



BRANCH LINE

NMRA'S FIRST REGION



BEST IN SHOW (photos: Carol Alexander)



*Model - Giuseppe Aymar
Plasser Trace Stabilizer PST69*



*Photo - Ed Merrin
Morning Crossing*



*Arts & Craft - Wendy Peters
Chessie Quilt*



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Contents

Reports

Convention Report, Enduring Rails.....4
 From the President.....8
 From the Vice President.....11
 From the Editor.....11
 Achievement Report.....15
 Contest Report(s).....16
 SIG Report.....21
 Coast Report.....32
 RED Report.....33
 Sierra Report.....34

Feature Stories

Best In Show..... 1
 Tributes to Our Late Modelers.....13
 The Answers Are Out There.....23
 Tales Of The Santa Cruz Northern.....25
 Looking Back.....27
 Innovators in Model Railroading.....23
 Convention Contest Winners.....37

Regular Goodies

Call Board..... 2
 Statement of Publication.....3
 Member Tracker.....3
 Welcome New Members.....10
 2019 PCRConvention Announcement.....14
 NMRA Membership Renewal Form.....20
 Opting Out of Branch Line Subscriptions.....21
 Web Announcement.....28
 Branch Line Deadlines.....29
 Time Table.....45
 National Convention Registration47
 Club Information.....49
 Membership Gauge.....54

PCR Membership Tracker

<u>Division</u>	<u># Members</u>
Coast	434
Sierra	262
Redwood Empire	123
Daylight	114
Total PCR Members	933

PCR Convention - Enduring Rails

April 2018 - Rohnert Park, CA

by Christopher J. Palermo

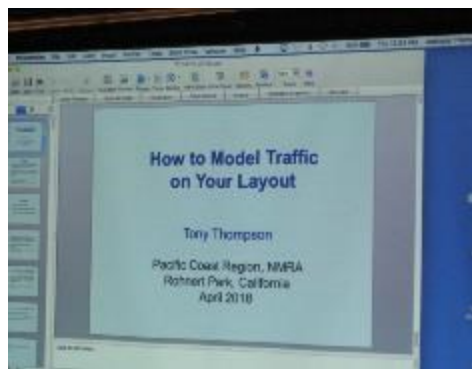


Pacific Coast Region model railroading enthusiasts converged in Rohnert Park, California between April 4-8, 2018 for a superb annual convention. The Doubletree by Hilton Sonoma Wine Country provided an excellent venue with spacious meeting areas, an attractive reception area for impromptu chats, and comfortable guest rooms—thank you to Ron Kaiser for leading arrangements with the hotel.

Proceedings opened on the afternoon of Wednesday the 4th, when PCR's dedicated team of volunteers—many from the Redwood Empire Division, which served as host division—spent an intensive few hours setting up registration computers and getting ready to welcome visitors from around the region. Dave Croshere, Carol Alexander and the contest team set up display tables, photo racks and processing equipment. Dave Turner and helpers set up a well-stocked company store that handed out pre-ordered convention cars (mine is already built, detailed, weathered and operating; how is yours?) obtained through Accurail, as well as other “bling.” Volunteers contributed displays; Thomas Knapp's Nn3 logging line was one of the beautiful layouts on display. PCR's Board of Directors held its semi-annual business meeting in the afternoon. Highlights are reported elsewhere, and minutes of that meeting are available online at the PCR website. As evening approached, over 60 members opted to attend an extra-fare welcome reception at Bear Republic Brewpub, where conversation reached a lively level over plates of terrific grilled food and chilled glasses of



Gus Campagna Handles Check-In



local beer. Meanwhile, Gus Campagna, Carol Skold and others on the registration team efficiently processed check-ins at the hotel.

The superb clinic program, organized and run by Charlie Sieben-thal and Peter Barnes, with Al Merkrebs contributing invaluable audiovisual support, also began



that evening and included over 40 different presentations. (Copies of slides for some are now available at PCR's website.) As just a few examples, veteran PCR member and author Tony Thompson gave two talks titled “Modeling Freight Car Traffic on Your Layout” and “Weathering Transition-Era Freight Cars.” Another noteworthy presentation was the 24th occurrence of Jim Providenza's clinic on “Realistic Operation”. This ongoing series of clinics has spurred numerous modelers to think more carefully about how their layout is operated or could be. Jim and Seth Neumann also collaborated on and generously hosted another year of discussion sessions on layout planning and operations as part of NMRA's Special Interest Group (SIG) affiliates.

Continued on page 5

Researching, preparing and presenting a clinic is an important way to “give back” to PCR by sharing your expertise with other members, and also counts toward the Model Railroad Author certificate of NMRA’s Achievement Program; if you have not previously given a clinic, please consider volunteering now for 2019—we need your knowledge. At Rohnert Park, clinics continued through Saturday afternoon and covered a rich range of historical, modeling and operational topics. The large number and high quality of clinics offered at PCR’s conventions continues to represent a strong component of the excellent value that the registration fee buys.

The convention also offered an extensive self-guided layout tour program, assembled by David Grundman and supported by several dozen local modelers who generously opened their homes and layouts to large numbers of visitors. Layouts ranged from fully finished and “sceniced” pikes to those at early stages of construction, and everything in between. Indeed, one of the best aspects of PCR’s annual layout tour is the opportunity to see construction techniques, storage strategies and workshop arrangements of our members, all tailored to spaces of different sizes. Ernie Simard scheduled operating sessions at several layouts, which were enjoyed by an impressive list of members. For this attendee, the layout tour richly showcased the exceptional modeling and operations-oriented layout design that people in the Sonoma-Napa-Marin area are doing. Three of the layouts I saw were remarkable in size and scope. As just one example, Paul Weiss showed his Central Vermont Railway Southern Division, which is taking place in an older commercial building that he gutted. The layout uses a multi-level, no-helix plan that duplicates a branch of the Central Vermont Ry including every track in the correct position. He has almost all track and turnouts laid, using exclusively Peco products, and is starting on operations. There is a dispatcher's office and 3 local offices with windows—impressive!

Gus Campagna also opened his large Northwestern Pacific in an outbuilding on his property. With 48" aisles and a mainline run of about 3 scale miles, this layout is sure to be both pleasant and enjoyable to operate. PCR President Ed Merrin had his garage-sized version of the NWP open on several different days and it was a delight to see numerous highly detailed scenes modeled directly from the prototype. Overall, the convention provided a comprehensive introduction to the NWP, and more than one modeler probably left the weekend inspired to investigate this interesting prototype. Ron Kaiser ran his expansive Western Pacific layout, which was recently moved and rebuilt in a dedicated building.



Contest Room

The contest room was strong as well with multiple competitive entries in almost all categories. There were photos of all types. Scratch built structures featured lights, sound and animation. There were cars based on unusual prototype and motive power from steam to BNSF’s most modern power. The modeling talent in our region as exhibited by these entries is truly impressive. A detailed report on contest winners appears elsewhere in this issue, with photos. *(see page 99 for contest report and page 36 for photos of contest winners)*

Continued on page 6



For a half day, the Bay Area chapter of European Train Enthusiasts showed a high-quality European modular layout, with working powered catenary and computer-controlled signaling and train control. ETE members have proven effective ambassadors for the hobby, recently appearing also at the San Mateo County Maker Faire, where they were profiled by Adam Savage (“Mythbusters”) in a video as part of his “Testers” series, now available on YouTube. Robert Pethoud also generously staged his Fall Creek Branch and hosted operators throughout the convention. This compact switching layout effectively illustrates how satisfying a

European Train Enthusiasts Display

small, highly detailed layout can be to build, operate and show—thanks Robert!

A vendor sales room hosted about 10 hobby dealers and manufacturers for a full day. These included Campbell Scale Models, Walt Schedler, and Owl Mountain Models, whose founder is profiled elsewhere in this issue. Transition-era modelers of SP and other roads have been snapping up his flat car kits and modular lumber load kits, which Tony Thompson has reviewed online.

Registrants also enjoyed a rarely available tour of Sturgeon’s Mill, an operational 19th-century sawmill located a short distance from the convention site. Although the outdoor tour was held on the one rainy day of the convention (naturally), registrants took the situation in good humor and were thrilled by the operation of a massive circular saw and other mill equipment. Thomas Knapp has assembled a terrific 25-minute video showing the mill in operation; it’s available on YouTube.



Robert Pethoud and the Fall Creek Branch



Continued on page 7

Mary Moore Campagna ran a successful program of non-rail activities throughout the convention including a group lunch out, movie night and bingo night. Dave Grenier contributed real-time updates to the convention website at a frenetic pace in the last few weeks before the convention opened and deserves a tremendous thank-you from the region. Scott Lockhart set up the program and dealt with numerous last-minute revisions and corrections while ensuring that beautiful material was printed up and ready on opening day. Steve Lewis and Greg Phillips provided leadership for our next generation of modelers,

coaching Boy Scouts through a number of activities in support of the Model Railroading Merit Badge.



Mary Moore Campagna - Non-Rail Coordinator



Giuseppe Aymar Receives the John Allen Award

The convention had its highlight on Saturday night with PCR's annual awards banquet, which Ron and Pam Kaiser directed. The hotel provided a delicious buffet dinner and our ballroom was a great setting for an evening of fellowship and lively talk. PCR model-making standouts like Earl Girbovan, Frank Markovich and Giuseppe Aymar took home top awards for their contest entries. Giuseppe, who also served as convention chairperson, completed PCR's version of the "triple crown" when he was awarded the region's coveted John Allen Award for meritorious service.

In these activities and others, the Redwood Empire Division, Sonoma area local modelers, and numerous other volunteers served as excellent hosts for PCR's members. We all owe them a huge thank-you for executing a great convention with a variety of rewarding activities. A brief article of this type cannot cover everything that happened—the hardest part of any convention is that one person can't see and do everything—so if this story misses something you considered significant, please contact the editor with your comments or an article. See you in May 2019 in Sacramento!

To see over 100 photos of all aspects of the 2018 convention, visit the online group Model Railroads of Northern California, moderated by Al Merkrebs using the platform www.groups.io. A direct link to the photo album is:

<https://groups.io/g/ModelRailroadsofNoCalif/album?id=42880>



From the President

By Ed Merrin, President, PCR/NMRA

This installment of my quarterly comments starts out with a little upbeat PCR business and then covers a cautionary tale concerning the world we know live in, specifically the one centering on the Internet.

The dust has been settling from the 2018 PCR Convention, held jointly with the NWP Railroad Historical Society, and what a convention it was! Meanwhile, work is continuing on the 2019 Convention in Sacramento, held jointly with the WP Historical Society. As I mentioned at the Annual Business Meeting in Rohnert Park, things got off a little late on this one, so I'm not sure whether there will be registration information available when this issue is printed. However, this we know – it is titled “Diamonds are forever” in honor of it being the 75th Annual PCR Convention, a logo is in process, and there should be a website up soon with details of location. Details of the program are still pending, but we expect lots of layout tours, clinics and some prototype tours to keep you busy. Our Banquet Speaker will be the outgoing NMRA President, PCR's own Charlie Getz. Stay tuned.



Model railroaders with technical knowledge and skills in electrical engineering, computer technology, networking, and software design have continued to make important contributions to model railroading, and they have passed on the advances in their fields to all of us. The results have revolutionized control and operation of our railroads and the quality of our models. In short, our hobby has kept pace with the advances we have seen in the rest of the world around us.

The rest of my column has to do with The Digital Age meets Model Railroading. This marriage can bring us great joy as well as, as you'll see, some aggravation. But it's not a new thing at all. After all, our hobby was always all about “Electric Trains,” right? So model trains and anything electronic are a natural fit.

Way back in the late 1960s I spent the last summer vacation of my life establishing a “relationship” with a room filling “minicomputer” at the Langley Porter Research Annex in San Francisco. The excitement of blinking lights, spinning tape reels, and clacking Teletype machines inspired me to read a book about how it was designed. Model railroaders played a major role.

