



BRANCH LINE

NMRA'S FIRST REGION

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THE NMRA NATIONAL CONVENTION IS COMING!

By Jack Burgess
Publicity Chairman - X2011 Convention

The 2011 National Model Railroad Convention will be held in Sacramento July 3-9, 2011! It will be preceded by the Advance Section held in the Bay Area Friday, July 1-3. If you've already registered, great! If not, it's not too late to sign up.

If you have never attended a national model railroad convention, what can you expect? First, plan on long days, starting as early as 7:00 am (the departure time for some tours) on some days and lasting until late in the evening. Regardless, you will not have time to do and see everything that you want no matter how well you plan your schedule since there will be clinics every day, layout and prototype tours every day, special LDSIG and OPSIG clinic tracks, panel discussions, and much more. As Bruce Notman mentioned on the X2011 Convention Yahoo chat list, "...you will meet more people than you'll be able to remember, but you'll also make friends that will be with you as long as you're in the hobby." (This will be Bruce's 31th national convention.)

EXTRA 2011 WEST



2011 NMRA CONVENTION SACRAMENTO, CA

Here is a sampling of what you can do during the week:



Layout Tours - Layout tours give you the chance to visit new layouts, get fresh ideas, see how others do things, and talk to the owners. Unlike previous national conventions, a number of layouts will be available on self-guided tours as well as via bus tours.



There will be many prototype tours. The most popular ones might be sold out by now, but many involve special visits to attractions not available to the general public such as the ones to visit the Modesto & Empire Traction Co. and the Central California Traction Co.



Clinics are always popular at national conventions and there will be nearly 150 different ones presented during the week. Many but not all will be presented twice. Clinics start at 1:00 pm on Sunday and run until Saturday afternoon. Given that clinics start at 8:00 am and run until 11:00 pm during the week with typically six clinics underway at the same time, the choices can be overwhelming!

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Convention (Cont.)



There will be a number of special events hosted by the Layout Design Special Interest Group (SIG) and Operations SIG. The SIG activities will include a panel discussion on layout design, design assistance during the Convention, and an all-day program on the techniques of dispatching. You can also look forward to a number of opportunities to operate on layouts in the Sacramento area during the Convention. Note that the OPSIG will continue their tradition of a daily “cattle call” at 4:00 pm in the SIGs Room. At this time they will confirm that everyone who has signed up for that evening’s op sessions is present, and fill any vacant slots with volunteers. So, even if you aren’t able to sign up for an operating session prior to the start of the Convention, you might be able to fill an empty slot during the “cattle call”.



Model contests are a long tradition at NMRA conventions. These will include the traditional NMRA-judged model contest, as well as popular-vote and display-only events, a module contest, photo and railroad pass contests and an arts & crafts contest which is also open to non-rail attendees. Models can be judged for AP Merit Awards if you bring the model(s) and the required paperwork to the Convention.



The Silent Auction has become a tradition at annual NMRA conventions. Convention registrants are urged to bring items to sell as well as a passion for bidding. The schedule and more information on the Silent Auction are available on the Convention website.



There will also be a full Railroad Prototype Modeler (RPM) meet as part of the Convention on Wednesday and Thursday. The activities will include displays of locomotives, equipment, and structure models. Bring your prototype models so all can enjoy and share them.



The annual NASG Convention will be held as part of the X2011 West Convention and run Wednesday through Saturday. Special S activities will include a contest for S models; a photography contest; a special New York Central-only contest with a \$200 gift certificate awarded to the winner; two variations of the S scale convention car; an S auction and NASG Swap Meet; and a banquet at the CSRM. Modelers in any scale can attend any S event.



The Hobo Breakfast has been a tradition in the Pacific Coast Region since the first one was held in 1961. A “Hobo” is a NMRA member who has attended a NMRA National Convention outside their home region. If you meet this qualification, you are invited to attend the Annual Hobo Breakfast Saturday morning at a downtown park setting. This will be a no-host event where everyone pays for their own meal. Hobos can also bring guests so nearly anyone can attend.



The National Train Show® offers convention attendees the opportunity to meet model railroad vendors, suppliers, and manufacturers and will fill the Convention Center with not only manufacturer’s booths but also modular displays. Many manufacturers also unveil new products at the National Train Show®. The NTS begins Friday morning for Convention attendees and opens for the public at noon on Friday and continues through Saturday and Sunday for everyone.

We are confident that everyone who attends the X2011 West Convention will find lots to do!



