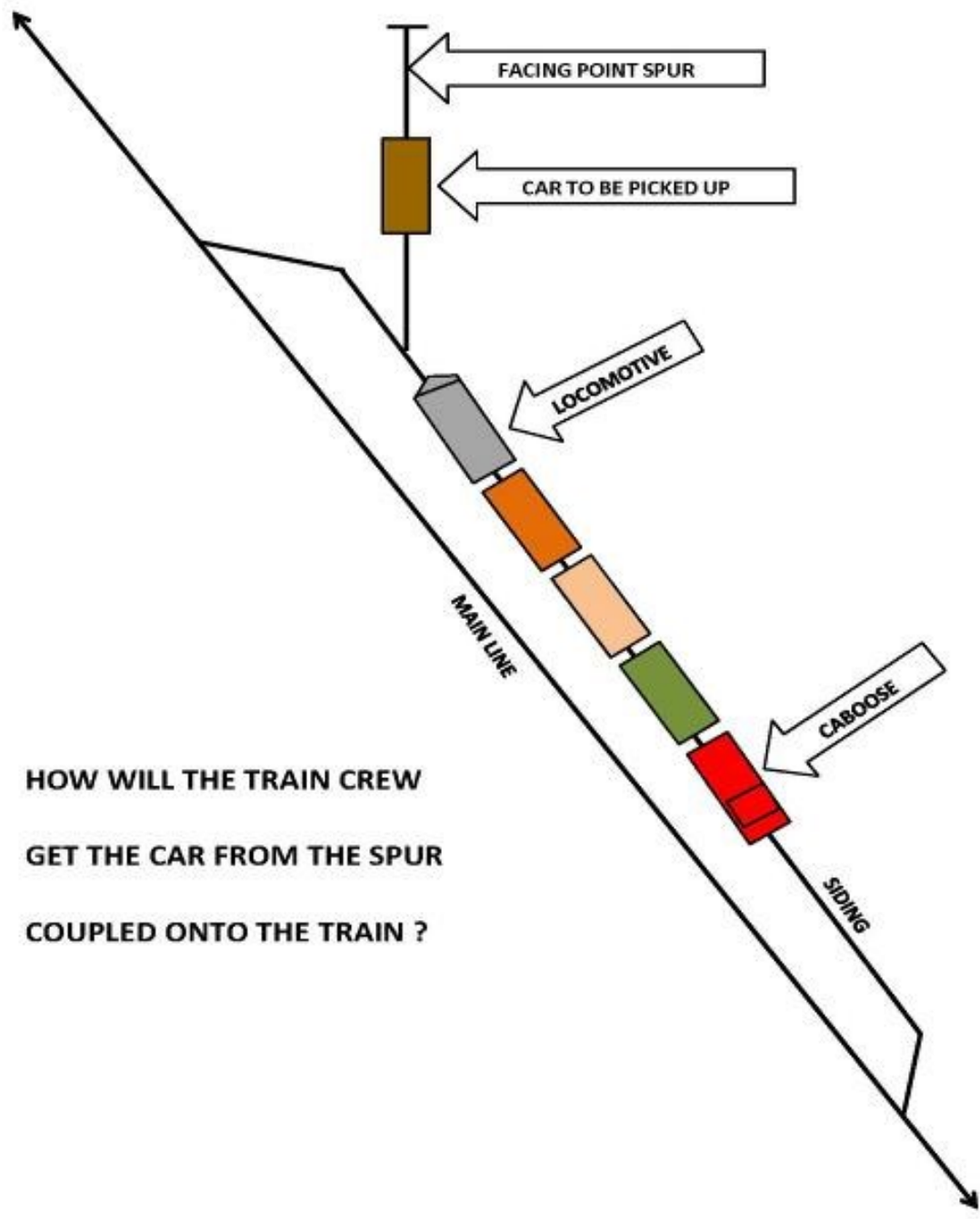
Head brakeman dismounts and relines and locks the switch for the main line.

Head brakeman, now joined by the rear brakeman, rides the locomotive to the siding switch in front of the train.

Clear of the switchpoints, the engineer stops the locomotive, and the rear brakeman dismounts.

Rear brakeman walks to the switchstand and relines the switch for the siding.

Continued on page 18



HOW WILL THE TRAIN CREW
GET THE CAR FROM THE SPUR
COUPLED ONTO THE TRAIN ?

Continued on page 19

Head brakeman has the engineer back up through the switch and then couples the locomotive to the now-complete train.

After this coupling, the engineer must stretch the train (pull out the slack) to ensure that all cars are coupled, and then he will perform an air brake test. Rear brakeman will remain at the siding switch (but at least 20 feet away) as the train rolls slowly by. He will inspect the train for hotboxes, dragging equipment, and other problems.

When the caboose clears the switchpoints, the rear brakeman will line the switch for the main, lock it, and then catch up to the slow-moving train and mount the rear caboose platform.

Finally, the rear brakeman will signal the engineer to “highball” now that he’s safely aboard.

Whew, I’m exhausted just thinking about all the work involved in this maneuver. And we modelers usually take it as a trivial 2- to 3-minute routine operation. Seeing the steps in the process in such excruciating detail teaches us important lessons we can then apply to our models to enhance the realism and fun of our operating sessions. Here are a few of the things we can learn:

Peddler freight switching on the prototype requires teamwork, with the team having two to six members under the leadership of the conductor. A lone model railroader can accomplish the switching tasks, but a 2-man crew captures the reality much better.

Notice that the engineer takes all of his directions from a brakeman or conductor. It’s the crew member on the ground or on the freight car whose life and limb are at risk if the rules are not followed religiously. In particular, if the engineer can’t see the brakeman, he must stop.

Switching happens at a much slower pace than we tend to model. For coupling, cars must be moving slower than 4 miles per hour, a brisk walking pace. Remember that a lot of time is spent with a crewman walking to a switch or fiddling with a car’s brakes or couplers. Also, before a complex maneuver involving several cars, the crew will discuss and plan the steps they will take.

Train crews—especially brakemen—are worthy of a lot more respect than we ordinarily accord them.

It’s now clear why, in the era of 5-man crews, the crewman with the least seniority was usually assigned the job of head brakeman.

We see now why set-outs and pick-ups at facing point spurs are avoided whenever possible.

It should also be clear why set-out cars are usually placed at the head end of the train for ease of working with them at trailing point spurs.

Remember to pull slowly all the way out of sidings so the rear brakeman can reline and lock the switch for the main and still be able to re-board the train.