It all happened in Maynard, Massachusetts at the headquarters of Digital Equipment Corporation. It turns out that DEC was infested with some young model railroaders, recent graduates of the Rensselaer Polytechnic Institute in Troy, a nearby town in upstate New York. Most of you are

probably familiar with the model railroad club at Rensselaer that has employed the talents of generations of its students.

It turns out that like today there were many aspects to the hobby, and individual modelers tended to focus on, or specialize, in different areas. When you have a big club layout, of course, this is a real advantage. There's always someone to do whatever needs to get done. If you need a signaling system, with all kinds of relays and whatever else you needed in the sixties for that, what better candidates could there be than future computer designers and engineers? The hardware and wiring folks. And there was indeed such a bunch in the club. They loved what they did on the layout and they set themselves apart from the club members whom they disdainfully referred to as the “paper mache” guys.

The emerging ever more digital world has also dramatically changed the way modelers communicate with each other. We have grown to rely on email over the last twenty years and what was once so exotic is now routine and even old fashioned to some younger people. We use email to carry on discussions and spread news on online groups, arrange operating sessions, and even conduct PCR business on occasion. We expect the NMRA, its Regions, its Divisions, and even its Conventions to have dedicated websites. NMRA has it's own Facebook page, as does PCR. A number of PCR members have websites and/or Facebook pages focusing on their railroads. Both the NMRA and PCR use Constant Contact, a bulk emailing service, to announce events. There are Twitter accounts. Elections are now held by email by NMRA, PCR, and at least one other region (SER). More and more newsletters and other publications are offered on the web, sometimes exclusively.

Wow. Have I left anything out? We've now reached the point where now, besides reaping the benefits of this communication revolution, we are exposed to its dark underside.

Continued on page 9

I mentioned in the past, and discussed at length at our Business Meeting in Rohnert Park, that PCR has become a target of online scam artists and grifters. They employ a common technique of forging a legitimate name and email address to disguise who they really are. Their aim is always, as you might expect, to trick people into sending them money. This technique, which is called “spoofing,” doesn’t require any real computer expertise; there are apps available on the Internet that do it for you (Spoofing is also done for phone calls, so your caller ID tells you a call is coming in from a number in your area code when in fact it comes from wherever).

The key thing here is that you don’t have to get inside someone’s email account, you don’t have to have their password so you can use their account, you don’t have to know how to do much at all.

It turns out that somewhere along the line the emails of PCR officers and officials have been circulating around. Various members of the PCR Board and basically anyone listed on our Callboard have been getting strange emails appearing to be from me. They come in waves. Some say something like “Are you in the office” or “Do you have any time now?” Another batch may state that “I” have something urgent to speak with you about. There are numerous variations, but the basic plan is the same. If you respond to the message you get a request to forward some money, buy Apple Store gift cards, or whatever, and send them somewhere with the expectation that you will be reimbursed as soon as some event occurs that makes funds available. It usually has something to do with a PCR emergency that funds can’t be loosened up fast enough for, or even a personal emergency that I am having. Of course, if you do as requested you will never see your money again. I suppose they pick the President as being the source because I have authority to authorize money things, which is only partly true.

It might amuse you to know that recently I myself got one of these messages that was sent by one of these phony “Ed Merrins.”

Periodically someone calls me or tells me in person that they think my email has been “hacked” because they got one of these things and it seemed fishy. Nope, the sender in

all likelihood wasn’t that sophisticated. In fact, if you use the feature in your mail software to look at the path the message took over the Internet to get to your mailbox, you’ll see that my email account was never involved. The real emails sending these things vary. During two flurries of messages there were addresses from Gmail accounts. More recently there have been other sources. The key thing is that not only do the messages not come from my email account; your responses don’t go there either. I never receive them because they go to the real address of origin.

Originally I thought that the PCR Callboard on our website, which is accessible to the public, was responsible. Maybe that is true, but I have since heard from one person who isn’t listed there. I also have seen one message that “came” from the secure PCR President email address (PCRPREZ@nmra.org) on the NMRA website. I can tell you, however, that I am not aware of anyone outside of PCR who has gotten any. No friends, relatives, Facebook friends, former colleagues, or anyone else on my contact list who is not a PCR member.

Just to close on a lighter note, PCR Treasurer Bob Osborn, who gets more of these than anyone else, shared a recent one with me. The real sending account was chairmanonboard2018@gmail.com. There is no typo in there, so this is likely the work of a non-English speaker somewhere in the world! In case you’re curious, here’s the body of the message:

“I need you to sort out a financial obligation, get back to me with the best form to process this payment and your availability to get it processed.

I anticipate your swift response.

Regards

Ed.”

Happy Railroading!

Ed Merrim



From the Vice President

By Carol Alexander, Vice President, PCR/NMRA

It is just three weeks since the 2018 convention in Rohnert Park. I spent all my time in the contest room helping run things, along with Carol Skold, so that Giuseppe Aymar could focus on the convention. If you weren't there, you should know that there were lots of entries and some outstanding models for the judges to pour over.

One of the things that kept coming up at the contest desk was people asking for entry forms. I'd really like to encourage all participants to fill out the .pdf version of the forms on the PCR web site before you come to the contest. There are really two reasons for this. First, when you fill them out and print them on-line they're very legible. That helps us at the desk and really helps the judges. Second, you have more time at home to remember all the things that you did in each category and can write it down so the judges make sure that you get credit for all the work you did.

Giuseppe Aymar has stepped down as PCR contest chairman and I want to thank him for all his efforts. I also want to welcome Mark Pogendorf who has agreed to take on the job as our new contest chairman.

One of the things that comes up at every Board meeting is the subject of attendance at Division events. Ideas are kicked around but the people who need to be part of the discussion are never there; I'm referring, of course, to you, the membership. Your leadership knows that there are many things vying for your attention these days so we want to know what would entice you to come out and join us. Some ideas that have been floated are:

- > Have some kind of "make and take" activity at every event.
- > Have a modular/portable layout to operate/run trains on.
- > More "do" and less talk.

- > More layout tours.
- > More "show and tell" of modeling projects. ie, showing finished and work-in-process to the other attendees.

Maybe you have some other ideas that aren't in my very short list. If you do, please let me know or tell you Division Superintendent or Director.

Happy Model Railroading
Carol Alexander

Welcome Aboard ! PCR's Newest Members

<u>Member</u>	<u>City, State</u>	<u>Date Joined</u>
	Daylight	
Raymond Rios	Terra Bella, CA	05/7/2018
Tetter Dettelis	Santa Maria, CA	05/23/2018
	Coast	
William Hewitt	San Carlos, CA	04/3/2018
Justin Leong	Belmont, CA	04/3/2018
Wayne Olds	San Jose, CA	04/9/2018
	Redwood Empire	
Kent Hinton	Santa Rosa, CA	04/3/2018
Neal Rogers	Healdsburg, CA	04/3/2018
	Sierra	
Nobuko Soler	Lincoln, CA	03/13/2018
Gary Soler	Lincoln, CA	03/13/2018
Michael Perata	Yuba City, CA	03/22/2018
Andrew Daum	Gardnerville, CA	03/9/2018
Duane Benson	Sparks, NV	04/2/2018
Michael Witkowski	Lincoln, CA	04/2/2018
Jason Hill	Gardnerville, CA	04/3/2018
Douglas Hone	Sparks, NV	04/3/2018



**May 1 - 5, 2019
Sacramento, CA**

Perhaps the Most Rewarding Aspect of this job of *Branch Line* Editor is frequent interaction with the fellow PCR members who contribute to and/or take part in the preparation of this publication. Most everyone recognizes the stable of standing columnists: Ed Merrin, Jack Burgess, Giuseppe Aymar, Seth Neumann, Robert Pethoud, Jim Providenza, and Dave Connery. These guys do a bang-up job providing prose with which I can “fill the white space” every quarter. With this issue, we have another such contributor, Chris Palermo. Chris has developed a concept for a new column, “Innovators in Model Railroading”. The first column (see page 99) features Jason Hill of Owl Mountain Models. Chris will be on the look out for other model railroad innovators to profile in future columns,



so please contact Chris at cjpalermo1964@gmail.com or me at chipmeriam@comcast.net if you know of an innovator that deserves our attention.

Another fellow with whom I frequently interact is Dave Grenier, the PCR webmaster. Most of what you find in the *Branch Line* “Time Table” and “Club Information” comes directly from that which Dave has already prepared for the website. Lately, Dave has been busy updating and compiling an impressive list of clinics that you can access at the website. Several of the additions are new this year. I’ve provided a list of those clinics below, but your best bet is to go here for the real deal: <http://www.pcrnmra.org/pcr/clinics/clinics.shtml>

Advanced DCC Decoder Programming with Decoder Pro (04/17/13)
 Amateur Authorship (05/12/18)
 Bay Area Garden Railroad Society's Roving Garden Railroad (04/17/13)
 Cheap and Easy Automatic Block Signal System, A (04/19/17)
 Control Panels with PowerPoint and Plexiglas (04/17/13)
 Control Panels with PowerPoint and Plexiglas (04/17/13)
 Creative Solutions to Common Modeling Problems (04/17/13)
 Dead Rail Operations on the Donner Summit (06/04/15)
 Design with Free-moN Modules (01/30/13)
 Designing a Signaling System with cpNode (05/15/15)
 Detailing Wood for Structures and Rolling Stock (05/01/17)
 Easy Freight Car Weathering 1-2-3 (05/01/17)

Jim Betz
 Chip Meriam
 Nancy Norris
 Dennis Drury
 Seth Neumann
 Seth Neumann
 Frank Markovich
 Duncan McRee
 Dave Falkenburg
 Seth Neumann & Chuck Catania
 Frank Markovich, MMR
 Michael Gross

Fall Creek Branch: Building and Operating a Portable Switching Layout
 Freight Car Trucks 1900-1960 (04/17/13)
 Freight Train Operations and Car Forwarding (04/17/13)
 Further Progress on Modeling Petaluma's Water Street (06/02/18)
 Ground Roast Scenery (05/12/18)
 Hazardous Materials Markings on Rail Cars (04/17/13)
 Hazardous Materials Markings on Rail Cars (05/03/14)
 How to Apply Cedar Shingles (05/12/18)

Robert Pethoud
 Richard Hendricksen
 Dave Clemens
 Ed Merrin
 Chip Meriam
 Paul Deis
 Paul Deis
 David Ulmer, M.D.

Introduction to LEDs and Their Use as Lighting Sources for Locomotives
 JMRI Operations (04/17/13)

Joe Melhorn
 Dennis Drury

Kids & Model Railroading: How to get kids Involved without losing your sanity
 Layout Photography: Equipment and Lighting (06/02/18)
 Layouts Portable, Practical & Palatable (04/20/13)
 Lighting Your Layout with LED Tape (05/01/17)

M.C. Fujiwara
 Ed Merrin
 M.C. Fujiwara
 Chris Palermo

Continued on page 8

Continued from page 7

Model Railroading with Arduino (04/17/13)	Dave Falkenburg
Modeling the Pacific Coast Railway's San Luis Obispo Facilities (01/30/13)	Tom Knapp, MMR
Modernistic Industrial Structures for the Transition Era (Rotate 90° clockwise to Nn3 - An Overview (04/16/13)	Chris Palermo
Public Utilities and How to Model Them (04/16/13)	Tom Knapp, MMR
Quintessential California: Modeling Eucalyptus Trees (05/01/17)	Tom Crawford
Responding to a Derailment on the SP Coast Line (05/12/18)	Bruce Morden
RFID in Model Railroading (01/30/13)	Paul Deis
Rubber Layouts: Dynamic Layout Design & Operations (04/17/13)	Seth Neumann & Chris Drome
Scratch building a 1929 stucco pumping station (a.k.a. Simulating Stucco Siding - Simple Car Cards - A Simple Approach (04/17/13)	Paul Ingraham & Steve Wesolowski
SketchUp and Rapid Prototyping (04/15/14)	Chip Meriam
The Northwestern Pacific in HO; Recreating the Railroad and its Operations	Guy Cantwell
Tools for Model Building and Scratchbuilding (04/17/13)	Jack Burgess, MMR
Trees: Many Ways You Can Make Them (04/17/13)	Ed Merrin
Tuning Up Your Rolling Stock for Reliable Operation (05/12/18)	Jack Burgess, MMR
Undertable Positive Turnout Controller (04/17/13)	Brad Lloyd & Darrell Dennis
Website Design for Your Layout (04/17/13)	Paul Deis
	Dave Croshere
	Dave Grenier

All of the above clinics and workshops were first offered at division meets or regional/national conventions. I think you'll agree that these are a tremendous resource and are, in many ways, representative of that theme Chris Palermo is hoping to display in his new column: INNOVATION.