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President's Message

by Pat LaTorres, PCR Preident

Well this is my first report/message to the membership from the right hand side of the cab, and if five years ago anyone had suggested that I'd be writing this, I would have fallen down laughing. I'm here to say that being asked to sit in this chair is one of the greatest honors in my life, not just my years of model railroading. The PCR is made up of some of the finest people that I have ever had the pleasure of associating with and I take the job that you have asked me to do as a serious responsibility. Yes, this is "just a hobby," but it's just a hobby that is a major part of many of our lives. Just to be very clear about this, even though I'm just a volunteer, I take this responsibility no less seriously than I do my day job. As I mentioned when first elected Vice President – am I going to do my best for you? Absolutely! Am I going to make some mistakes along the way? I hate to say it, but quite probably. But as one of my college professors told me many years ago, "If you don't make mistakes, you're not learning anything". Having said that, I'm going to try really hard to keep the learning at the high end of the curve and the mistakes at the low end.



The very first thing I would like to do is thank Ron Plies, our outgoing President, for four years of shared experiences, good times (and a few sad), and some pure joy while enjoying our common hobby!

'Ron, "Thank You" doesn't even begin to express the gratitude that I feel toward you and our time working together. Four years ago you and I were pushing back and forth, trying to force the other person into the President's chair. I'm glad to say I won. I have learned so much from working with you, both about being in a management position in a large business (and yes, the PCR is a larger operation than many of our members might know), but also about being a quality person. I will be forever thankful for the time we spent working together.'

As I'm writing this, the Sonoma Short Line has yet to happen, but Chuck Harmon is trying to get this issue of the Branchline out ahead of X2011 West, the 2011 NMRA National Convention, so it will be in his hands a few days before things kick off. By the time you read this we'll have a new Vice President stepping into the slot that I've vacated, and I'd like to take this opportunity to congratulate Ed Merrin, the new man on the left side of the cab. At the same time, I'm going to ask Paul Deis and Ted Stephens to keep in mind that their respective Division Directors will be terming out next year and we will be needing new folks to fill those spots on the region board of directors. And following the meeting on the 13th we'll have some idea of where we want the PCR to be heading as we move into the second half of 2011. As I have said many times, we on the Regional Board of Directors don't work well in a vacuum. If we are to do our best for you, we need to know what you the members are looking for. The region has moved forward from when I first came on the board in many ways, but we have to keep moving in this direction or we lose the momentum that we have established up to this point. I will be asking for volunteers to step up and take on some of the regional jobs that have either gone unfilled, or need replacement stewards over the next

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President (Continued)

year. I hope that some of you can find it in your hearts and in your schedules to step up and help us (the region) help you. Take a look at the Call Board in this issue and if you see jobs that have "Vacant" where a name should be, these are the first positions I'll be hoping to fill.

The NMRA has for many years been seen as a "national" organization, this is a perception that is beginning to change. One of the big goals of those that we have been working with on the "Regions and Divisions" Yahoo group is to begin a regrowth of the NMRA from the local level on up. That is, we've made it a goal to start rebuilding the NMRA at the divisional and regional level, the foundation of the organization. If we build a strong foundation, the national can't help but get stronger. For too many years the focus had seemed to be on the national, with the regions and divisions sort of being pulled along with it. A large part of my focus over the next two years will be to see what we can do to grow the Pacific Coast Region and our associated divisions. As it is, the Hawaiian Division has pretty much dropped off to dormant and I'm not sure what, if anything can be done from our side of the water to bring it back. While not giving up hope, I will be trying everything that comes to mind to keep this same situation from occurring with our mainland divisions. The first step is to find out what our members are looking for from the NMRA and then trying to find ways to provide these services. I feel that this effort needs to begin on the divisional level, but I also feel that the region has a responsibility provide whatever assistance it can to help the divisions. This is one which I'll be dropping in the Divisional Director's laps, we'll watch this and see where things go.

Another item that I'd like to touch on is X2011 West, the 2011 NMRA National Convention, which I just brushed by earlier. This may be the last NMRA national in Northern California for several years, so it's one not to miss. I will also mention that the committee putting this event together is still looking for volunteers to help keep everything running smoothly. If you have never helped at a NMRA national, you will find it an exciting and rewarding experience. You will have a chance to welcome visitors from all over the world, not just the U.S. as they come into our home. This will be an opportunity to share all that you find enjoyable about our hobby with these visitors and to experience what they enjoy as well. This won't require you to give up your enjoyment of the convention, but merely donate as little as an hour or two over the duration of the convention. What I'd like each of you to consider is maybe trying to commit for eight hours during that week (that's not even one hour a day!) to help spread the load a bit. As an added bonus, this will be an easy opportunity to pick up volunteer time units towards the NMRA Volunteer AP certificate. Jack Burgess, the PCR AP Chair has a more in depth column on the subject elsewhere in this issue and I ask you to take the time to consider joining our team for the week.