To be realistic in your movements, make stops before coupling and stretch out the slack after coupling. After your train is completely assembled, pause for an air brake test.

To throw any switches and to couple or uncouple any cars, realize that a crewman has to get to the location. Visualize which crewman would do it and how he would get there. This is where those miniature brakemen come in—they’re indispensable to us as we go about learning how the prototype does the job. And remember to reline any main line switches for the main after switching is complete.

As I become more conscious of the many duties of railroad train crews, I begin to respect both their physical endurance and the complexity of the tasks they are required to perform daily. Further, this awareness enables me to run my model trains more realistically at Fall Creek, and the resulting realism enhances my enjoyment of working the peddler freight. Now I’m motivated to learn some of the hand signals employed by train crews and I want to more closely follow the rules regarding the use of the locomotive’s horn and bell. With the slower pace and implementation of hand signals, I expect the work at Fall Creek—usually two set-outs, two pick-ups, an off-spot car to clear up, and re-blocking the train for the return trip along the branch—to take a two-man crew about an hour to complete. Quite an operating session for a layout having only six turnouts and occupying a space less than half that of a 4x8 sheet of plywood!

Until next time, contact me at pethoud@comcast.net with any comments or questions.



Tales of the Santa Cruz Northern Goin' Conventioneering

by Jim Providenza

It always amazes me that some people don't go to our model railroad conventions. But then again it amazes me that not everyone is an NMRA member! I mean, the benefits and reasons to support the organization seem so clear...

But off that high horse and back to conventions...



I realize I can't pick out just one or two things about conventions that drive me to attend them. I mean, the total experience somehow defies, at least in my mind, a detailed, compartmentalized analysis. But maybe it is some physical things and memories as well as anticipation based on these things and memories that keep me attending.

Things – in the last two PCR conventions I've picked up two different pieces of rolling stock – an old cast metal kit of an ATSF Bx-3 box car and a brass model of an SP "Harriman" suburban coach. Both are just what I needed regardless of whether I knew I needed them or not. (The Harriman Sub, yes. The Bx-3, no...).



From vendors I've discovered new scenery products, played with new modeling tools and equipment, taken home samples of 'stuff' to test.

Memories – some of clinics and tours, some of friends and activities. San Luis Obispo figures prominently in several. It was at an SP Historical Society convention there that I attended clinics and a tour of an oil refinery. This laid a foundation of knowledge that eventually led to modeling a small crude oil transload on the SCN when I learned that there actually were producing wells in the SCN's traffic area past the middle of the last century.



At a PCR convention in SLO several of us spent an afternoon happily being part of the Dead Railroad Society and tracing the route of the Pacific Coast narrow gauge. Companionship, discovery, some small bit of humor. The memory makes you want to do something like that again!

Anticipation – This year's PCR convention, Enduring Rails, is once again in the Redwood Empire. And it is joint with the Northwestern Pacific RR Historical Society. Once again we will have the chance to see wondrous historical machinery in action with a prototype tour at the Sturgeon steam powered saw mill. Through the NWPRRHS we will get a chance to see freight and passenger car restoration in progress with a tour of their restoration facility. I'm looking forward to some of the NWP clinics in particular in addition to some of the more model railroad oriented ones that are more usual convention fare.

Hope to see you in Rohnert Park!



Looking Back Voices - An Interview with Bruce Battles

“How the NMRA Changed My Life”

by Dave Connery, MMR, PCR Historian



I discovered the NMRA in early 1968, through a friend. I learned where the next local meet was, and drove over there on a Sunday morning. I was met by a couple guys who showed me where to sign up, where the clinics were, and how to use the auction. There was a model contest, but I didn't think I had any models that were “contest quality”, so I let that go. I sat in on a clinic, got a cup of coffee and a Danish, and looked through all the stuff in the auction. It all looked like something I could get interested in!

There were a couple people who were deciding factors in me becoming an active member. One of them was Fred Verrier, who was supportive, interested, and a Gung-Ho NMRA booster! He told me that any model I built had a chance in the contest, and not to be intimidated by the other entries. He said that all the work at the meets was done by volunteers, and that if I wanted to help, they would really appreciate it. He introduced me to Bob Dupont, who was the Superintendent then. I had some experience in writing and journalism, so when Bob asked if I would write the column for the Branch Line, that told of what went on at the last Coast Division meet, I agreed to do it. That seemed easy enough, so I started writing the column every three months, and sending it in.

I started attending the meets regularly, bought a few things in the auction, and made some friends. A few years later Bob asked if I would run for Coast Division Chief Clerk, since I had been helping with the auction, and I knew how it worked. I was elected to that position in 1976, and was re-elected 2 years later.

When I became Chief Clerk, there was no computer in the auction. There was a large wooden rack on the table in front of you, which had six shelves going across. As items

in the auction were sold, the auction guys would give the tickets to you, and you grouped them on the rack by the seller's number. At the end of the auction, when a seller came up to collect his money, you tallied up his sales, (on an adding machine!), compared them to his claim checks, and if it all agreed, that was how much money you paid him. Buyers could pay for their stuff any time – we took checks or cash. (Debit cards were a long way in the future!). In the four years I was Chief Clerk, we never got a bad check.

This system worked reasonably well, but it was slow, and at the end of the auction, there were often long lines of guys waiting to be paid. The whole arrangement was very “labor-intensive”, and the last hour or two of the auction was really hectic! People were coming up in droves, both waiting to be paid, and wanting to pay for the goodies they bought and go home. Often there would be three of us settling up with people, trying to match checks to sellers so we wouldn't use up all of our cash, or searching for lost tickets, and resolving disputes of one kind or another. There was many a night I didn't go home until 8 PM!

All of this took place before E-Bay came along. If there was one thing that changed the Coast Division meets forever, it was E-Bay. Our auctions were noted far and wide for their bargains – it was a good place to get rid of stuff, but not a good place to make a lot of money doing it. If you made a good “haul” selling something, it was a fluke. Most brass, with a couple notable exceptions, never went for more than about \$150. If you brought a big load of brass engines to the auction to sell, you had better put the starting bid at \$50, or you would take it all back home with you.

E-Bay changed all this. Suddenly, it was a seller's market, and not a buyer's market! People with money bid the prices up, and all the kits that used to sell for a dollar were now bringing five times that much, because the buyers were now all over the world, and not just at our meets! The effect was pretty spectacular – our auctions became smaller, and all the brass we used to sell pretty much disappeared.