I call your attention to Jim Providenza's column, "Tales of the Santa Cruz Northern". Jim refers to the most recent "President's Car" column from Charlie Getz in the June 2018 *nmra magazine*. Charlie gives an up-to-date account of the progress on the "Gallery", a NMRA educational display at the California State Railroad Museum. Here is the excerpt from that column to which Jim refers:

*"...our exhibit must tell the story of our hobby through artifacts, as well as through the story of the modelers behind them. And that is where you come in!
We need your help. We'd love to have you send a head/shoulder picture with a two-liner about why you are a model railroader and what compels you to do this. Please provide your current or past work experience if you would. We want to show that model railroaders come from all walks of life and diverse backgrounds. You can send those to me via email at president@nmra.org."*

This seems like a pretty simple request but, as Jim notes, it may take awhile to work through it. Good luck!





BILL SWINDELL

On January 26, 1943, Charles and Adelite Swindell welcomed into this world their only son Charles William Swindell, Jr. in Long Beach, California. Bill's father was an Air Force career officer who moved his family around to many Air Force bases including Guam and Texas. Bill finally received his High School diploma at Chicopee High in Massachusetts. His higher education consisted of a 2 year enrollment at Ohio State and 1 year at Napa College in California. It was during his time spent at Air Force bases that he developed his love of electronics.

His working career began in 1964 when he was employed by Sears Roebuck as a repairman for TV's and other appliances. After 4 years of servicing TV's, Bill moved on to a 26 year employment with IBM as a Customer Repair Technician and Engineer for bank check processing equipment and the associated computer systems. In 1994 IBM began downsizing their workforce and Bill was terminated. He then became employed by Clorox Corp. Bill was tasked with writing security software for their worldwide computer network. In 2006, Bill retired from Clorox.

Bill's initial interest in model railroading came in 1968. It was further developed when, in 1969, he became a member of the Walnut Creek Model Railroad Society. About this same time, he also became a member of the N.M.R.A. He became a fixture at the WCMRS by delving into the electronic controls of the club and making them more stable. In 1982, Bill was enlisted by Bob Ferguson to assist him with the operation of an auction at the Coast Division meets to begin writing the computer software to automate the accounting process of the auctions. He continued in this capacity until his passing. He became a (grumpy?) fixture at the auctions while attending to the buyer's purchases and the seller's reimbursements. Bill also modified the Coast Auction software to operate auctions at PCR convention auctions and finally to support the silent auctions at several N.M.R.A. National Conventions. Since he was also a Ham Radio enthusiast, he used the auction programs to assist with the Mt. Diablo Amateur Radio Club's auctions.

Bill became a member of the Bay Area Electric Railway Museum , and eventually got involved with garden railroading where was well known for his many (over 400) locomotive conversions from track power to battery, RC and Sound. He also wrote and presented many clinics on batteries and locomotive conversions as well as methods of building overhead wire systems for HO streetcars.

Bill is survived by his wife Susan, daughters Sandi MacDougal and Debby Kelly, grandchildren Jack, Megan, Heather Eaddy and Tabitha Kendall and Great Grandson Dante Eaddy.

(transcribed from a tribute in the Coast Dispatcher, June 2018, Tom Crawford)

A barbecue was held in Bill's memory on Sunday, June 10, at Larkey Park in Walnut Creek. *(photos courtesy of Susan Swindell)*



In Memoriam

Member Joined	City, State	Date
Coast		
Boone Morrison	Volcano HI	11/8/1996
L David Taylor	Kahului HI	8/1/2011
Herbert Steinore	San Mateo CA	1/1/1976
Sierra		
Don Morey	Cool CA	6/24/1998
Redwood Empire		
Bill Raudio	San Anselmo CA	9/15/2003

Pacific Coast Region - NMRA



2019 Convention

DIAMOND RAILS FOREVER

SACRAMENTO, CA

MAY 1 - 5

McClellan Convention Center—McClellan Park

Lions Gate Hotel

Achievement Program - Master Builder—Cars

By Jack Burgess, MMR, Manager, PCR Achievement Department

For those who like scratch building or at least modifying craftsman kits, the Master Builder – Cars AP certificate can be an easy-to-achieve requirement. Like the other certificates, the actual requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.



The requirements for Master Builder - Cars follows the same general format as for Master Builder - Structures. To qualify for this certificate, you must build eight operable scale models of railroad cars. Operable means that they must be able to roll along the track and not that parts such as brakes must work. If desired, these eight cars can be of differ-

ent gauges and/or scales. Four different types of cars, including at least one passenger car, must be represented by these eight cars. Obviously, a flat car and a box car would be considered “different kinds” of cars. A 40’ steel-side box car and a 36’ wood side box car may also be considered different kinds of cars if there is a substantial difference between them such as fish-belly underframe vs. truss rod and AB brakes vs. K brakes. Since a total of eight cars are needed but only four types, you can build a passenger coach, a flat car, a tank car, a reefer, and four identical box cars and still meet this requirement.

Each of these eight cars must be super-detailed with either commercial or scratch built parts. The easiest way to super-detail cars is with separate ladders and grab irons, underbody brake gear, cut levers, air hoses, etc.

In addition to being super-detailed, at least four of the eight models must be scratch-built and you must score at least 87½ points on four of the eight models. This can be accomplished via a PCR or Coast Division model contest or by having the models judged for a Merit Award. While it is easier to score 87½ points on a scratch built model than a kit-bashed model, scratch building isn’t required.

To summarize these qualifications, you need to build eight super-detailed cars representing at least four different types of cars including at least one passenger car. At least four of these cars must be scratch built and you must score at least 87½ points on at least four of the cars.

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.

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www.nmra.org
 423-892-2846

Contest Report

By Giuseppe Aymar, MMR, Manager, PCR Contest Department



Enduring Rails 2018 held in Rohnert Park last April was a total success from all points of view. Good attendance, with many out of Region participants who obviously value what PCR has to offer, great Tours, clinics and camaraderie galore. The contest was, as usual, a well attended event bringing in the best modeling west of the Rockies (well, I am a little hyperbolic at times). Nonetheless we had a record 22 Merit awards conferred during judging. This basically confirms we are the home of a tremendous number of modelers who are extremely talented and resourceful.

As this is my last report as Contest Manager (I am retiring to private life after 9 years at the helm), I wish to thank all who have been so key in making The Contest a vibrant and successful part of our conventions. Special thanks are bestowed upon Carol Skold, Carol Alexander, and Dave Grenier who were the backbone behind the scenes - masters at their craft. They made The Contest run “as smooth as silk”. Thank you for all your valuable help and warm friendship. I shall miss our partnership. Thank you to all of you who have volunteered, spending half days on Saturdays judging the entries. Without you there would not have been a Contest. I cannot ignore all the volunteers through the years who have worked the Contest Room in all capacities. Again your help was very much appreciated. Please continue your enthusiastic participation. Still, The Contest has a bright future in years to come and I would hope that most of you would feel compelled to bring in your creations for all to see and appreciate.

Grazie e Ciao for now

Contest results appear below:



Switching Contest: (John Allen switching layout)

Brake person , adult	5 car problem	Sylvia Pethoud	3 rd place
Brake person, adult	5 car problem	Brewster Bird	2 nd place
Brake person, adult	5 car problem	William Scott	1 st place
Brake person, senior	6 car problem	Steve Wesolowski	2 nd place
Brake person, senior	6 car problem	Ed Slintak	1 st place

Continued on page 17

Contest entries

Models:

Maximum 125 points-

Merit Awards are given to scores above 87.5 points, which will be necessary to fulfill the requirements for the NMRA sponsored "Achievement Program" toward earning MMR (Master Model Railroader)



Steam locomotive: open	logging loco Nn3	Thomas Knapp	1 st place 122pts	Merit award
Steam loco: non judged	nano block loco	Steve Lewis		Ingenuity award
Diesel & other loco: open	UP SD90 MAC-H	Giuseppe Aymar	1 st place 114pts	Merit award
Passenger car: open	Fiddletown RR	Steve Wesolowski	2 nd place 57pts	
Passenger car: open	Civil War Hosp car	Mike Blumensaadt	1 st place 91pts	Merit award
Passenger car: kit	SP&S coach	David Turner	1 st place 76pts	
Freight car: kit	CB&Q XM 14 flat	Kenneth Martin	1 st place 66pts	
Freight car: novice	SP&S woodchip car	David turner	1 st place 103pts	Merit Award
Structure: open	Flour mill	Steve Harvath	2 nd place 90pts	Merit award
Structure: open	UP section tool house	Dave Croshere	1 st place 97 pts	Merit award
Structure: kit	Grain elevator	David Grundman	3 rd place 78pts	
Structure: kit	Freight house	Frank George	2nd place 88pts	Merit award
Structure: kit	Lineside freight station	Frank Markovitch	2nd place 88pts	Merit award
Structure: kit	O'Neil fabrication	Earl Girbovan	2nd place 88pts	Merit award
Structure: kit	Planing Mill	Earl Girbovan	1st place 107pts	Merit award
Structure: novice	SP Depot Santa Rosa	Dave Ulmer	1st place 116pts	Merit award
Structure: non judged	Outhouse voting booth	David Grundman		Levity award
Caboose: open	caboose #2	Steve Harvath	1st place 103pts	Merit award
Caboose: kit	West side caboose #5	Frank Markovich	1st place 69pts	
MOW: open	Plasser track stabilizer	Giuseppe Aymar		Popular vote for model

Continued on page 18

Contest entries

Models:

Continued



MOW: open	Plasser track stabilizer	Giuseppe Aymar	125pts	Merit award
MOW: open	Civil war gun-mortar	Mike Blumensaadt	3 rd place 88pts	Merit award
MOW: open	Civil war rail gun	Mike Blumensaadt	2 nd place 94pts	Merit award
MOW: open	MOW water car	Steve Harvath	1 st place 105pts	Merit award
MOW: kit	C&S outfit car	Kenneth Martin	1 st place 78pts	
MOW: novice	SP&S MOW flatcar	David Turner	1 st place 70pts	
Display:open	Water tank/pump house	Steve Harvath	3 rd place 88pts	Merit award
Display: open	MOW station	Dave Croshere	2 nd place 110pts	Merit award
Display: open	1 st battle of Manassas	Mike Blumensaadt	1 st place 113pts	Merit award
Display: novice	SP trackside MOW signal	Walt Schedler	2 nd place 81pts	
Display: novice	Woodcutters shack	Dave Ulmer	1 st place 99pts	Merit award
Traction:	The flying slug-Railcar	Steve Wesolowski	1 st place 60pts	
Special contest: kit	Sunrise feed Mill	Gus Campagna	1 st place	
Portable layout	Nanotrack/Nn3	Joseph DuVivieer	1 st place 106pts	Merit award

Photography:

Model: Black & White	Flat car load	Stanley Keiser	1 st place
Model: Color:	The morning local	Earl Girbovan	3 rd place
Model: Color	Barnyard	Carol Skold	2 nd place
Model: Color	Breeden salvage	Ronnie LaTorres	1 st place
Prototype: Black & White:	Sierra 612	Tom Van Horn	3 rd place
Prototype: Black & White	Dixiana	Ronnie La Torres	2 nd place

Continued on page 19

Contest entries

Photography:

Continued



Prototype: Black & White	Steamin' into Silverton	Carol Skold	1 st place
Prototype: Trains in action	the good,bad & the ugly	Carol Skold	3rd place
Prototype: Trains in action	UP 844in Elko Nevada	Kenneth Martin	2 nd place
Prototype: Trains in action	Lodgepole sunset	Pat La Torres	Popular vote
Prototype: Trains in action	Lodgepole sunset	Pat La Torres	1 st place
Prototype: Tracks & Structures	Jalama trestle	Pat La Torres	3 rd place
Prototype: Tracks & Structures	Track work	Walt Schedler	2 nd place
Prototype: Tracks & Structures	Sandcut	Ronnie La Torres	1 st place
Prototype color: Working on the RR	Engineer Dave	Tom Van Horn	3 rd place
Prototype color: Working on the RR	Engineer in GN cab	David Grundman	2 nd place
Prototype color: Working on the RR	Checking the diamonds	Stanley keiser	1 st place
Prototype color: General Rail subjects	Chama snowy morning	Marvin Schenck	3 rd place
Prototype color: General Rail subject	Sierra 3 breaths	Tom Van Horn	2 nd place
Prototype color: General Rail subject	D&RGW 346	Earl Girbovan	1 st place



Celebrating 75 Years

The Pacific Coast Region was formed in 1944, as the first region in the NMRA. In 2019 we will be 75 years old, the first Region in the NMRA to reach this milestone. How should we celebrate this event? If you have any ideas please share them with the PCR Historian, Dave Connery at dgconnery@sbcglobal.net. We will never be 75 again!