Finally, I'd like to ask each of you to take the time to attend at least one division meet this year. I know, having checked the membership rolls that there are several members within my home division (Coast) that have not even attended an in-division meet in several years, if at all. This is an opportunity to share in a common experience with your fellow modelers, one of the oft spoken of benefits of NMRA membership. Once you've bridged that gap, perhaps take the opportunity to attend one out of division meet as well. Admittedly getting from Bakersfield or Eureka to one of the adjoining

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Jul-Sep 2011

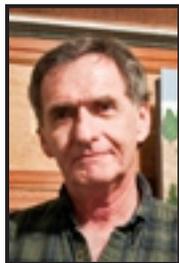
President (Continued)

divisions can be a bit of a drive, but I think you might find it an enjoyable experience.

I'll wrap this up by saying, I hope that I had a chance to talk with many of you in Santa Rosa and look forward to seeing most of you at Sacramento this coming July.

From the Fireman's Seat

Ed Merrin
PCR Vice-President



The ringing phone pierced the dark night, obscuring the voices of the CNN talking heads as they endlessly repeated the same information about the Bin Laden killing. Caller ID indicated this was a wireless caller, and I immediately thought it would be one of our daughters, but my reading glasses said otherwise.

So I answered.

It was Jim Providenza, calling to inform and congratulate. I had won the election for PCR Vice President.

Oops. I had no expectation that I was going to win, given the quality of the competition. My first thought was, "Now what do I do?"

That question was answered by an email from Branch Line editor Chuck Harmon. My first official responsibility was to write this column, and quick. So here it is. I presume that these columns should have something to do with the PCR and something to do with trains, model or otherwise. Today, all I can say is that the job is new and I really don't have a clue as to what it entails other than having watched Pat LaTorres over the past few years. He seemed to know what he was doing, so I'll be picking his brain, I'm sure. PCR Past President Ron Plies probably knows a lot about it as well. So I expect to be learning a lot in the coming months and maybe putting my own spin on it. I'd like to compare it to learning blues guitar. You pick up a song and learn it by rote, but eventually you change it and make it your own. My intention is to do the same here.

My first challenge is what to call this column, and the second is what kind of picture to stick above it. I've given it some thought, and I've decided to invoke the customs of the social media. Just like profile pictures on Facebook, both will be subject to change whenever I have the whim to do so. Today's choices may not be perfect, but that's okay until I have a special inspiration to do better.

My first title will be "From the Fireman's Seat," as Pat is obviously the engineer on this train. A little corny perhaps, but it will do for now. The picture is the same as the one over my candidate's statement, but I'm getting tired of that and I'll probably change it soon.

That taken care of I can get back to my furious preparations for the coming Sonoma Shortline Mini Convention taking place in Santa Rosa May 13-15. I'm going to be pretty busy; I just upgraded my NWP slide show, renaming it "Cadillacs and Crummies," and I'll be presenting it for the first time on Saturday. If the name doesn't mean anything to you, you should check it out. Later, in the evening, the NWP layout will be on tour, so I'd better start cleaning up the train room very soon. It's tough being a model railroader, with deadlines and all.

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Branch Line

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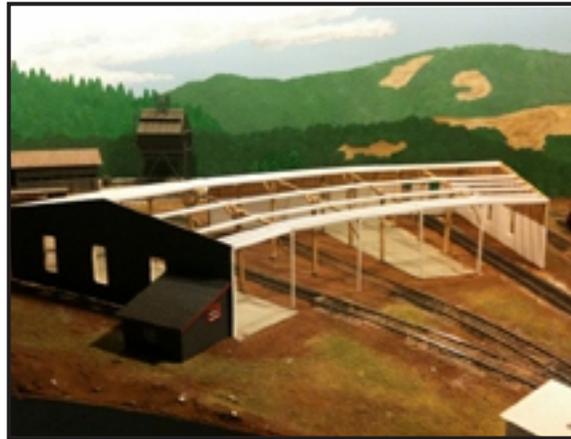
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Vice-President (Cont.)

Meanwhile, the tour will mark the public unveiling of my rendition of the roundhouse in Willits circa about 1960. Of course, it isn't finished, as you can see in the photo. My little HO carpenters ran out of Evergreen 6 x 12 "lumber" so the roof doesn't have all its rafters yet. But you can get the general idea. Perhaps I can keep you posted on progress in this column, as



**Willits Roundhouse under
construction.**

Photo by Ed Merrin

well as some other unfinished business on the layout. Perhaps I'll have it all done before I travel to the great hereafter.

Enough of my self-promotion. As I said (as I recall) in my candidate's statement, a major focus for me is attracting younger members. How will I do this? I can't answer that for you, but the wheels will be clicking on it. See you next issue.

From The Membership Department

By Doug Wagner
PCR Membership Chairman

Well, sorry to say that I won't be able to attend the Santa Rosa Convention, as I'm going on a Disney Cruise up into Alaska in early June, so I have to save up some money! But I will be attending the X2011 National Convention in Sacramento in July, so I'll be able to see most of you in Sacramento. With both conventions I'm hoping to see a bounce in PCR membership.