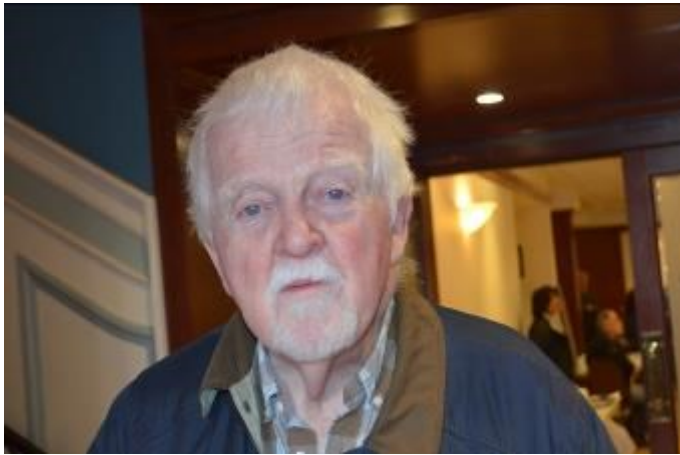
In those days, if you wanted to “move up through the ranks”, you were Chief Clerk, and after you did a term or two at that, you would run for Superintendent. That's what I did, and I was elected in 1980. I served two terms – even back then, we had Term Limits.

The job was fun – we had Board meetings at my house, and my wife, who was a good cook, always made refreshments of some kind. We would arrange the chairs in the living room in a circle, and the meetings were cordial and pleasant. There was the usual politics that came with any job like that, but nothing comes to mind that was unpleasant or unmanageable.

Continued on page 22

I remember my first business meeting as Super – it was in the community center in downtown Walnut Creek. Right after the meeting was called to order, someone told me that Mount St. Helens had just erupted! I made the announcement over the P.A. system – that was the first thing I said to the attendees at any meet.

No account of Coast Division in those days is complete without mention of the P.A. system we had then. It was in a large, light-colored varnished plywood box, about 3 1/2 feet long, and a foot and a half square. It was heavy, and contained the amplifier, two huge speakers, and a microphone. Whoever was Superintendent had custody of it. The amplifier dated from the Fifties, and had tubes – it was made before transistors. It got warm pretty fast, and drew a lot of current. But it really worked! And in all the years that I was Chief Clerk and Super, we never had any trouble with it



Bruce Battles—March 4, 2018

A lot of people come to mind that kept Coast Division going, back in those days, and I feel I should mention them. I keep coming back to Bob Dupont, who was a born leader, a friend to everyone, and a good modeler on top of that. He left his mark on Coast Division for years to come. Fred Verrier was the best “Good Will Ambassador” we ever had, and also a good modeler. Ernie Mattschei did a lot for the Division, as well as the NMRA, and was tireless in his efforts toward keeping our meets interesting and innovative. Jim Tangney, MMR was one of the best modelers we ever had, and worked relentlessly to make our NMRA model contests fair and equitable for everyone. He was a good friend of mine, an electronics engineer, and I learned a lot from him. Our long-time auctioneer John Dennis, was a friend to all, a great guy, and had the booming voice that every auctioneer

needs. Sadly, all these fine gentlemen are no longer with us.

Ralph Marcus was Superintendent just before me, and John Buchner followed me when I left in 1983. He was succeeded by Don McCord.

And how did Coast Division and the NMRA change my life? My modelling skills improved, I started writing model articles, I became more active in the hobby, and in the process, I made a lot of new friends, most of which I am still friends with today. With Fred Verrier’s urging, I finally bought an airbrush and began using it on my models, which really improved my skills, and made better-looking contest entries. I found that I was good enough at it that I started painting models for others, which I am still doing, 45 years later! Painting supplemented my income, and also made my hobby pretty much self-supporting. I managed to win a First Place in the Traction category, at an NMRA National Convention, which was quite a thrill. The NMRA has put me in touch with a lot of great people, and has made me enjoy the hobby in many ways I never would have otherwise. I could not have imagined all this, the day I went to my first meet, almost 50 years ago!



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 AMADOR COUNTY MODEL RAILROAD MUSEUM STORY



A COMPLEX HISTORY OF CREATIVITY, REPEATED EVICTION, HOMELESSNESS, RESCUE AND HOPEFULLY NOW PERMANANCE

By Bob Piety

This is a short history of model railroading in Amador County and how, through a long sequence of events, the Amador County Model Railroad Museum was eventually created for the benefit of the public.

Amador County has a long history of model railroading. I am not sure when it all started but I know that beginning in the early 1970s a group called the Amador Central Model Railroad Club was organized and began to create a significant modular layout in the Jackson Senior Center. This group then morphed into the Fiddletown & Copperopolis Model Railroad Club and operated under this name after moving to the Kennedy Mine House during the 1980s.

In 1990 this modular group was again rendered homeless and asked to find a new home. This time the Native Daughters of the Golden West came to the rescue and invited the group to move into the old school house in Sutter Creek. At this time the club changed its name to the Mother Lode Model Railroad Club. The Club began its conversion to a Digitrax DCC system and by 1997 had added the peninsula segment and drawbridges to the layout. During this period the layout was converted from a modular structure to a more permanent style operation.

In 2009 I joined the group and worked with a group of very energetic members to continue to upgrade operations. Just before the opening of the 2012 NMRA National Convention in Sacramento a group of federal OSHA inspectors condemned our old Sutter Creek School, closing it down to humans and prevented the Mother Lode Model Railroad Club from operating. Club members were allowed to remove engines, rolling stock, buildings, DCC equipment and other items from the layout for storage while the building was

renovated. The Club helped donate funds for the Old School renovation but the process stalled and hardly anything was done for three years. During these years the layout was vandalized with the loss of some permanent structures and some portions of track. However, this was not severe enough to permanently cripple the layout's future. In 2015 the Club was invited by the City of Sutter Creek to return to the old Sutter Creek School where the layout had been sitting in mothballs for years. Stored items were returned and a new group, the Amador County Model Railroad Club was organized with new blood. The layout was then converted back to a modular status so that it could be taken the Amador County Fair when not housed in the old Sutter Creek School.

At this point you would think that finally all housing problems for the Club were over, but it did not happen that way. In 2016 the City of Sutter Creek suddenly notified the Club that it was being evicted for no apparent reason. Again we were homeless. A friend of the Club allowed the storage of all the modules in Pine Grove until we could find a new home. After almost a year of frustrating search the owner of the famous National Hotel in Jackson offered the Club a great location in downtown Jackson.