Pacific Coast Region SIG Report

by Seth Neumann



Pacific Coast Region SIG Report for Second Quarter 2018

Our big second quarter event was the Operating Program at Enduring Rails, the 2018 PCR Meet hosted by the Redwood Empire Division in Rohnert Park in April. Several layouts were available and I was able to take advantage of 3 sessions, 2 official (Bill Kaufman's State Belt and Jim Providenza's Santa Cruz Northern) as well as informal "test flight" of Paul Weiss' Central Vermont in Northern California. All of them were a lot of fun and ran well. Especially encouraging was the participation of several layouts in Sonoma County that haven't previously opened for formal operating events. I believe we at least one more layout approaching an ops-ready state, so I expect to see Sonoma becoming an ops hot spot! Thanks to the committee and the hosts for making this happen!

We also had some very enjoyable out of region operating events earlier this spring: SoundRail in the Puget Sound area hosted about 75 visitors from all over North America and the Bay Area was well represented. We also visited two Bay Area émigrés, Joe Green and his C&O Ryder Gap Division in Sequim, WA and Bill Decker's SP Cascade Line in McMinneville, OR, before attending the relocated Winterail in its spacious and comfortable new home in Corvallis. Several of us also participated in an event in the Washington DC area in late April. The quality of these layouts was very high and several of the layouts have been featured in the hobby press.

Continued on page 22

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. 🚂

SEE PAGE 55 ←

Just before press time, I attended the Pacific Northwest Region's convention in Portland and while they did not feature formal operations (the main organizers of Portland Area ops being tied up with other convection duties), the clinic program, including my Communications for Model Railroad Operations, featured a great deal of operating and layout design content.

Looking ahead, The 2018 NMRA convention will be in Kansas City August 5-12, but plan for August 4-13 as the committee (who also host the semi-annual Prairie Rail Invitational) is offering 9 days of Ops, many of these ops are currently on wait list status but people's plans change and you can often pick up a slot and a ride at the Op Sig desk in the SIG Room at 3:30 PM on the day of the session. By the way, the "Drive in/Drive out" layouts for the leading Saturday and trailing Sunday within a day's drive of KC are generally available, so if you're planning on combining your convention trip with touring or visiting in the Midwest, check them out at <http://www.kc2018.org/program/opsig/>

We expect a stellar LDSIG Layout tour and we have a very complete SIG Clinic track. Both the OPSIG and LDSIG Local coordinators are well-connected and owners of fine operating layouts so I expect the best SIG Program since X2011West! More information at <http://www.ldsig.org/kansascity2018>

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

I'd also like to note that earlier this year we lost two long-time operators and hosts: Jim Vail and Kermit Paul. Both of these fine gentlemen hosted many sessions over the years and supported ops at regional meets, conventions and Bay-Rails (our invitational Ops meets). Starting ops early as they did, they were both pioneers in operations and introduced many of us to the concepts and techniques of model railroad operations. We are indebted to Jim and Kermit and they will be long be remembered and missed.

Seth Neumann

sneumann@pacbell.net



Have you changed your address or other
membership information?

Notify Headquarters

Email: nmrahq@nmra.org

Phone: 423-892-2846 (8am—4pm
ET)



The Answers Are Out There

Cooperation vs Competition

by Robert Pethoud, Member Aid Chairman,
Daylight Division

“Oh, that’s a Timesaver, isn’t it?” That’s what I’ve heard from many modelers when they first encounter my Fall Creek Branch portable model railroad. The track plans are indeed similar, with both layouts featuring a switchback spur and a runaround track; beyond that, the Timesaver has one more spur, while Fall Creek sports two. Not very different, right? But the Timesaver’s spurs, switchback tail, runaround, and runaround tails are all fiendishly short, deliberately turning most switching tasks into head-scratching logic puzzles. At Fall Creek, all of those tracks are much lengthened, in an effort to make the track arrangement more like a prototype yard (although, admittedly, it’s still unrealistically compact).

Moreover, in at least one respect, Fall Creek Branch is the anti-Timesaver: competition is the *raison d’être* of a Timesaver—the goal is to solve the puzzle in the shortest time—while that competitive element is completely absent from Fall Creek. There’s no stopwatch attached to (or even allowed near) my layout. Fall Creek Branch management actually fosters cooperation instead of competition by encouraging 2-person crews of conductor and engineer to work together to complete the assigned tasks identified on the switchlists.

To facilitate this cooperation, the conductor and engineer need to be able to communicate efficiently with each other. One prototypical way to do this is with hand signals. In crowded model railroad operating sessions, especially where many sound-equipped locomotives are running and several people are talking at once, hand signals can be es-



pecially useful. Silent visual signals are efficient and elegant. You can see brakemen’s hand signals demonstrated on YouTube—just Google “railroad hand signals.” Near the top of the list of results will be <https://www.youtube.com/watch?v=2V1Z9yA37ZQ>. This three-minute video features Tommy Johnson, an experienced railroad employee who has given many memorable clinics at PCR conventions. He is a fount of esoteric knowledge and amusing anecdotes stretching back to the steam era. Three of the signals he demonstrates in the clip are as follows:

- Come toward me:** start with your arms straight out to both sides, and rotate your forearms like propellers, the left one moving clockwise and the right one counterclockwise.
- Go away from me:** start with your upper arms straight out to both sides and arms folded at your elbows, with fingertips touching your upper chest; unfold arms until they are straight out, then touch your chest again and repeat.
- Stop:** hold arms straight out on both sides, then drop your arms; raise your arms again and repeat. Alternative motion: hold arms and hands straight out, then drop your hands at the wrists (the very gesture made famous by John McCain on the floor of the Senate in July, 2017).

Note that any of these signals can be made with one arm, since brakemen often had to give them while hanging onto the side of a moving freight car.

While you’re Googling, check out some of the other entries to see how brakemen could communicate which track to work next, how many cars to pull or kick, and many other things. Your ops sessions have the potential to become very animated.

Continued on page 24

Hand signals are mostly for conductors and brakemen to communicate with each other and the engineer, but (model railroad) engineers can also enhance the realism of ops sessions with closer adherence to the Uniform Code of Operating Rules relating to the use of horn and bell:

14. Engine Horn or Whistle Signals

- (b) --- --- Release brakes. Proceed.
- (c) --- o o o Flagman go back and protect rear of train
- (d) --- --- --- --- Flagman return from south or west
- (e) --- --- --- --- --- Flagman return from north or east
- (h) o o o When standing, back
- (j) o o o o Call for signals
- (l) --- --- o ----- Approaching public crossings at grade
- (m) ----- Approaching stations, junctions, railroad crossings at grade, drawbridges, and mail cranes between stations, as may be required
- (n) --- --- o After passing last station approaching meeting or waiting points

30. Ringing Bell

Except where the momentary stop and start, forward or backward, are a continuous switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade, stations, and through tunnels.

Before taking model railroad operation more seriously, I was quite familiar with rules 14 b, h, and l above, but pretty shaky on the rest of rules 14 and 30. Note also that I listed only the subsections of rule 14 that I thought would be worth implementing in ops sessions; if you want to know the rest, you'll have to do your own research. I'm now gradually trying to integrate these rules into my locomotive operating skills. As far as I'm concerned, more realism equals more fun, in operation as well as in model building.

Improved Way to Pick Up from a Facing Point Spur

In response to last issue's column, Bob Battles sent me a quicker—and better—way to make the pick up:

Head brakeman lines switch of the siding to the spur,

signals to engineer to pull train ahead and couple onto pickup car.

Brakeman couples car onto front of loco, has engineer back car and train onto siding, then lines spur switch to siding.

Brakeman then uncouples pickup car from loco, ties down hand brakes on car, has caboose crew line the south siding switch to the siding, and signals engineer to back the train onto the main line while riding the front step of the locomotive.

When the train is on the main line, the head brakeman signals the engineer to stop, lines the south switch to the main, and has the engineer pull the train ahead until the loco is just short of the fouling point of the north siding switch. Then he has the rear crew drop the caboose on the main track and tie down the hand brakes.

Head brakeman stands by the north siding switch and has the engineer pull ahead until the last car in the train clears the switch; then he lines it for the siding and signals the engineer to slowly back the train onto the siding. He hops onto that last car.

Brakeman signals engineer to stop easy and couple onto the pickup car; he releases the handbrake, then signals the engineer to pull the train ahead onto the main track clear of the north siding switch.

When the train is fully back on the main track, brakeman drops off, signals the engineer to stop, lines the north siding switch for the main, and has the engineer back the train slowly down to pick up the caboose. The brakeman makes the coupling, makes the air test, and the train is ready to go. The head brakeman will have to walk up the length of the train to reboard the locomotive so he or she will be in position for the next maneuver down the line.

Thank you, Bob, for this shorter and more logical procedure. Speaking for the head brakeman, I'm very appreciative, but I'm still exhausted after all that work.

Until next time, you can reach me with comments or questions at pethoud@comcast.net On that same subject, I want to thank the many PCR members who have commented favorably on my recent Branch Line columns dealing with enhancing realism in model railroad operation.



Tales of the Santa Cruz Northern

Charlie, I Need More than Two Lines!

by Jim Providenza



It really can't be coincidence. There has to be some grand scheme going on here. But then again, maybe not.

Regardless, just a couple of days ago I finally had a chance to read the latest issue of the *NMRA Magazine*. And I hate to admit this (if only for his sake), but as I have for most of the last half dozen years, the first thing I turned to was the President's monthly column. I mean, Charlie really has done a good job, and he also writes very well. While I haven't agreed with everything he has written, or even everything he has done, I appreciate all his time and effort.

So, when Charlie said he needs our (my?) help for our new exhibit at CSRM, I was all ready to say sure. And then the fine print! Charlie you want me to explain why I am a model railroader – in TWO LINES? Really?? This is going to take TWO PAGES!

And of course, at the same time I get an email from our esteemed editor saying it is that time again... deadline approaching... the perfect solution!

So, lets begin. Yes, our family had the Lionel train set we put up around the tree at Christmas when I was a kid, and it eventually spent some time being allowed to be set up in the 'sunroom' during the summer. And yes, I eventually saw my first model railroad when our cub scout pack went to visit one of the kid's dad's HO scale logging railroad. I mean, how do you express the wonder of seeing a brass Shay crossing over a spindly wood trestle on a Plywood Pacific?