Anyway, for the normal stuff (what else would you expect from the Membership Chair??), I just want to remind everyone that if you change your address or any other membership information, please notify the NMRA headquarters. You can do this in a couple of ways. You can email NMRA HQ at nmrahq@aol.com, or by phone at (423) 892-2846, between the hours of 6:00 AM – 1:30 PM, Pacific Time. Or you can send the change information via the U.S. Postal Service to the following: Administration Department Manager, 4121 Cromwell Road, Chattanooga, TN 37421-2119.

So that you don't always hear the same gibberish from me all the time, I want to start something new in my reports. I wanted to start recognizing the long-service PCR members and the ones that have just joined our ranks. So, this will be the first issue in beginning to acknowledge our "oldest" members, and our "newest" members.

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Charles Case	San Francisco, California	62
John Parsons	Truckee, California	62
John Houlihan	Fresno, California	61
Harold Elmore	Sacramento, California	61
Jack O'Hara	Benica, California	61
Carl Carsten	San Francisco, California	60
R. Ford Pray	Vacaville, California	60
John Laughlin	Honolulu, Hawaii	60

Newest PCR Members

<u>Member</u>	<u>City</u>	<u>Date Joined</u>
Patrick Wade	Santa Barbara, California	1/1/2011
William Keaney	Pacifica, California	1/1/2011
James Snyder	Marina, California	1/1/2011
Steven McCabe	Pleasant Hill, California	1/1/2011
Gary Rada	Walnut Creek, California	1/1/2011
Daniel O'Connell	Concord, California	1/1/2011
David Behr	Grass Valley, California	1/1/2011
John Avila	Tracy, California	1/1/2011
Mike McReynolds	Riverbank, California	1/1/2011
Norman Yates	Ukiah, California	1/1/2011
Dennis Pearson	Nipomo, California	2/1/2011
Brian Moerdyk	San Bruno, California	2/1/2011
Debra Howard	Boron, California	3/1/2011
Child Howard	Boron, California	3/1/2011
Richard Murphy	Boulder Creek, California	3/1/2011
Stephen Cavanaugh	Tracy, California	3/1/2011
Guenther Hofen	Grass Valley, California	3/1/2011
Joseph Farina	Woodland, California	3/1/2011
Duncan Audette	Nevada City, California	3/1/2011
Chuck Holland	Sonora, California	3/1/2011
Dale Smith	Oakley, California	4/1/2011
Nikolai Colton	San Jose, California	4/1/2011
Charles Lopez	Alameda, California	4/1/2011
Matthew Petach	San Jose, California	4/1/2011
Jack McCandless	Walnut Creek, California	4/1/2011
Daniel Banta	Berkeley, California	4/1/2011
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(Cont.)

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VOLUNTEERING AT THE NMRA CONVENTION

By Jack Burgess

Publicity Chairman - X2011 West Convention

Conventions don't happen without volunteers! The X2011 West NMRA Convention in Sacramento is approaching rapidly and a large number of volunteers will be needed to put on a successful convention. We will need volunteers to help out at the Registration Desk and the Tour Desk, and to help out at the bus loading area to answer questions and to make sure people get on the right bus.

But there are many other opportunities to help out. If you have signed up for a particular tour, how about volunteering to be a Bus Host for that tour and assisting in getting others back to the bus on time? Bus Hosts will be needed for a number of tours and the designated Bus Host for a tour will receive a \$20 credit toward the cost of the tour, not to exceed the cost of the tour itself.

If you have always liked model contests, how about being a contest judge? We will also need volunteers for the Silent Auction. If you are familiar with downtown Sacramento, how about volunteering to work at the Tour Desk to answer questions about restaurants, Old Sacramento, walking tours, and public transportation options?

There are many other ways to help out. If we have enough volunteers, we can cover all of our needs with just a few hours from a large pool of volunteers.

All volunteers can also log their volunteer hours (called Time Units or TUs) toward the Association Volunteer Certificate in the Achievement Program. Individuals who work just a day (or multiple days) on the event (for example, at the Convention Registration Desk) receive a ½ TU credit per 8 volunteer hours. If you volunteer as a contest judge, you'll receive 3 TUs per contest. Individuals (and their crews) who open their home or help out with their club layout during layout tours during the Convention earn 3 TUs credit for each day that their layout is open for viewing with a maximum of 12 TUs for the Convention. Those who participate in the operation of modular layouts on display during the Convention also earn 3 TUs for each day the layout is open for viewing, again with a maximum of 12 TUs for the Convention. Anyone who presents a "live" clinic more than once during the Convention also earns 3 Volunteer TUs credits for each additional presentation during the Convention (the first presentation is credited toward Author).

TUs can be accumulated at both the Convention and at the Advance Section in the Bay Area. There will be forms available at both locations which can be used to verify hours which can be signed by committee members to verify their hours. Note that a maximum of 48 TUs can be credited for any one National convention.