#1 Main Street - Jackson, CA

Continued on page 24

With a new home, the members of the Club decided that opening a non-profit railroad museum for the benefit of the public was better than operating as a private railroad club.

In 2017 the Amador Model Railroad Museum was created for the sole purpose of promoting and providing educational venues for the preservation of the logging, mining and railroad history unique to Amador County, California. The Museum hopes to stay in Jackson for a long time.

The Museum layout is a two-level operation with the 12 mile Amador Central Railroad (a lumber short line) operating on the upper level. As it was in real life, our Amador Central locals serve a rock quarry, the large sawmill at Martel, a brick factory and a chemical facility near Ione. We operate a small yard in Ione where the Amador Central and the Southern Pacific branch from Galt interchanged traffic.



Martel, CA Rock Quarry



Martel, CA Sawmill Loading Facility



Ione, CA Chemical Plant

The Southern Pacific branch to Galt runs from the upper level at Ione to the lower level of the layout with several industries served in route. Locals on this SP branch terminate in either our Stockton Yard or our Sacramento Yard. All of this operates on the central peninsula section of the layout.

Our Stockton Yard provides switching activity as well as an engine house for serving locomotives. Our Sacramento Yard provides switching activity and a round-house area with a digitally controlled turntable. Both

yards on the peninsula are then connected to the dual Central Valley main lines that run on the outer portion of the lower layout level.



Martel, CA Engine House

Continued on page 35



Stockton, CA Engine Facility

The Museum opened to the public in September, 2017. Since opening we have received visitors from all over the world. It has been amazing and satisfying to find so many interested in our local history. During summer months the Museum is open to the public from 10:00 AM to 5:00 PM, Wednesday through Sunday. During winter months we are open to the public on a shorter Friday through Sunday schedule.

We hope that all readers of the above short history will pay us a visit. We are located at #1 Main Street in downtown Jackson, California. Our President, Michael Presson can be contacted at 209-418-5820. We always welcome the addition of new members to the Museum family. Or you can contact me, Robert Piety, at 209-296-3587.



Sacramento, CA Turn Table

Getting There



Coast Division Report

By Doug Smith



I'll begin with the hardest news. It's been a rough few months for Coast Division. We lost three long-time members in the span of a few weeks. Bill Swindell, Jim Vail, and Kermit Paul all passed away within a few weeks. All have made great contributions to the Division, Region and the hobby. Two were life NMRA members, two were MMRs. They all leave with us many friends. Elsewhere in this *Branch Line* you can find some fine write-ups by some of their closest friends, so I won't try to duplicate that here. I'll just say that personally as well as organizationally we will miss them very much.

Back to your regularly scheduled programming. The March Coast Division meet was held at the Elk's Lodge in Alameda, one of our two regular spots. Both the Elks and Boy Scouts in San Leandro have been great supporters of Coast Division throughout the years. We are fortunate to have them as our hosts through 2018 at least. It's always a pleasure to meet at these facilities with their freeway friendly location and wonderful staffs. The meet was a successful gathering with just under 100 folks in attendance. It was good to see many First-Timer nametags around the room. Welcome to all of those folks.

The morning featured two great clinics and our Roundtable session. Clinics included probably the last in the Build A Memory layout series by Frank Markovich and Mike Blumensaadt. Frank and Mike have put a great deal of effort into this project over several years. The layout has been a fixture at train shows and NMRA meets of all levels. The layout has inspired both beginner and experienced modelers. They deserve a great thanks when you see them at Rohnert Park.

The second clinic was by Richard Brennan describing decal printing primarily for white subject matter. Since most rolling stock lettering is white and not easily done because of special equipment needs, this was a very well attended session. Many of us came away seeing that those decal projects that were rattling around in our minds are both possible and do-able.



Rich Brennan kicking off the Decal clinic.

The model and photo contests are always fun. Show and Tell displays too. Not a lot of entries this time, but the ones there were terrific. Some of the photos are below.

Continued on page 27



Some of the crowd at Rich's clinic. There are at least 6 MMRs in the room. Can you find them? More?



Charlie Getz, NMRA President and Coast Division Member brings us "the news".

The auction activities ran through most of the afternoon. We had another wide variety of treasures to choose from. Some brass this month, many HO and N gauge locomotives and rolling stock, a little bit of brass, tools, books, plus scenery materials and ideas to choose from. We have a couple of important positions to fill within the auction group. John Ameling and Bob Ferguson are working within and outside of the current auction team to find folks who would be good contributors. Some new faces will be welcome. Exact positions are hard to say right now since some folks currently on the team will likely assume new roles. Coast Division residence and membership is not required, but reliable attendance at the Coast Division meets is strongly preferred. If you have interest in joining this team please contact John or Bob.

Our next meet will be at the Boy Scouts Headquarters in San Leandro on Sunday June 3rd starting at 9:00 AM. Directions and details are on the PCR calendar. There is no admission charge or parking fee for any of our Coast Division meets!!! As you go through the PCR calendar you'll see that most events are not that way. That doesn't make them bad, just one more thing to make ours better. Plan to arrive early and enjoy the day. Clinics, model contests, show and tell, the roundtable and the famous Coast Division Auction will be there for your enjoyment. I hope to see everyone there.

Photo and Modeling Contest Winners

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



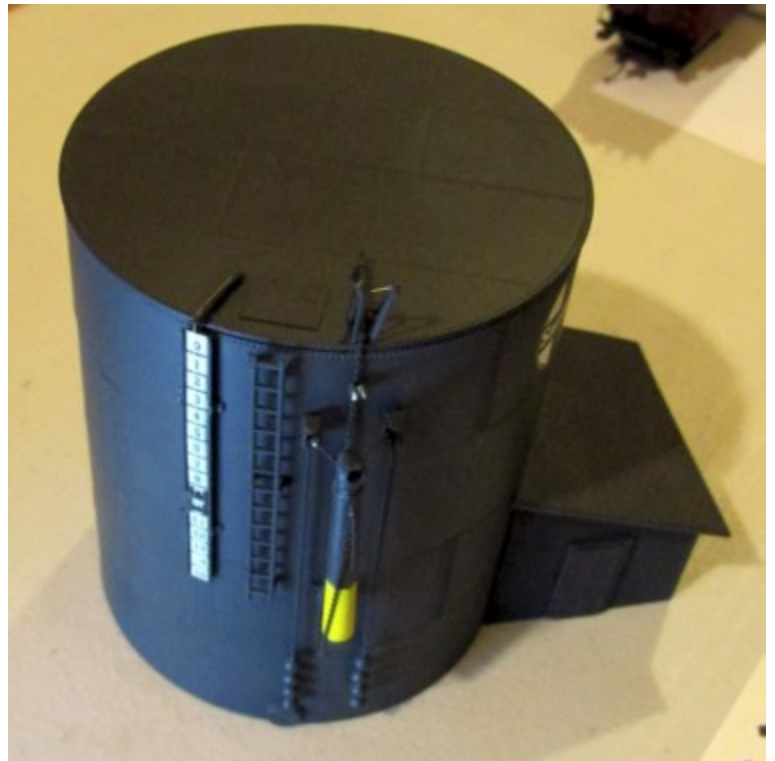
First Place - MOW/Non-Revenue

Kenneth Martin's C.B.&Q. Boarding Car, Kitbashed from two MDC cabooses with a 3D printed roof designed by Ken.