That one visit lead to earning pocket change any way I

could think of and beating my brains out to try to get a straight A report card (one A-, but my parents let that slide) to buy a Tyco 0-6-0 shifter. Four used freight cars and a caboose, an oval of flex track on a 4x8... I wore out the gears on the Tyco three times. But I still have the freights cars and one occasionally does useful work on Kaufman's State Belt (with some suitably upgraded details).

But the beginning is even further back, at least for me. My mother delighted in telling the unsuspecting that my baby book, on the page for nine months, has the note in my mother's handwriting, "Jimmy loves the choo-choo." SP commutes behind steam of course, as my dad worked in The City and we lived on The Peninsula (sic). My wife continues this tradition... As an aside, nor did this familial 'interest' in my love of trains end with my growing up. One of the first questions my youngest sister asked my future wife Terri when they had lunch together for the first time was, "Do you think you can handle the trains?"

So, I was a scale model railroader from age 12. And in my late teens and early twenties I built a large tabletop layout with my younger brother in one bay of our parents' two car garage. It didn't run very well. And then a one bedroom apartment with a small shelf layout, and later a two bedroom apartment with room for the first version of the Santa Cruz Northern in my mid-twenties. Model Railroader and Railroad Model Craftsman and a life membership in the NMRA followed. More knowledge, more hard-won experience, more and better skills, lots more friendship and camaraderie all followed along as well.

But why? The funny thing is that I really didn't understand what I was trying to do as a modeler until I started reading Trains magazine. Now I started to learn what lay behind the machines that so enthralled me, with David P. Morgan as my tutor. This led me to railfanning, seeing the real thing in action.

Continued on page 26

Continued from page 25

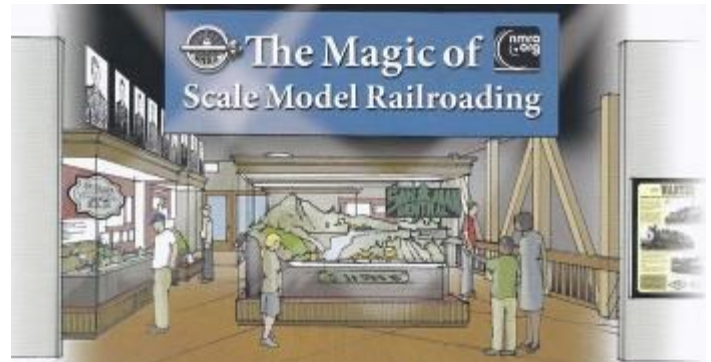
And then I was introduced to working railroaders who shared the same passion and were willing to gently lead and guide me in my quest for more knowledge.

Passion is a strong word, but there it is. No other word comes close. I have to say that it has always been there. The love of trains. I admit it. But I also have to admit that I can't tell you why I have always loved trains. I just do. I can describe the journey, but not the impetus.

Why does an artist have to paint? A musician have to play music? What drives creativity and channels it into certain areas of endeavor? Here's the best I can do:

I'm human. As such, I create, driven by interest and passion. My particular driving force, my passion, for whatever reason, is my love of trains. No more, no less.

Hmmm, seems like maybe two lines after all. Just took me a while to get there! Now if I can only find this photo of me I'm thinking of!



Artist's Rendition of The Gallery

Under Development at the California State Railroad Museum, Sacramento, CA



Looking Back

by Dave Connery, MMR, PCR Historian

Voices – An Interview with Bob Ferguson

Bob Ferguson's story is really the story of model railroading in the Pacific Coast Region over the past half-century. Bob has modeled in almost every scale and has been a leader at every level of our organiza-

tion over that time. Bob got into model railroading at age four, when his parents bought his older brother a Lionel passenger train set. It was set up in the garage in an over and under figure eight. Bob's brother played with it once and then Bob took it over

At 5 or 6 Bob's father had a friend named Fred Sill, who was an HO modeler. At the

time the size of the Lionel limited how much railroad Bob had room for so his father took him to Fred's and there Bob traded his Lionel set for a locomotive, some cars, a caboose and track and that is how Bob got started in HO scale and he has been a scale modeler ever since. Bob joined the NMRA at 7 years old and became a life member at age 15. In those days a requirement to join the Walnut Creek Model Railroad Club was you had to be 21, so it was in 1965 that Bob was able to join the club and he has been a continuously active member for 52 years now.

Bob wanted a home layout and had a building in his backyard that was 10' X 20' with a 10' X 10' addition. But, with the 300 sq. ft. of space he could not get realistic curves using HO scale. As a result, he decided to build an N scale layout. He worked in that scale building the layout for about 1 ½ years but then got an interest in garden scale in about 2002.

Earlier, starting in 1982 Bob had gotten into live steam, 1 ½" to the foot (7 ½" gauge). Bob had always wanted to build a layout around his house, where he had adequate room to have large enough curves for this scale. He had been to visit the Golden Gate Live Steamers in Tilden Park and was intrigued by this larger scale. Bob built 338 feet of 7 ½" gauge track encircling his house in Martinez and cutting across his driveway where it was imbedded in the con-

crete, but found it quickly got rather boring just running in circles as if the house were a Christmas Tree.

At this point Bob decided it would be fun to build and operate a John Allen switching layout in 7 ½" gauge. At age 15, Bob met John Allen at the 1959 NMRA Convention in San Diego. After touring layouts with John and showing a genuine interest in scale modeling, he was invited to operate on John's railroad; the Gorre & Daphetid. Bob decided to set it up as a portable contest and the first time it was used was at the PCR Convention in 1984 in Fresno. Many people tried the contest at that convention, where it was set up the middle of the convention center. It took a team of two people and there were teams of modelers, father-son teams, and father-daughter teams. One SP switch crew (engineer and conductor) announced they would show everyone how to do this. There were two cars to deliver and two cars to pick up. The electric powered locomotive was quite easy to operate with a forward and reverse. The contest was how quickly to get the moves made. This team made two locomotive moves and then got into an argument of what to do next. They argued for 20 minutes and then got up and walked away, each departing from separate doors. The contest winners at the convention were a father-daughter team where the father called out the moves and the daughter ran the locomotive. The ultimate goal for that switching contest was to be the switching contest at the week-long 1987 NMRA convention in Eugene, Oregon. Bob and his helpers arrived Sunday evening and set up the switching contest and the committee had not prepared anything for the first two days of the convention except some clinics. At the Award Banquet the committee had failed to purchase awards for the switching contest and so skipped over recognizing the week's winner. The 7 ½" John Allen contest is now at Train Mountain. When friend Russ Wood was headed up to Train Mountain in Oregon, Bob traded the switching contest and equipment in exchange for the Garden Railway equipment that Russ had and that is how Bob got into "G" scale railroading.

Bob started attending Coast Division Meets in 1978 and in 1981, he began helping with the Coast Auction. In those days, everything was done manually. In 1982, Bob wrote the first software program for running the Coast Division Auction and that same year was elected as Paymaster, to take over from Greg Austin. Bob has been Paymaster for Coast Division ever since, being continuously elected to continue serving in that capacity and also handling the Auction Accounting function.

Then in 1982, Bob was elected as PCR President. He was recruited by Harold Mentzer to have his name on the ballot so they would have two candidates and it was expected that Glenn Joesten would get elected but to his surprise, Bob won by a landslide.

Continued on page 28

In those days the Regional Presidents were also Trustees on the NMRA Board of Trustees. Bob got his employer to agree that Bob could get off work to travel to the National Board Meetings. This began four years of Bob's involvement in the NMRA Administration.

Also in 1982 Bob and Bill Swindell made a proposal to the PCR BOD to computerize PCR's Member Services. It was accepted and Bob has served in the capacity of PCR Member Services ever since. In this capacity he handled all renewal notifications, membership cards and dues collection for the Region.

This continued until 2004, when the NMRA changed to a single Dues structure and since then Bob coordinates the use of NMRA membership records for the Region.

When NMRA enacted single payment dues Bob feels it has had both negative and positive aspects. It allows NMRA Members to participate in any Region or Division activity on the same basis and at the same costs as any NMRA member of that Region or Division, including activities in areas far removed from their home area. The down side is that Regions are prevented from levying dues. Regions circumvented the rule and immediately started charging for subscriptions for their newsletters. The concept of single dues was favored by Regions in the Eastern US where they sponsored train shows that provided them with an income stream. Here on the West Coast these shows have not been so popular and in fact, the hobby is stronger in the more densely populated East where everyone has a basement and where the harsh winter weather encourages more people to participate in primarily indoor hobbies, like model railroading.

Bob was President of PCR when it split into the Pacific Southwest Region (PSR) and the Pacific Coast Region (PCR) here in Northern California and Northern Nevada. Bob was against this split – which was primarily driven by a few members who felt the Northern area had a tight hold of the reins of power in PCR. It was their desire to have a seat on the NMRA board dedicated to the Southern California and Arizona area. The other argument was it was too far to drive to a convention at the other end of the Region. The NMRA change in 2004 eliminated the regional seats on the NMRA board so that argument is now invalid. There would still be benefit in recombining the two Regions and Bob would be in favor of that. With eight divisions instead of just four, the burden of sponsoring annual conventions would be spread out and each Division's turn would not come up so often.

Bob was elected as the first RAC Director, representing all the Regions on the NMRA BOD from 2005 until 2011. This position was very frustrating for Bob. The problem was communicating with and between the Region Presidents,

Continued on page 29



Bob Ferguson

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

who were reluctant to get together to discuss common Regional problems and issues between the Regions and NMRA in a concerted way. During this tenure Bob was able to get the allocations to Regions of the rebate from the NMRA changed. Originally the plan was to provide the regions with 2 dollars annually per regular member but only .50 cents per Life member. The NMRA now reimburses each Region with two dollars annually for all Regular and Life members. Bob explained that original Life Membership was based on a 5% return on bank savings interest and no increase in NMRA dues. Original Life members were charged 20 times the annual dues but when dues went up and interest rates went down, the concept failed. The Life dues were changed to an actuarial basis about 1986. In 2004 an actuary told the NMRA Board they could not afford to issue Life Memberships – the NMRA members just lived too long! Thus the Life membership was eliminated.

Bob has held many positions in the Walnut Creek Model Railroad Society, he has been their Treasurer since 1988 – 30 years. During this term for 5 years Bob went auto racing every Friday night and was still elected Treasurer because the money was accounted for, the bills were paid and they got a report every meeting. Bob was involved in the move of the club from downtown Walnut Creek to their present location in Larkey Park. He drew a design for the metal building and found a company in Texas who built the component parts to Bob's specs and then Bob traveled to Texas, picked up the components on his truck (a Peterbilt and 40' trailer) and assisted with all phases of construction. Bob was also involved with the planning of the layout itself, a plan that is still in use today.

Bob has worked on a number of Conventions. In 1987, the Walnut Creek Club sponsored the Milepost 87 Convention in Concord. This was Bob's first experience handling the registration and treasurer functions for a convention. Since then he has served as registrar for the 2000 NMRA 20th Century Limited Convention in San Jose, the 2004 National Narrow Gauge Convention in Santa Clara, the 2005 PCR Convention sponsored by the Walnut Creek Club – a Convention that Bob ended up doing many other's jobs when they failed to get things done. He also served on the 2006 National Garden Railway Convention in Santa Clara, and the 2011 NMRA Convention in Sacramento, where in addition to Registration and Treasurer jobs Bob saved a failed Door Prize program in the last two months and ended up

with over 500 door prizes for the convention.

Bob helped with the PCR Branch Line, first helping Ernie Mattschi and then serving as Editor from October 1989 to the end of 1994, including the special 50th Anniversary Edition of 88 pages in 1994. Bob has also received the Coast Division Member of the Year in 1987, the PCR Presidents Award three times in 1981, in 1988 and 2005 and the revered John Allen Award in 1997.

I hope it is obvious that Bob Ferguson has served over many years - and continues to this day - actively supporting the hobby at the Club, Convention, Division, Region and National levels. Thank you Bob.