Karen Kiefer is our Convention Volunteer Coordinator. If you can volunteer a few hours or more to make the 2011 NMRA Convention better for every attendee, please get in touch with her at kkkay@sbcglobal.net. If you are unsuccessful reaching Karen, contact Pat LaTorres at duhnerd@pacbell.net.

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Hawaiian Division

Membership

Roland W. Rasmussen

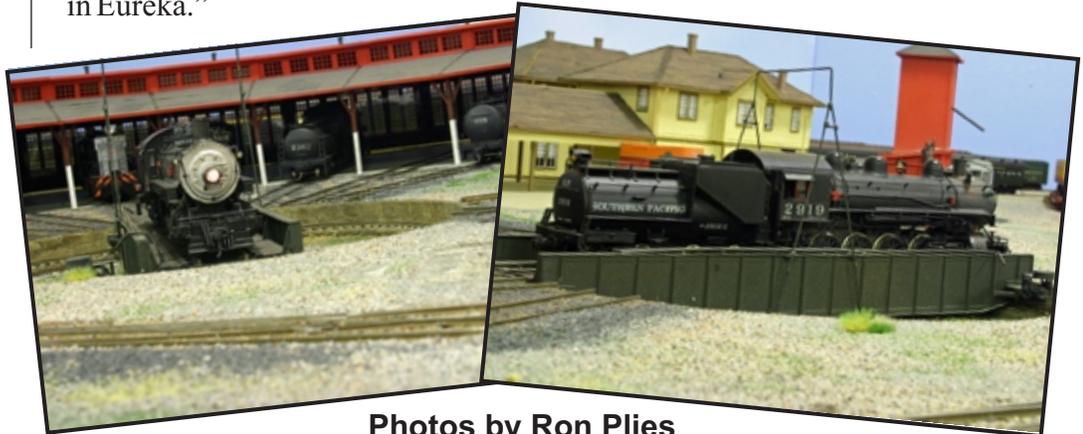
bigtimeit@aol.com

Out-and-About

Photos from our members

Our first set of photos was submitted by former PCR Presiden Ron Plies, MMR 409, "Mr Clean." Ron e-mailed, "Can you use some photos of the Eel River Valley Model Club in Ferndale, California? The first photo is of a SP 4-8-0 on the turntable at Eureka with the Eureka Depot and sand house in the background. The other photo is of the same engine on the TT with the Eureka Roundhouse in the background. Both of these are on the NWP around 1952."

Ron added, "The photos were taken with room lighting with a Canon Rebel 6.3 mega-pixels. The buildings are all scratch built and the depot and RR house have been shown at different PCR conventions in the last 4 years. The turntable is kit bashed using a Diamond Scale base and Central Valley upside down bridge. It was built following photos and plans of the prototype in Eureka."



Photos by Ron Plies

Jon Schmidt sent these spectacular shots of Rotary action on the White Pass and Yukon (1:1 scale). He writes, "I'm a member in Marin, and my Nicasio Northern will be on the layout tour Sunday." [That was May 15th, for the Sonoma Short Line PCR Convention. Ed.] "I just got back from the Spring Rotary Event on the White Pass and Yukon narrow guage. Four days of riding the trains, with photos." [And I thought Rotary was a service club! Ed.]

Jon's narrative of his excursion starts on the next page.



Now this is what you do
with snow!

Photos by Jon Schmidt



Branch Line

Calendar

June 4, 2011 - 7:00 am to 4:00 pm, **Swap Meet and Open House, Santa Susana RR Historical Society**, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA Admission \$2.00 for adults. Vendor table info, contact David Putnam, (661) 753-6006.

June 4 & 5, 2011 - Saturday, 10:00 am to 5:00 pm; Sunday, 12:00 noon to 5:00 pm - **Annual June Open House and Model Train Show**, San Leandro Historical Railway Society, 1302 Orchard Ave (in Thrasher Park), San Leandro, CA. Contact: Eugene Brichacek (510) 303-4413. Website: www.slhrs.org. Donations welcomed!

June 12, 2011 - 9:00 am to 5:00 pm, **Coast Division Meet**, Congregation Etz Chayim, 4161 Alma Street, Palo Alto, CA.

June 18, 2011 - Starting at 8:00 am, Model Railroad Train Show, Tehachapi Depot Railroad Museum, 101 W. Tehachapi Blvd, Tehachapi, CA. Suggested Donation: Adults - \$2.00, Children 12 and under - FREE! Proceeds to benefit the Depot.

July 1 - 3, 2011 - **Extra 2011 West Advance Section**, Hilton Newark/Fremont Hotel, 33900 Balentine Drive, Newark, CA. Self-guided layout tours, prototype tours, operating sessions, train rides, and non-rail functions.

Continued on Page 11

Pacing Steam - On Snowshoes!