Continued on page 28

1st Place - Structures

Tony Sapienza's Santa Fe Water Tower.

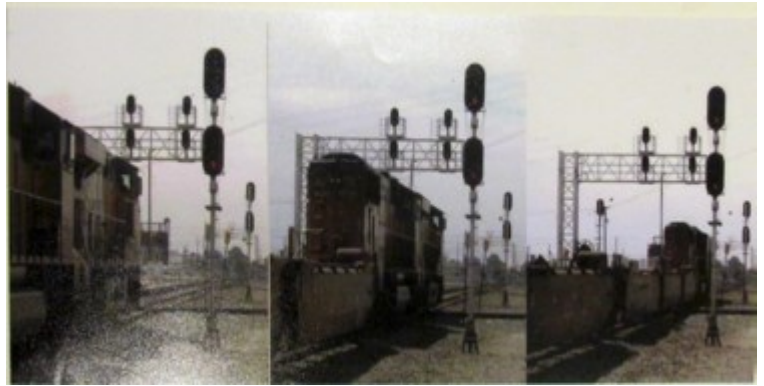
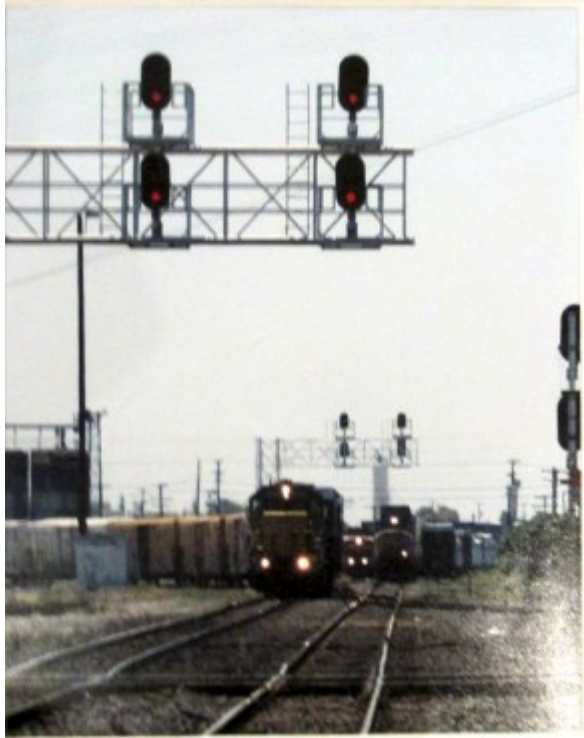


First Place (photo) - Track and Structure

Pat LaTorres, *Reflection*

Continued on page 29

Other Photo Entries - both by Stanley Keiser



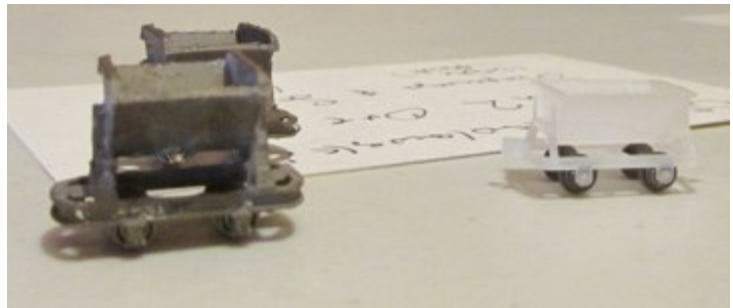
Changing of Signals

Three Train Meet

Show and Tell



Tom Knapp brought a delightful trolley he built up from a kit by Showcase Miniatures, somebody voted for it even though it was show and tell. It's based on the Pacific Electric car in *Who Framed Roger Rabbit!*



Steve Wesolowski showed ore cars printed by Shapeways and cast by SeaRails.



Gary Kruse displayed two SP cab forwards that he bashed from Mantua Loggers! The tender's structures were scratchbuilt on top of tender frames.



Redwood Empire Division Report

By Scott Lockhart



We had a great meeting last Saturday. Eighteen people attended, including a few visitors from other divisions. The meeting started with introductions and then on to the raffle, hosted by Dub Peters. Dave Croshere emcee's the six show and tell presentations. They covered landscaping technique, building research and construction, a trip report and a new NWP HO scale locomotive from Broadway Limited. I would like to thank David Grundman, Jim Jones, Ron Learn, Dave Croshere, Bob Battles and David Ulmer for their presentations.



Continued on page 31

The last part of the meeting was devoted to a review of the upcoming PCR/NWPRRHS Enduring Rails Convention, taking place April 4th - 8th, at the Doubletree by Hilton Hotel in Rohnert Park, CA. Dave Croshere, Ron Kaiser, Dave Grundman, Peter Barnes and Steve Skold gave a wonderful overview of the large, and growing, list of tours, clinics, operating sessions, speakers, and hotel accommodations planned for the convention. Volunteers are still needed to help with the convention. If you can volunteer, if only for a few hours, or more, please contact [Giuseppe Aymar](mailto:Giuseppe.Aymar@nmra.org) or [Dave Croshere](mailto:Dave.Croshere@nmra.org). For complete, up-to-date information about the convention please visit the web site at: <http://www.pcrnmra.org/conv2018/index.html>

PLEASE RESPOND: One of the possible events at the convention is a swap meet. If you think you would be interested in participating a swap meet, please reply to this email with either a "yes" or "no" message

After the meeting, Verne Alexander opened his layout, the Colville, Republic And Palouse (CRAP) to visitors. Verne has done a great job of packing a lot of model railroading into a small space. Verne's layout will be one of the many open for tours during the convention.