Branch Line Deadlines for 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

JUL-AUG-SEP 2019 issue

Articles due by

June 10, 2019

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

Innovators in Model Railroading

By Chris Palermo

With this article PCR begins an occasional series of stories on innovators in model railroading; your suggestions of other individuals to profile are welcomed, and can be addressed to the author or to the editor.



Jason Hill of Owl Mountain Models

(photos: Owl Mountain Models)

Jason Hill, 37, is the company founder and designer of a line of high-quality models offered by Owl Mountain Models. A native of the San Diego area, Jason developed an interest in modeling at the age of just 3, with plenty of family support. As a child, he also joined the Pacific Beach and Western club in the Del Mar Fairgrounds. There, he found that operations night was his favorite activity. He worked on a variety of scale models as a youngster, including scratch building sailing ships in 1:700 scale.

As a teenager, he began to focus on HO scale railroad modeling, and also worked at a local hobby shop for three years. He enrolled at San Diego Community College, earning an associate's degree in manufacturing technology in 2005. Shortly after, he started an online blog about prototype modeling using the GeoCities service; its successor is the popular Night Owl Modeler blog on Google's Blogspot, available online at www.nightowlmodeler.blogspot.com. It focuses on SP prototype modeling and has 75 active followers as well as many other occasional readers. The blog is remarkable in the level of historical and mechanical detail that Jason reveals in each post, striving for correctness and good appearance in models of a variety of SP equipment and facilities. For example, he recently completed a 3-part series on modeling SP's heavy steam locomotives, illustrated with dozens of archival photos as well as photos of models and detailed information on how to correct them. The blog is an exceptional resource for the SP prototype modeler.

Jason's interest in Southern Pacific derives from an early age. In an interview, he recalled a memory from about age 2 in which his father brought him to SP 4-8-4 4449 in operation, and he became fascinated by its power, sounds and smells. He remembers Dad bringing him perhaps a little too close to the engine, holding him eye-level with the top of the drivers, as they both became enveloped in the huge volume of its steam exhaust. Years later as an adult at the 2012 SP historical society convention in Portland, he walked around 4449 on the turntable, thinking he now had the same view of the drivers, but somehow the engine was smaller!

Jason also has done custom modeling projects since the mid-2000s. During this time, Jason joined the La Mesa Model Railroad Club in San Diego, and has been a member for well over a decade. At the club, he became heavily involved with historical reenactment of operations, and continued growing in modeling skills, and worked on a diverse set of projects ranging from mechanical construction of rolling stock and engines built to club standards, wiring, track work and hand-laying switches. With access to La Mesa's 5,000 square foot layout, Jason has elected not to build his own layout at home.

Continued on page 31

As the co-founder of Owl Mountain Models, Jason has taken pride in bringing to market models that previously have been unavailable. Multiple product releases have received praise in the modeling press for their clever engineering, fine fit and finish, and well-written, fact-filled instructions and historical information. An example is his 2014 release of lumber loads for wide-decked flat cars, offered in injection-molded plastic. FIG. 1 shows the kit, and FIG. 2 shows an assembled kit mounted on a car.



Figure 1



Figure 2

Tony Thompson reviewed this kit in August 2014, declaring it “a really excellent new kit for flat car lumber loads” that “immensely simplifies the task” of building such a load, and “a terrific addition to the modeler’s arsenal of ways to make loads, [with] several aspects of its design represent clever thinking ... a bargain at the price ...”

Three years later in August-September 2017, Thompson reviewed Owl Mountain’s new release of kits for the SP’s F-50 series flat cars. FIG. 3 shows the kit, and FIG. 4 is a completed car.



Figure 3



Figure 4

On these kits, Thompson remarked: “On balance, I think this is a great kit. It goes together very well, and the accomplished design becomes evident as you assemble the parts ... it is a much-needed kit, particularly for SP modelers, but also for anyone modeling up to the end of the Transition Era, with lumber loads ... these cars went everywhere in the country. You do need this car!”

In the future, Jason is planning to offer lumber loads for F-50 cars and other narrow flat cars similar to his 2014 load kit, as well as gondola sides for flat cars and the Blackburn patent sugar beet racks; these were a removable device attached to flat cars during beet harvest season. Other current products include 3D-printed Railway Post Office interior fittings including mail sorting tables and racks, passenger car tailgates and LED Gyalights, and tank car details. Jason’s sales table at the 2018 PCR annual convention at Rohnert Park was popular and busy. The company is online at <http://owlmtmodels.com/>.

Jason ranks the late Steve Thompson of Pacific Beach & Western as perhaps the most influential on his interest in model railroading. He also regrets not having more time to communicate with the late Richard Hendrickson, who was a regular operator at La Mesa and the author of many respected published articles.

With over 30 years in the hobby at just age 37, and a reputation for well-engineered hobby products that fill long-felt needs, Jason Hill is an admirable model railroading innovator, and we in PCR are lucky to have his talents nearby.



Coast Division Report

By Doug Smith



PCR Recap

The big modeling news this *Branch Line* period was the PCR Enduring Rails convention in Rohnert Park. Even though there was a little rain, everyone had a good time. I enjoyed the clinics that I attended and heard good things about many that I missed. The NWP track was very interesting. The SIG group had their usual high quality presentations. I met new friends in the operating community. The tour of Sturgeon's mill was a great look back in time at a kind-of movable steam powered lumber mill. That was the day it rained just a little !!! We all got a little wet but had a great time. The mill is usually open just a few weekends a year with about 1000 folks each weekend, but they opened for a private day for about 60 of us. Thanks to the mill for doing this, and to the convention committee for arranging it. It was one of the convention highlights for me, even though it cost me my voice for a few days. Lots of other highlights from op sessions and layout tours to clinics and contest judging. Also a great keynote speech at the banquet by Dr. Ty Smith, director of the California State Railroad Museum in Sacramento. Much more about ER-2018 elsewhere in this issue

PCR Looking Ahead

While planning is moving forward for the 2019 PCR convention in Sacramento, Coast Division is getting started on hosting the 2020 event. We are forming the core committee and are looking for folks to fill some key positions. If you're not familiar with how this process gets started, here's a look behind the curtain. The first group selected and getting the process started will be the convention Executive Committee consisting of the chairperson, assistant chairperson, treasurer and secretary. In concert with the PCR Convention Depart Manager they will decide on a proposed overall structure of the convention including location, dates and duration, and basic financial structure and goals. This gets presented to the PCR board for the green light forward. But first we need the committee. I bring this up here because while the convention will happen within the Coast Division, it is a PCR event and need not be fully staffed by Coast folks. For example Dave Grenier has served as webmaster for several conventions. That said it's easier for the committee to be local and avoid (for example) a Fresno to Fremont round trip to attend a meeting. Folks with some experience in planning an NMRA event of the scope of a regional convention or larger are encouraged to contact Frank Markovich, Tom Crawford or myself for additional information. As always with any NMRA function, thanks in advance for volunteering and participating.

Coast Meet

Back to more normal Coast Division business. The June Division meet was held at the Boy Scouts in San Leandro. The meet was a successful gathering with just about 80 folks in attendance. I think the Warriors playoff game just up the road in Oakland and on most every Bay Area television had a little to do with the turnout. It was good to see many First-Timer nametags around the room. Welcome to all of those folks. The auction was similarly smaller than normal, but still with many treasures to be found. I got a great steam switcher to fill in a void in the local HO roster.

Redwood Empire Division Report

By Steve Skold



We have survived the PCR Convention. It was a success and we made a small profit for RED and PCR. Giuseppe Aymar and his crew did a great job and most people went home happy despite the rain on Friday. Now we are all back to normal (?)

RED got a clean sweep in the PCR Contests. Giuseppe Aymar got Best in Show in the Model Contest, Ed Merrin was Best in Show in the Photo Contest and newcomer Wendy Peters got Best of Show in Arts and Crafts. In addition, Giuseppe had a perfect 125 points in the Model Contest and another newcomer, Dave Ulmer, received 117 points

with his Santa Rosa Southern Pacific Station, his first effort in the model contest.

RED's Spring Meeting came right after the Convention. We met on Saturday May 19th at Monroe Hall in Santa Rosa. There were 20 members attending with Mary Moore-Campagna providing the sandwiches, cookies and liquid refreshment. After a brief business meeting, we started into our Show and Tell portion. Getting an extra door prize ticket for bringing a model were: Dave Ulmer, Cliff Bauman, Dave Grundman, Steve Skold, Steve Lewis, Dave Turner and Giuseppe Aymar.

After a short break for more sandwiches, etc., the door prizes were handed out. We then sat for the day's clinic presented by Giuseppe Aymar and Dave Turner. It was How to Create a Better Model and Get the Points you Deserve. The last part of the day was spent at Ron Kaiser's Western Pacific Layout. It was still clean after the convention, so those of us who worked on the convention and were unable to visit then, were able to visit and operate this time.

RED's summer picnic will be held in Willets this year in conjunction with Roots of Motive Power's Annual Steam Up. It will be held on September 8th. They say all their equipment will be steamed up. This includes a Steam Shovel, a Steam Roller, several Steam Donkeys, and Railroad Steam engines that provide rides. Across the street in Recreation Grove Park will be the Early Days Gas Engine Society and Bill Rose's Model A tour group. In the afternoon will be Root's annual BBQ.

Finally, I have attached a picture on the new PCR logo approved by the PCR Board.



Sierra Division Report

Chip Meriam, Editor - Chief Clerk
(photos: Michael Eldridge & Chip Meriam)



Sierra Division



The Sierra Division Spring Meet took place in Paradise, CA on May 12. The fun started at the Paradise Depot Museum, an old railroad station. Opened in 1904, the last train to pass the depot did so in 1974. It was restored and rebuilt in its original location along the Butte County Railroad (later SP) right-of-way from the Stirling City Lumber Mill to the Diamond Match Barber Plant (south Chico).

The museum is filled with lumber and railroad related artifacts as well as many local items specific to the history of the community of Paradise. The museum is also home to a 1.5 scale 4-6-2 Pacific locomotive, a fully preserved agent's office, and an HO scale operating diorama depicting the Butte County Rail Line.



Clockwise beginning at upper left: Museum Entrance, Museum Interior, Restored Agent's Office, The Diamond Match Factory in HO Scale, 1.5 Scale Pacific

Continued on page 35

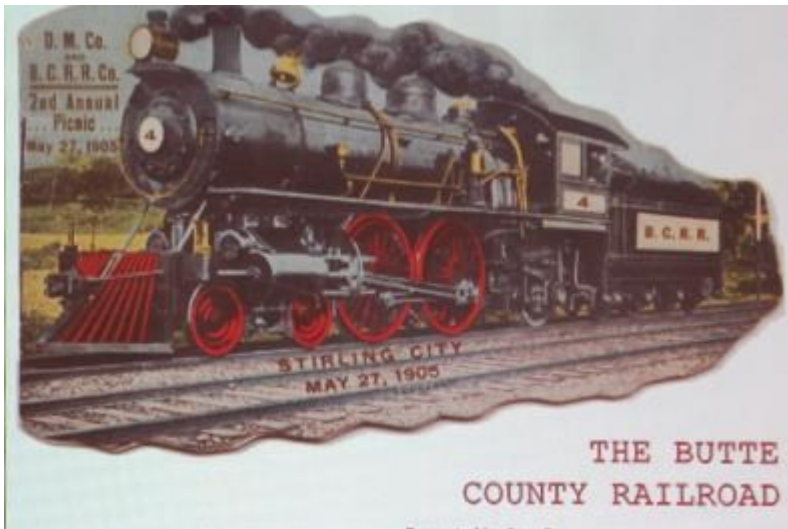
Following the museum tour the group broke for Mt. Mike's Pizza for a business meeting, contests, acknowledgement of Sierra Division Member of the Year, Ed Powell, and a presentation by Gary Ray on the history of the Butte County Railroad.