By Jon Schmidt

Photos by Jon Schmidt

The high point of the trip? Walking alongside steam rotary No. 1 and Nos. 73 and 69, high in the mountains, on top of lots of snow, while the rotary cleared the line. Here's how it came about.

I was surfing the web and dropped into the White Pass and Yukon Route site, and they had a big page declaring "Spring Steam Rotary Event." Intrigued, I discovered that they were offering 3 days on the narrow gauge for railfans to ride behind the rotary while they cleared the line. I signed up, as did my friend Robert, and it was fabulous!

Saturday: I've never been to Alaska, so we flew into Juneau and spent the night. Two notable things: It has no highway connections to the rest of the world, and the tides range from -4 to +20 feet. The town was very quiet, even though the legislature was in session. The cruise ship season wouldn't start until May 8, and most shops were closed and/or feverishly getting ready for the season to start.

Sunday: The ferry ride up the fjord (the Lynn Canal) for six and a half hours was just gorgeous. Got to Skagway, and it was deserted. Only 300 year-round residents. That swells to about 900 residents during the season, and when the cruise ships dock there could be 10,000 people in town. Challenge: Only 4 eating places are open off-season: a cafe for breakfast, a bar with pizza, a brew pub, and a Thai restaurant(!).

Monday: 8:00 a.m. at the WP&YR depot downtown. We were met by very friendly staff and we discover that there are only 17 paying customers, dedicated railfans all. We find out that the WP&YR deliberately kept the count low, since "This is the first time we've tried this" and "We're dealing with uncertain weather and 100-year old equipment." Their advertising had promised 3 days on the RR, but asked that we set aside 5 days just in case. We pick up our snowshoes and board vans to go up to the shops on the north end of town. There we meet our trains:



The rotary "fleet" consisting of Rotary #1, an 1899 Cooke Locomotive product; Mikado 2-8-2 #73, a 1947 Baldwin; Consolidation 2-8-0 #69, a outside-frame 1908 Baldwin, and combine car #211.

The passenger train for us, consisting of two diesels (99 and 91) and five passenger cars (yes, for 17 paying guests).

Time for photos, and the Blessing of the Fleet ceremony, and then we load up and head up the mountain, passenger train leading. We are in the last car of the train, the "Queen's Car" with a large observation platform at the end. Coffee and scones are provided. The crew and passenger reps are with us, and are extremely personable. Via their radios throughout the trip we are able to hear the dialogue of both train crews.

Continued on Page 11

Calendar (Cont.)

July 3 - 9, 2011 - Extra 2011 West, NMRA 2011 Convention and National Train Show, Sheraton Grand Sacramento, 1230 J Street, Sacramento, CA.

July 16 & 17, 2011 - 10:00 am to 4:00 pm, The Great Train Expo, Santa Clara County Fairgrounds, 344 Tully Rd, San Jose, CA 95111. Adults: \$7.00. Kids under 12: Free!

August, 2011 - 9:30 am to 6:00 pm, Daylight Division Meet, Date and location: TBA

August 11 - 21, 2011 - 11:00 am to 9:00 pm, Open House, Eel River Valley Model Railroaders, Hindley Hall at Humboldt County Fairgrounds, Ferndale, CA. (Fair admission required.)

August 13, 2011 - Sierra Division Meet, Location: Check their website.

August 20, 2011 - R.E.D. summer picnic meet at Sonoma Train Town

August 27, 2011 - 7:00 am to 4:00 pm, Swap Meet and Open House. Santa Susana RR Historical Society, Santa Susana Park Pavilion, 6503 Katherine Road, Simi Valley, CA. Admission \$2.00 adults. Vendor tables, contact David Putnam, (661) 753-6006.

September 1 - 4, 2011 - Great West Rails 2011, Rocky Mountain Region 2011 Convention, Embassy Suites Hotel & Conference Center, Loveland, CO.

Continued on Page 12

Jul-Sep 2011

Pacing (Cont.)

Our first instance of Wait Patiently and You'll Ride occurred a little way out of town, when the second diesel unit failed. After attempts to restart, we backed down to the shops and replaced it.

Milepost 14, Glacier: After several miles of 3.8+ percent grade we arrive and wait for the Rotary Fleet. The engines have to make a water stop here. There's a tank car and MOW crew ready to top them off. After watering, we re-board and are taken to the far side of bridge 14A and are dropped, and then our train backs down out of sight. Then the Rotary Fleet leaves Glacier giving us a photo opp as it crosses the bridge and leads us up the mountain. Double-headed steam, wonderful stack talk, and #73 occasionally slips and provides a show.

By the way, throughout the entire trip we were blessed with perfect weather. Clear but cold days, occasional clouds, and occasional snow showers at the summit. We're told it was very unusual. There wasn't any snow on the ground at sea level, but it quickly appeared as we climbed to the heights, and at the summit there was plenty of work for the rotary.