Our next meeting will be Saturday, May 19th, at Monroe Hall in Santa Rosa. We look forward to you being there!

Have you changed your address or other
membership information?

Notify Headquarters

Email: nmrahq@nmra.org

Phone: 423-892-2846 (8am—4pm
ET)

Sierra Division Report

Jim Collins, Superintendent



The Sierra Division held its winter meet, on February 12, 2018. The meet was split between two locations. In the morning we met at the Sacramento Model Railroad Historical Society (SMRHS) for an operating session and then, after lunch, convened at The First Christian Church on Folsom Blvd in Sacramento. We had 16 people for the operating session and 27 at the meeting.

The SMRHS has both an HO-scale layout (modeled on the Southern Pacific and Western Pacific railroads between Oakland and Keddie, CA) and an HOn3 layout (which models a mix of western and CA narrow gauge prototypes).



Keddie Wye - SMRHS Standard Gauge



Queen of the West Mine
SMRHS Narrow Gauge

We had members who enjoyed operation on both layouts. On the HO layout, all Sierra Division members that wanted a chance to operate were assigned to various yards or trains along with an SMRHS member to guide and help them. Members were given trains to operate and run but there was no set switching on the narrow-gauge layout this time. Everyone said it was a great time and we all learned a lot as the trains are run prototypically with signals (mostly but not quite all complete-

ly installed) and phone communications with the dispatcher. This has become an annual tradition for the division to meet and work with the terrific members of SMRHS and operate on their layout. We look forward to continuing the tradition with the good folks at SMRHS for many years to come.

As in previous years, around noon operations wound down and we all enjoyed a delicious barbecue lunch of hamburgers with chips and sodas that were provided by SMRHS (for a small fee) and cooked by our own Steve Folino.

After lunch we moved to the First Christian Church where a brief business meeting was held first. After the usual minutes and paymaster's report were handled, our Pacific Coast Region President, Ed Merrin, spoke about the current Division Directors election in progress and the upcoming regional convention in Rohnert Park. He also noted the need to establish a convention committee and select a venue for the 2019 PCR convention, which is Sierra Division's responsibility.



Brian Witt - SMRHS Dispatcher



Ed Merrin - PCR President

Continued on page 33

Jim Dieckman then provided a summary report on the 2017 International Railfair. The two-day November event saw 1,434 paid attendees with 95 family passes sold. A small number took advantage of the opportunity to attend a second day for free, having paid for entry the previous day. Jim noted that the parking issues, due to the extensive remodel activity, should be resolved before the next Rail Fair in November 2018.

Mary Moore-Campagna, volunteer coordinator for Rail Fair, extended her thanks to the many volunteers throughout the division who helped make the event successful. Superintendent Collins reminded the group that a Rail Fair volunteer coordinator was needed for the 2018 event, and that the election of Sierra Division Officers was not that far off. Furthermore, Jim noted he would not be available to serve as Superintendent once his term ends in October 2018.

Gary Ray gave a short report on the events planned for the May 2018 meet to be held in Paradise and Magalia. Gary is arranging for a tour of the Paradise Railroad Depot/Museum (<http://www.goldnuggetmuseum.com/venue/depot-museum>) followed by the meeting and lunch at Mountain Mike's Pizza. After lunch, Gary's layout, The Gerber Sub, will be open and operating at his home in Magalia. A tour of nearby Stirling City, an historical lumber mill site, will also be available (<http://stirlingcityhistory.org/>).

Division Director, Tom Van Horn, reported on PCR activities and asked for a show of hands from those planning to attend the convention in April. Tom reminded the group of the NMRA Partnership Program that involves participating vendors offering discounts to NMRA members. Tom also noted the large list of clinic videos available on the NMRA website. The next PCR Board meeting will be in conjunction with the convention in April and all members are welcome to attend. Finally, Tom reminded the members that the Division Director election was currently being conducted online.

Following Tom's report, the members took fifteen minutes to examine and vote for contest entries in the photo and modeling categories.

The featured clinic was presented by long-time Z scale modeler, Mark Markham on the history, development, and currently available products in Z scale.

After Mark's clinic, the results of the model and photography contests were announced. The model contest was for diesels. First place was awarded to Walt Schedler, second place went to Dan Mahoney, and there was a third place tie between a joint entry by John and Perry Hunt, and an entry by Dan Mahoney. For the photo contest, Modelled Scenes, first place went to Chip Meriam, second place went to Walt Schedler, and there was a third place tie between Steve Harvath and Dan Mahoney.

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

The next meeting is scheduled for May 12, 2018 in Paradise, CA.