Upper Left: Jim Collins addressing the membership

Above: Ed Powell, Reno, NV, Sierra Division Member of the Year

Left: Opening Slide of Gary Ray's Power Point Slide Show on the History of the Butte County Railroad.



Beginning this past year, the contest category "Arts and Crafts" has been added. The first bona-fide entry and the first award winner in the new category was a colored pencil rendition of SP 4449.



First Place in the Modeling Category went to Walt Schedler for his HO Scale weathered SP Cab Forward.

Continued on page 36



First Place in the Photo Category went to Ken Martin for his shot of UP X 844 Northern

After A “Nutritious” Lunch of pizza and bread sticks the group caravanned up the road, into the wilderness, well beyond civilization to Gary Ray’s railroad building to visit and operate the Gerber Subdivision, an HO scale standard gauge line depicting the Southern Pacific from Gerber to LaMoine circa 1926. By Gary’s account, twelve of the twenty seven visitors participated in the operating session, running seven different trains with preplanned scenarios. Gary is now completing JMRI® programming for manifests and switch lists.



27 members toured and/or operated on Southern Pacific's 1926 Gerber Subdivision during the May 12 meet. A few are still walking down the road from their cars. The host, Gary Ray, is in the blue shirt and jeans kneeling near the center of the photo.

Jim Collins photo.

Photo: Jim Collins

MODEL CONTEST WINNERS

All photos: Carol Alexander



*Steam Locomotive - Open
First Place
Thomas Knapp
Nn3 Mallet (Delilah)*



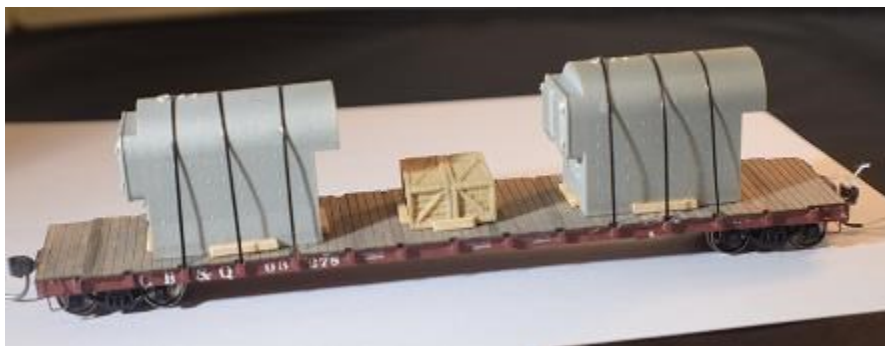
*Diesel & Other - Open
First Place
Giuseppe Aymar
UP SD90MAC - H 8510*



*Passenger Car - Open
First Place
Mike Blumensaadt
Civil War Hospital Car*



*Passenger Car - Kit
First Place
David Turner
SP&S Coach 275*



*Freight Car - Kit
First Place
Ken Martin
CB&Q XM 14 Flat*

Continued on page 38

MODEL CONTEST WINNERS

All photos: Carol Alexander



*Freight Car - Novice
First Place
David Turner
SP&S 22817 Woodchip Car*



*Caboose - Open
First Place
Steve Harvath
Caboose #2*



*Caboose - Kit
First Place
Frank Markovich
Westside Lumber Caboose #5*



*MOW - Open
First Place
Steve Harvath
MOW Water Car*

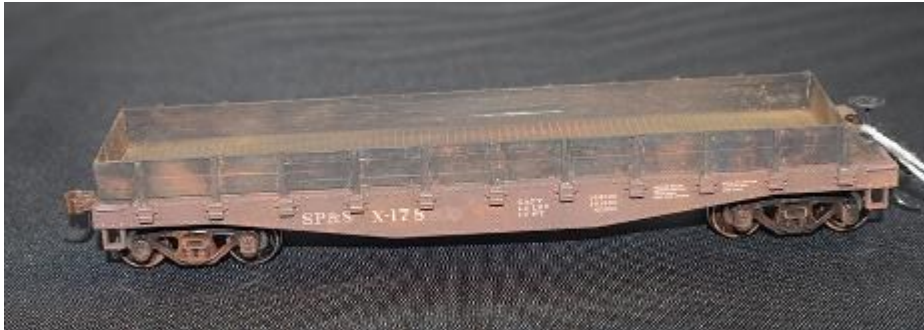


*MOW - Kit
First Place
Ken Martin
C&S Outfit Car*

Continued on page 39

MODEL CONTEST WINNERS

All photos: Carol Alexander



*MOW - Novice
First Place
David Turner
SP&S MOW Flatcar X-178*



*Structure - Open
First Place
Dave Croshere
UP Section Tool House*



*Structure - Kit
First Place
Earl Girbovan
Planing Mill*



*Structure - Novice
First Place
Dave Ulmer
SP Depot - Santa Rosa*



*Display - Open
First Place
Mike Blumensadt
1st Battle of Manassas Battle Field*

Continued on page 40

MODEL CONTEST WINNERS



All photos: Carol Alexander



*Display - Novice
First Place
Dave Ulmer
Wood Cutter's Shack*



*Traction & Self Propelled - Open
First Place
Steve Wesolowski
The Flying Slug Railcar*



*Special Contest - Kit
First Place
Gus Campagna
Sunrise Feed Mill*

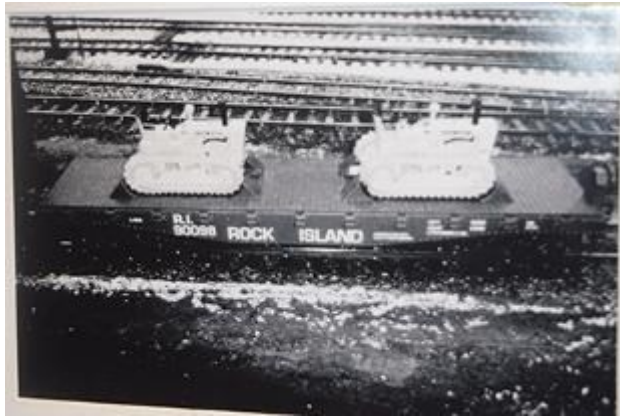


*Portable Layout/Module - Individual
First Place
Joseph DuVivieer
N oNetrack / Nn3 Alliance*

PHOTO CONTEST WINNERS



All photos: Carol Alexander



*Photo, Model- B&W
First Place
Stanley Keiser
Flat Car Load*

*Photo, Model- Color
First Place
Ronnie LaTorres
Breedeen Salvage*



*Photo, Prototype - B&W
First Place
Carol Skold
Steamin' Into Silverton*

*Photo, Prototype, Trains in Action - Color
First Place
Pat LaTorres
Lodgepole Sunset*



Continued on page 42

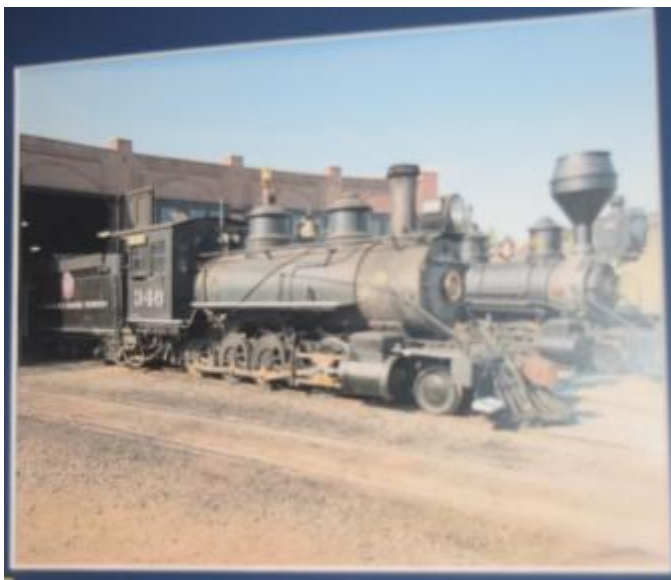
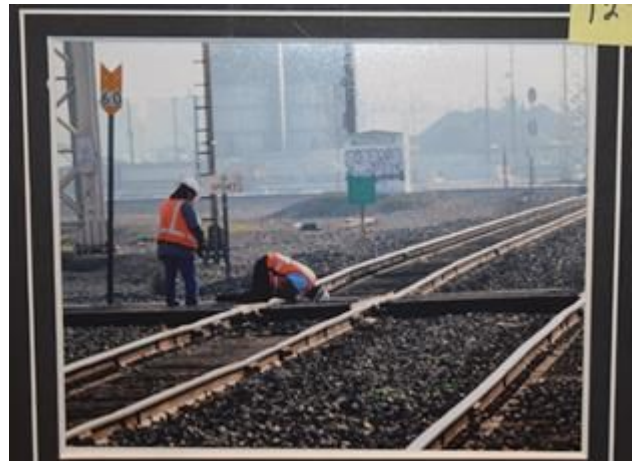
PHOTO CONTEST WINNERS

All photos: Carol Alexander



*Photo, Prototype, Tracks & Structures - Color
First Place
Ronnie LaTorres
Sandcut*

*Photo, Prototype, Working on the Railroad - Color
First Place
Stanley Keiser
Checking the Diamonds*



*Photo, Prototype, General Rail Subjects - Color
First Place
Earl Girbovan
D&RGW 346*

Continued on page 43

ARTS & CRAFT CONTEST WINNERS



All photos: Carol Alexander



*Arts & Craft - General
First Place
Diame Crawford
Niner*

*Arts & Craft, Railroadiana - Pattern
First Place
Nancy Stokeby
Railroad Mania*



SPECIAL AWARD WINNERS

All photos: Carol Alexander



*Steam Loco - Non-Judged
Ingenuity Award
Steve Lewis
Nano Block 4-4-0*



*Structure - Non-Judged
Levity Award
David Grundman
Outhouse Voting Booth*

SWITCHING CONTEST WINNERS

*Brake Person - Adult
1st Place
William Scott
5 Car Problem*

*Brake Person - Senior
1st Place
Ed Slintak
6 Car Problem*

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

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: Scratchbuilding Contest. Afternoon: meeting at Elk Grove Library, 8900 Elk Grove Blvd., Elk Grove, CA. Meeting, contest, presentation on Aviation in Model Railroading by Klaus Kiel, and door prizes. Chip Meriam chipmeriam@comcast.net

September 12 - 16, 2018 - [Pacific Southwest Region 2018 Convention](#), Beach Op's 2018, The Courtyard San Diego Mission Valley, 595 Hotel Circle South, San Diego, CA 92108. [Map](#) • [PowerPoint](#)

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.

January 25 - 27, 2019 - Bay Area Layout Design & Operations Weekend, Sponsored by [Pacific Coast Region-NMRA](#), [Layout Design](#) and [Operations](#) Special Interest Groups.

Location: TBD

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

Friday - Kick-off dinner (no-host) at a location to be determined later in 2018

Saturday - 8:30 am to 10:00 pm - Clinics and panel discussions, layout design consultations, "Birds of a Feather", followed by layout tours.

Sunday - Operations Sessions (newcomers and out-of-towners encouraged!), layout tours. More information will be posted in the latter months of 2018. Save the dates!

May 1 - 5, 2019 - 2019 PCR Convention, Sacramento, CA. Save the dates!

September 4 - 7, 2019 - 39th National Narrow Gauge Convention, Sacramento, CA. See the website for organizer email addresses. Save the dates!