We followed the rotary fleet up the mountain, with great shots. Along the way we heard that the work train had already been out and had cleared a slide ahead of us that morning. The work train carries a Cat tractor plow and a big backhoe on depressed-center flatcars. In very constrained settings, the backhoe is put on the front of the train and pushed up to the slide where it does its work while on the flatcar.

We got heavy rotary action at White Pass, where we were able to detrain and walk up past the rotary. As the rotary fleet attacked the snow we walked ahead of it, watched, and took pictures.

Ok, call me naive, but I thought that the rotary would just rev up and grind through the snow. Well, it did that in some places, but a whole lot of time was spent plowing deep or packed snow. There it was very different. The rotary would rev up, two whistles to come ahead, the engines would push it into the snow bank until it stalled either with the blade full and stopped, or with it stuck and unable to move forward. One whistle to stop. Three whistles to back. One whistle to stop. The rotary would reverse its fan blades to unstick the snow. Repeat. Each whistle signal was repeated by each engine. Quite a ballet. Occasionally the rotary would be so stuck that the engines would have to back-and-forth to break it free.

At the deeper sites the Cats had been at work, taking off the top layer of snow. Sometimes it was so hard-packed that the rotary and the Cat would have to work together, the Cat breaking it up and the rotary tossing it.

Both trains came back down the mountain at the end of the day.



Branch Line

Continued on Page 12

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Calendar (Cont.)

September 7 - 10, 2011 - 31st National Narrow Gauge Convention, Hickory, NC.

September 8 - 10, 2011 - 2011 Annual Conference, **Southern Pacific Historical & Technical Society**, Doubletree Hotel Portland-Lloyd Center, Portland, OR

October 1 & 2, 2011 - 10:00 am to 4:00 pm, The Great Train Expo, Craneway Pavilion, Marina District, Richmond, CA. Adults: \$7.00, Kids under 12: Free!

October 6 - 10, 2011 - 3rd Annual **Central Coast Railroad Festival**. "ALL ABOARD!" for a variety of FREE events and activities held at numerous railroad, historical and educational locations throughout San Luis Obispo and northern Santa Barbara Counties, organized and presented by numerous area historical and community organizations. Festival office: (805) 773-4173.

October 8, 2011 - 9:30 am to 6:00 pm, **Daylight Division Meet**, at Central Coast Railroad Festival, San Luis Obispo, CA

October 8, 2011 - **Sierra Division Meet**. Location: Check their website.

October 14 - 16, 2011 - 3rd Annual Redwood Empire Train Show, Sonoma County Fairgrounds (Hall of Flowers Bldg), Santa Rosa, CA.

Continued on Page 13

Pacing (Cont.)

Tuesday: Today Robert and I took the option to ride the bus and get ahead of the fleet. Great shots of the steam fleet climbing the mountain. We arrived at the designated point on the highway around 10:00. Lots of white snow, and no RR. We were told that the SnowCat would be there to take us to the RR, but that it wasn't due for about another hour. So, five of us decided to snowshoe in. An hour later, after fumbling around and me getting stuck at least once, we arrived at the "Canadian Shed" cut. The rotary fleet was also just arriving. What transpired was about 3 hours of man against snow. The snow was deep enough that I got some great shots from literally above the locomotives and rotary. Steam and snow were flying. Several times we were in the cloud of exhaust from the rotary, which once or twice was more fuel oil than water. We were filthy and guys were protecting their cameras and not themselves. That night at dinner we had oil on our faces, hands, hats, and jackets. Tired, but very happy.

Robert took some kidding about his sketching the trains in addition to taking photos. The kidding stopped and admiration set in back on the train when he showed some of his work and began to turn it into watercolor paintings.

The trains came back down the mountain. The diesels ran around our train and we came down with them on the point. The rotary fleet backed down, but with one of the work train diesels on the point.

Wednesday: Up the mountain again, passenger train leading. This time they took us to a spot just past the tunnel, just past the famous cantilever bridge, so that we

could get shots of the rotary fleet passing the cantilever bridge, new bridge, and tunnel. We walked around the side of the mountain on the old right of way to find the best spots. Fabulous!

The rotary fleet moved up to continue plowing, us following. We got off and walked ahead using our snowshoes. Lots more snow, some deep and some not so. After one particularly deep spot which required lots of work, the snow evened out to "only" 4-5 feet deep. There was one very memorable stretch where the rotary and the engines moved at a good walking speed, throwing snow. We were able to keep up and "pace" the plow and engines, basically right next to them. Incredible! Altogether we probably snowshoed about 2-3 miles that day, up close and personal with the fleet.

We made it to Fraser, MP 27.7. The super decided that we were doing so well, he would approve the crew time to complete the work and run all the way to Bennett, MP 41. So we continued.

The rotary fleet made good time. It was downhill most of the way to Bennett, but there were occasional difficult spots. We were in the chase train, close behind, but no opportunity for photos.

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Calendar (Cont.)