Mark Markham - The Z Scale Guy

Continued on page 34



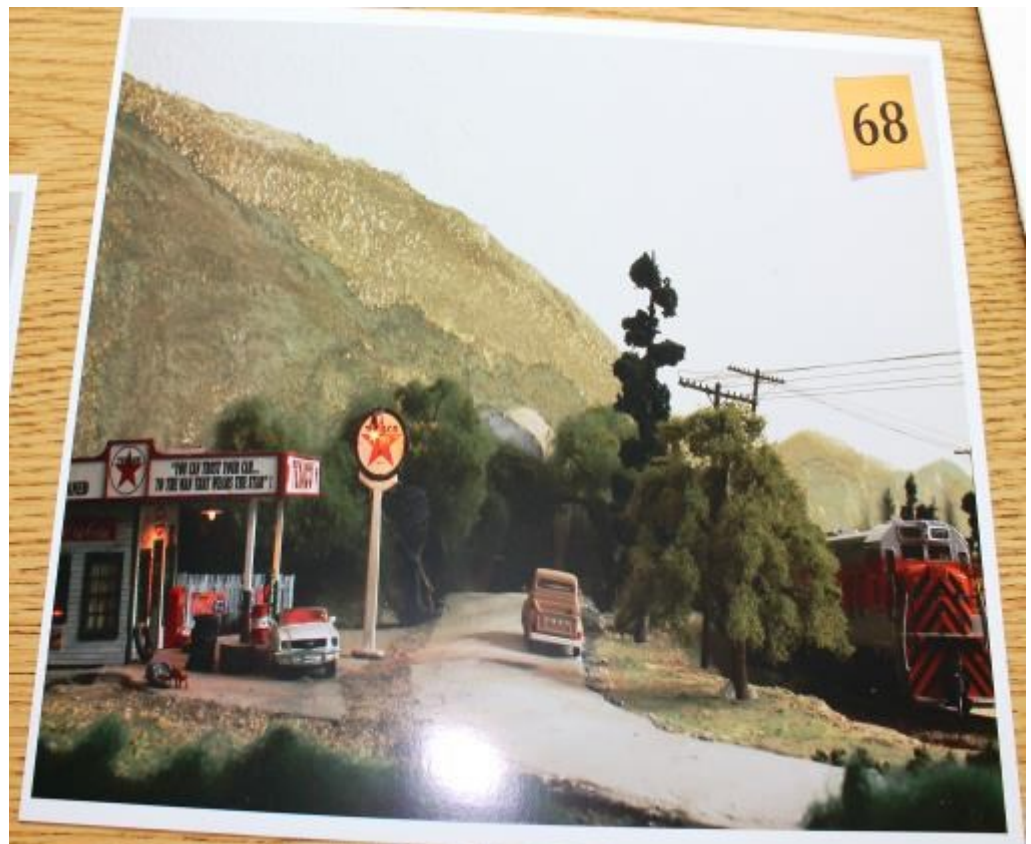
**Modeling
Contest**

1st Place

**Walt
Schedler**

**Photo
Contest**

**1st Place
Chip Meriam**



Calendar

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

For a list of monthly activities see page 34

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.

April 28, 2018 - 9:00 am to 5:00 pm, [West Side Reunion](#) presents the 31st Annual Logging & Mining Modeler's Convention at the Sonora Elks Lodge, 100 Elk Drive, Sonora, CA. [MAP](#) Join us for the all-day event, including clinics, contests, and dealer sales area. See the website for details on vendor tables. Admission is \$25.00 in advance or \$35.00 at the door (this year your spouse is included). Dealer tables are available for \$35.00 for the first table, which includes one pass. Each additional 8' table is \$10.00. Each additional person at your table(s) is \$25.00 for their pass. Please reserve your tables early. [See the website for new information!](#) Contact: Frank Markovich, E-mail: frank@frankmarkovich.com, Phone: (408) 505-2727.

April 28 & 29, 2018 - 10:00 am to 4:00 pm, Spring Train Show, [Black Diamond Lines Model Railroad Club](#), 425 Fulton Shipyard Rd, Antioch, CA. [MAP](#)
Fares:
- Adults: \$3.00
- Seniors (60+): \$2.00
- Children (6-12): \$2.00
- Children under 6: Free
Info: info@blackdiamondlines.com

April 29, 2018 - 9:00 am, Sierra Seminar, Sonora Senior Center, 540 Greenley Road, Sonora, CA. ([MAP](#)) **NOTE: This is a different location than last year.** Presentations on the history and modeling of the Sierra and other Tuolumne County railroads. Free tables for related displays and for sale items. Warm fellowship, free coffee, water, donuts and interesting discussions. Pizza lunch included for \$15 in advance or \$20 at the door. Contact Glenn Sutherland at glennsutherland@sti.net for more information and a registration form.

May 12, 2018 - [Sierra Division](#) Spring Meet, will be held in Chico, CA and will include tours of at least one and possibly two museums, a presentation on Butte County RR by Gary Ray, lunch at Mountain Mikes Pizza, and tour and operating session on Gary Ray's layout. Contact Chip Meriam chipmeriam@comcast.net

May 24 – 27, 2018 - [O Scale West/S West/Narrow Gauge West](#), Hyatt Regency Santa Clara, 5101 Great America Parkway, Santa Clara, CA. [Map](#) Individuals, importers, and dealers rent 200+ tables of 2-rail O scale, S scale, and all scales narrow gauge. **New! Narrow gauge** modelers and vendors in all scales are invited. Held in the Hyatt Regency's 25,000 square foot well-lit and carpeted ballroom. Clinics, most are scale independent. Model and Photo Contests, winners determined by popular vote. White elephant and silent auctions at the Company Store. Thursday night movies (videos projected onto a screen). About 30 O, S, and world class HO layouts open for self-guided visiting. Operating layouts on-site. Rooms at the Hyatt Regency are \$139 + tax, [website](#) Free parking. On-line paperless registration, [see the website](#) Costs: Family registration good for all event activities all days is \$35 (\$40 after April 31), \$25 for Saturday walk-ups, 30" x 72" tables are \$45 each (\$50 after April 31), electrical is free. Add \$3 if registering/renting tables on-line. Contact Info: Website: www.oscalewest.com E-mail: info@oscalewest.com Phone: (650) 218-5752

June 3, 2018 - 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) [FLYER Driving](#): Exit Davis Street from Highway 880, 0.6 mi east to 1001 Davis on right. [MAP 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.

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

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

2020 - St. Louis, MO.

Calendar

July 21-22, 2018. European Train Enthusiasts (ete.org) EuroWest Convention at Hiller Aviation Museum, San Carlos Airport, 601 Skyway Rd. 94070. Saturday 10-5 and Sunday 10-4. Layouts, clinics, vendors, raffle. Admission (hiller.org) includes Air Museum, free parking. Contact Dave Cowl: eurowest@ete.org

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

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

2020 - St. Louis, MO.

August 11, 2018 - [Sierra Division](#) Summer Meet, Morning activities still TBD. Afternoon meet at First Christian Church, 3901 Folsom Blvd, Sacramento, CA. ([MAP](#)) Meeting, contest, presentation on Aviation in Model Railroading by Klaus Kiel, and door prizes. Chip Meriam chipmeriam@comcast.net

September 23, 2018 - 9:00 am to 5:00 pm, [Coast Division](#) Meet, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501, [MAP](#) **From the North:** Take Highway 880 south. Take exit #39B/23rd Avenue/Alameda onto Kennedy St. Turn right onto 23rd Avenue, then bear right onto 29th, which becomes Park. Turn right on Santa Clara. **From the South:** Take Highway 880 North. Take Exit 38, High St. Turn left on High St. Bear right on Gibbons. Turn right on Santa Clara. The Elks Lodge is on the right. Come meet other local model railroaders during our free quarterly meet and enjoy free clinics, model, photo & switching contests/displays, videos, etc! Bring YOUR questions to modeler's roundtable for answers. You may win a door prize! Enjoy our lively auction of model railroading items & more!