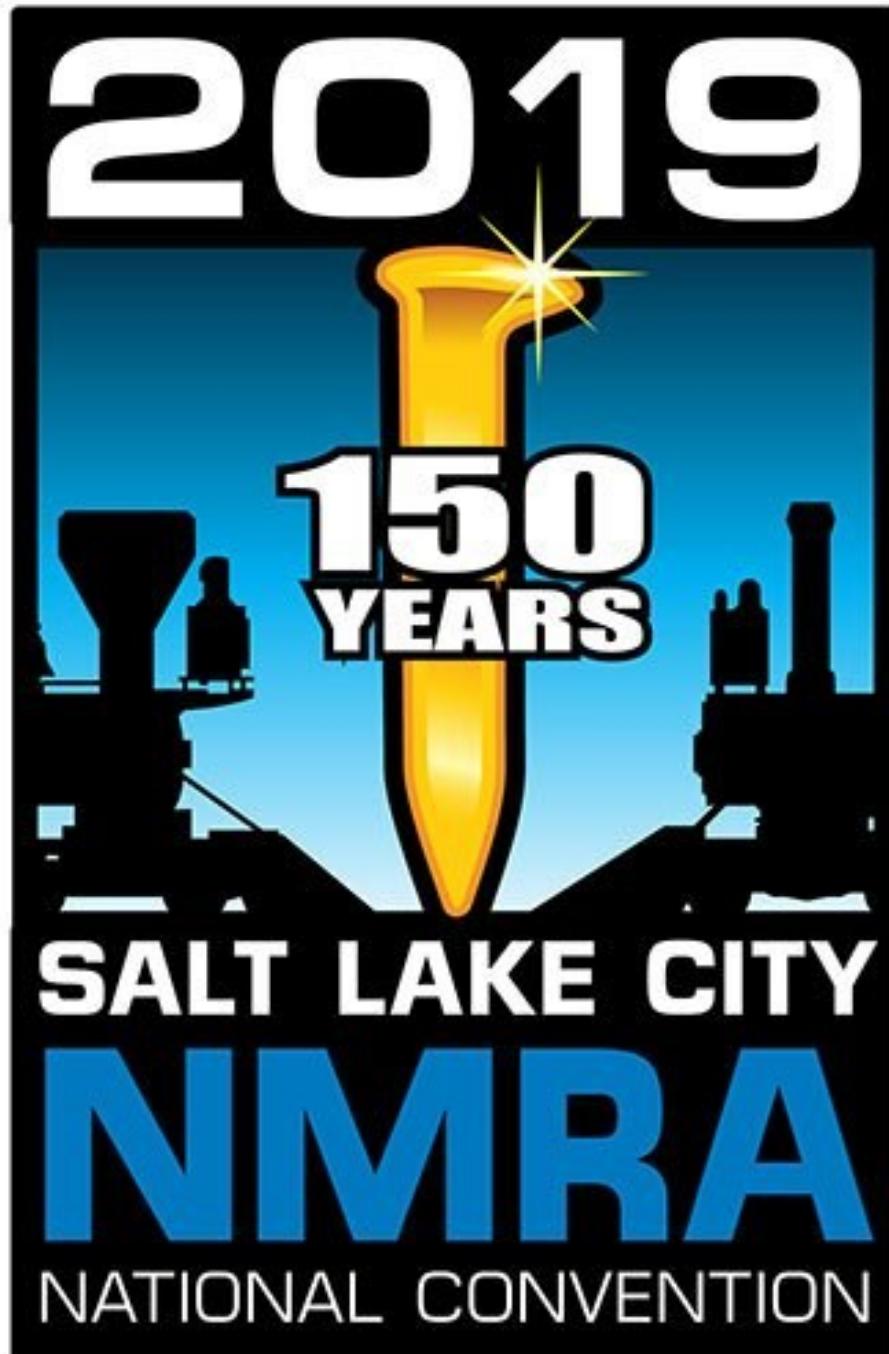
Coast Division N-Scale modelers are invited to join the Nor-Cal Nn3 Group which will be used to coordinate preparations for this convention and the layout(s): <https://groups.io/g/Nn3-NorCal>

Calendar

Time Table ct'd.

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

For a list of monthly activities see page 34



NMRA National Convention - July 7 - 13. 2019
Salt Lake City, UT

<http://www.nmra2019slc.org/registration/>



2018 NMRA National Convention Registration Form

PLEASE TYPE OR PRINT!

www.kc2018.org

Registrant Last Name:		NMRA #:	
First Name:	___ Dr. ___ Mr. ___ Mrs. ___ Ms. ___ MMR ___ HLM		
SIG Memberships (shown on badge): ___ LDSIG ___ OPSIG ___ PRO ___ RPM ___ N ___ S ___ G			
Complete Name As It Should Appear On Badge:		Area Code & Telephone #:	
Street Address:		City:	
State / Province:	ZIP:	Country:	
E-Mail Address:			
Name Of Companion:	___ Dr. ___ Mr. ___ Mrs. ___ Ms. ___ MMR ___ HLM		
Complete Companion Name As It Should Appear On Badge:		E-Mail Address:	
Names & Ages (As Of July 2018) Of Family Member(s):			
Special Considerations:			
<i>Note: Tours, meal functions, non-rail activities, and tickets for other events may be added to this 2018 NMRA National Convention pre-registration as the events are announced and promoted.</i>			

Convention Registration Fees

	Sub-Total
Basic Rate ___ x \$160.00	\$
Companion * ___ x \$64.00	\$
Youth* (under 18) ___ x \$32.00	\$
* <i>Must accompany a standard registration</i>	
Total Submitted To: NMRA 2018 \$ _____	

Payment Of Fees

Checks / money orders payable to: **NMRA 2018**
(Please do not staple checks to registration forms!)

Mail to: **Joe Kasper**
16541 Marias Dr.
Olathe, KS 66062

Paying Via Credit Card, Complete Details Below Then Mail To NMRA:

___ AMEX ___ Discover ___ Mastercard ___ VISA		Security Code:	Exp. Date:
Full Name As It Appears On Card:		Card #:	

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@sломra.org or 805-929-3062

Third Tuesday 7:00 PM / Visalia Electric Model Railroad & Historical Society / Meets at Apple Annie's Restaurant, 1165 N Blackstone, Tulare, CA / or member homes. Don Smith, e-mail: dcksmith@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: glgslewis@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://cvlrr.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 50

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

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

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

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Then, get that popcorn ready.

Continued on page 51

Nn3 Alliance

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

Sacramento Model Railroad Historical Society

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

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

San Joaquin Valley Garden Railway Society

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

San Joaquin Valley Toy Train Operators

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

San Leandro Historical Railway Society

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

Enjoy the fellowship and learning experiences of a club near you

Continued on page 52

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

Siskiyou Model Railroad Club

Currently we are meeting at a member's home on the first Thursday evening of the month. Contact Tom Brass at 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.

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. 5:00 to 8:00 PM or Sat. 10:00 AM to 3:00 PM. Contact: 408-243-3969. Web: www.sbhrrs.org.

Sonoma Short Line (SSL)

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

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, 209-679-5204 Mail: 829 Mellon Ave. Manteca, CA 95337 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/>

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.

Continued on page 53

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.



Enjoy the fellowship and learning experiences of a club near you

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

In fact, may we say that we go so far as to solicit your input?

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

We're looking forward to hearing from you!





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- August 31, 2017—967
- September 30, 2017—955
- October 31, 2017—952
- November 30, 2017--952
- December 31, 2017--957
- January 31, 2018--948
- February 28, 2018--943
- March 31, 2018—944
- April 30, 2018—936
- May 31, 2018—933



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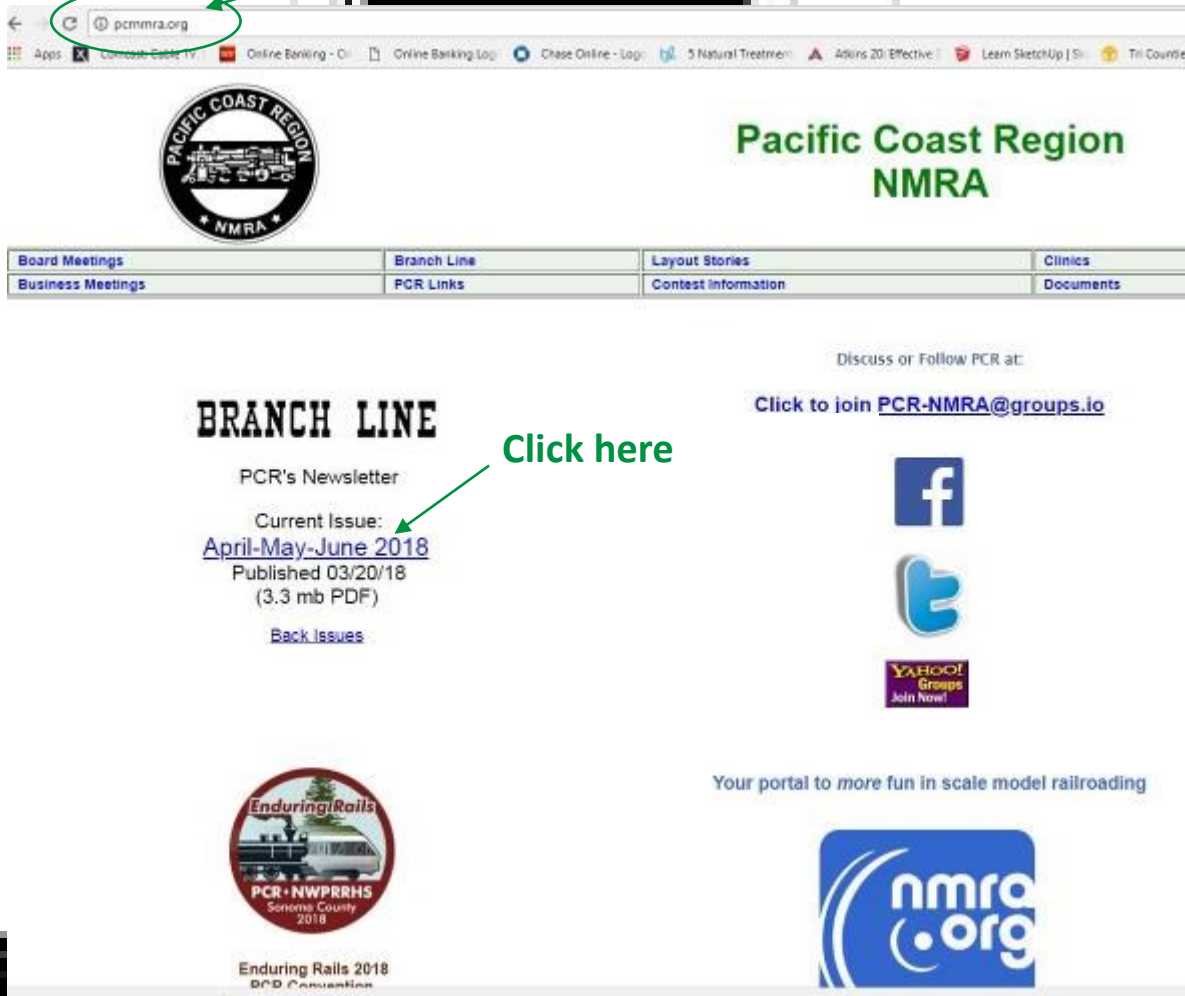


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The screenshot shows the Pacific Coast Region NMRA website. At the top left is the logo for the Pacific Coast Region NMRA. To the right, the text reads "Pacific Coast Region NMRA". Below this is a navigation menu with links for "Board Meetings", "Business Meetings", "Branch Line", "PCR Links", "Layout Stories", "Contest Information", "Clinics", and "Documents". A green circle highlights the "Branch Line" link in the menu. Below the menu, there is a section titled "BRANCH LINE" which includes the text "PCR's Newsletter", "Current Issue: [April-May-June 2018](#)", "Published 03/20/18 (3.3 mb PDF)", and "Back Issues". A green arrow points from the text "Click here" to the "Current Issue" link. To the right of this section are social media icons for Facebook, Twitter, and a Yahoo! Groups logo. Below the social media icons is the text "Your portal to more fun in scale model railroading" and the "nmra.org" logo. At the bottom left of the screenshot is a circular logo for "Enduring Rails PCR • NWPRRHS Sonoma County 2018" with the text "Enduring Rails 2018 BCD Convention" below it.

Click here

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