October 5 - 7, 2018 - [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. [MAP](#)

October 13, 2018 - [Sierra Division](#) Fall Meet, Morning activities still TBD. Afternoon meet at Sovereign Grace Baptist Church, 2766 Dakota Avenue, Modesto, CA. ([MAP](#)) Chip Meriam chipmeriam@comcast.net

December 2, 2018 - 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) [FLYER](#) **Driving:** Exit Davis Street from Highway 880, 0.6 mi east to 1001 Davis on right. [MAP](#)

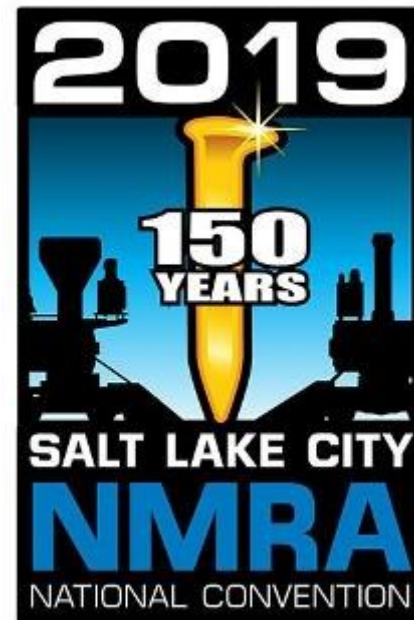
BART: Exit San Leandro Station, walk 0.3 mi west on Davis St to SW corner of Davis at Orchard Ave, across from Thrasher Park. Enjoy free clinics, model, photo & switching contests & displays. Free door prizes. Buy raffle tickets for modeling prizes, enjoy silent and live auctions of model railroading stuff.

For a list of weekly and 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 34

Looking Ahead:



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



Monthly Activities

First and Third Thursday - 7:00 PM / Siskiyou Model RR Club / Yreka Western Depot, 300 East Miner St., Yreka, CA (Exit 775 from I-5). Info: Tom Brass, (530) 842-4921, Glenn Joesten (530) 340-2537

First Friday 7:30 PM / [San Leandro Historical Railway Society](#) (HO, O, G), Monthly meeting / 1302 Orchard Ave, San Leandro, CA / Club phone 510-569-2490 / Info: info@slhrs.org.

First Friday 7:30 to 10:00 PM / [Golden State Model Railroad Museum](#) / East Bay Model Engineers Society (O, HO, N, Narrow Gauge, Traction) / Point Richmond, CA / Club Phone 510-234-4884 or info@gsmrm.org

Second Tuesday 7:30 PM / [Empire Builders Model Railroad Club](#) (HO) 3318 School St, Oakland, CA / e-mail: president@ebmrc.org

Second Wednesday 8:00 PM / [West Bay Model Railroad Association](#), Monthly Business Meeting, 1090 Merrill Street, Menlo Park, CA / Lauren Mercer 650-322-9335 or Tom Vanden Bosch 650-369-8305

Second Wednesday 7:30 PM / [Golden Empire Historical and Modeling Society](#) (HO&N) Bakersfield, CA / Doug Wagner, e-mail: carldw@aol.com or 661-589-0391 / Club phone: 661-325-5820

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) Sacramento, CA / Roland DiFranco 209-948-6776 or Steven Stern, e-mail: sterns@rahul.net

Second Saturday 1:30 PM / [Carquinez Toy Train Operating Museum](#) Business Meeting, 645 Loring Ave (Across from C&H Sugar), Crockett, CA. [MAP](#)

Second Saturday 3:00 - 6:00 PM / [California Central Club](#) (HO & HOn3) / Old Agnew Station, 4185 Bassett St, Santa Clara, CA / Subject to change, contacting us in advance of your visit is highly recommended at: ccmrc1961@gmail.com

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](#) (all) Oceano Depot, CA / 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: cec-il_eppler@sbcglobal.net

Third and First Thursday - 7:00 PM / [Siskiyou Model RR Club](#) / Yreka Western Depot, 300 East Miner St., Yreka, CA (Exit 775 from I-5). Info: Tom Brass, (530) 842-4921, Glenn Joesten (530) 340-2537

Third Friday 7:00 - 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 9:00 AM - 12:00 PM Noon / [San Joaquin Central](#) Operating Session (HO) / Fresno, CA / Chuck Harmon, e-mail: harmon-sta@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.

Third Saturday / [Sacramento Modular Railroaders](#) Operating Session (HO) / Sacramento, CA / Scott McAllister, e-mail: scooter923@att.net

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



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

Enjoy the fellowship and learning experiences of a club near you

Alameda County Central Railroad Society

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

Amador County Model Railroad Museum

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

Antioch Model Railroad Club

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

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalers

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

California Central Model RR Club

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

Carquinez Model Railroad Society

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

Coastal Valley Lines

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

Eel River Valley Model Railroaders

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

Continued on page 39

Elsie

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

Empire Builders Model Railroad Club

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

European Train Enthusiasts

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

Golden Empire Historical & Modeling Society

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

Golden State Model Railroad Museum – East Bay Model Engineers Society

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come 1st & 2nd Friday evenings of the month between 7:30 and 10 PM.; behind the scenes tours also available most Wednesdays 11 AM to 3 PM. ew

members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call 1st or 2nd Fridays 8-10p.m. (510) 236-1913. For other information or to schedule special events, Email info@gsmrm.org. Website: www.gsmrm.org

Humboldt Bay & Eureka Model Railroad Club

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

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

Continued on page 40

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Napa Valley Model Railroad Historical Society

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

Nn3 Alliance

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

Sacramento Model Railroad Historical Society

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

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

San Joaquin Valley Garden Railway Society

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

San Joaquin Valley Toy Train Operators

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

Continued on page 41

San Leandro Historical Railway Society

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

San Luis Obispo Model Railroad Association (SLOMRA)

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

Silicon Valley Lines

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

South Bay Historical Railroad Society

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

Sonoma Short Line (SSL)

A group of model railroaders has formed a DCC, HO 100% NMRA club, Sonoma Short Line (SSL). The club is building a modular layout with a Sonoma County theme inspired by the period 1900-1950s. Private ops sessions and public shows are scheduled. SSL is looking for new members with skills in all aspects of model railroading and a desire to actively participate in the club. Contact Steve Lewis (707) 527-0396 or Steve Skold (707) 539-1782 for further information.

South Coast Society of Model Engineers

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

Siskiyou Model Railroad Club

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

Tidewater Southern Railway Historical Society Inc.

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

Tri-city Society of Model Engineers

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

Walnut Creek Model Railroad Society

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

West Bay Model Railroad Association

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



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We not only welcome your input here at the *Branch Line*, we actively encourage it!

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If you have a small article you would like to submit for publication, or even just an idea for an article, please let us know. We will be happy to work with you.

Just contact our editor, Chip Meriam, at:

chipmeriam@comcast.net

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