October 22, 2011 - 7:00 am to 4:00 pm, **Swap Meet and Open House**, Santa Susana RR Historical Society, Santa Susana Park Pavilion. 6503 Katherine Road, Simi Valley, CA Admission \$2.00 for adults. Vendor table info, contact David Putnam, (661) 753-6006.

November 5 & 6, 2011 - 10:00 am to 5:00 pm, **Fall Train Show and Open House**, South Bay Historical Railroad Society, Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969.

December 3, 2011- 9:00 am to 6:00 pm, 4th Annual **Open House and Layout Tours**, presented by Daylight Division, in the Fresno and Clovis area. FREE and OPEN TO THE PUBLIC. Families are welcome at all layouts.

December 3 & 4, 2011 - 10:00 am to 4:00 pm, The Great Train Expo, Del Mar Fairgrounds, Del Mar, CA. Adults: \$7.00, Kids under 12: Free!

December 10 & 11, 2011 - 10:00 am to 4:00 pm, The Great Train Expo, Fairplex, Pomona, CA. Adults: \$7.00, Kids under 12: Free!

May 2 - 5, 2012 - Siskiyou Summit, Joint PNR / PCR Convention, Red Lion Medford, Medford, OR

July 29 - August 4, 2012 - Grand Rails 2012, NMRA National Convention and National Train Show, Grand Rapids, MI

Continued on Page 14

Jul-Sep 2011

Pacing (Cont.)

About half-way to Bennett we stopped. The rotary was having a problem, and the engines were getting low on water. The mechanics who had been riding with the rotary took care of whatever the problem was, but low engine water and crew time were the guiding factors so we called it quits. We backed up the couple of miles to Fraser.

We left the trains at Fraser and everyone (including the crews) boarded vans to return to Skagway. Our van had the "trainee" rotary pilot and a couple of trainmen. The pilot told us that they were using this trip to write the operating manual for the rotary. We found out later that the rotary had a pilot, engineer, fireman, the super, the retired (30-year) pilot, and occasional mechanics onboard.

We barely got back to Skagway in time to get to the local bar/restaurant before it closed. They accommodated a bunch of dirty, tired, happy guys!

Thursday: Back in vans, back up to Fraser. Boarded and followed the rotary fleet this time all the way into Bennett. Watched and photographed the rotary clearing the snowdrift in front of the station. Hard-packed snow, and we were joking about starting a contest to guess how many runs the rotary would have to make before it broke through. I think it was at least 20. Break-through came, and they shut down the rotary.

Our train had turned on the loop track, and we boarded for the 40-mile trip back to Skagway. Absolutely gorgeous! Sat on the rear observation deck for part of the trip, and just let the experience wash over me. One last piece of excitement on the way back: A fitting on the main air line broke on one of the passenger cars while we were on a narrow shelf on the mountain. The train stopped, and the crew ran a bypass air hose around the car and we continued home without incident.



Later that afternoon everyone, employees and railfans, met for a reception at the depot. It was a very nice way for us visitors to meet and thank everyone, and a couple of the railfans showed selections of their pictures. Robert and I had a flight home on Friday, so we missed the shop tour.

Conclusion: For me this was the trip of a lifetime. First time in Alaska, first time on snowshoes, and first time so up close and personal with narrow gauge steam. The WP&YR staff and crews were fabulous. They treated us like adults, pretty much gave us free rein on the property, and set up wonderful experiences for us as railfans and photographers.

I swear that the week was really designed for the employees. I think we met almost everyone who worked on the railroad, and they generously shared their knowledge and experiences with us. I'm just happy they

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Branch Line

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Calendar (Cont.)

September 12 - 15, 2012 - Seattle 2012, 32nd National Narrow Gauge Convention, Meydenbauer Center, 11100 NE 6th St, Bellevue, WA 98004.

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

July 14 - 20, 2013 - NMRA 2013 National Convention and National Train Show, Atlanta, GA

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

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

September 3 - 6, 2014 - 34th National Narrow Gauge Convention, Kansas City, MO2015

Pacing (Cont.)

included us in their party!

The WP&YR may be narrow gauge, but it is a big-time operation. When the cruise ships are in the railroad may run over a dozen trains in a day, some with 15 or more passenger cars. They know how to manage large numbers of tourists, and they certainly did right for us.

[To learn more about Jon and Robert, and for a look at some of Robert's art, see page 19.]

Sacramento in July?

By Nancy Stokely
X2011 West Non Rail Chair

I know you're thinking hot. Well, don't let the temperature stop you, we have a lot of cool things to do in Sacramento this July. Here are some highlights of activities planned for all to enjoy.

Non Rail Highlights

We will have a speaker from the local Project Linus chapter and will work on blankets to donate to this organization. Also, we will be having a pen and ink drawing workshop, gardening speaker with a pruning demonstration, a genealogy presentation, and an introductory yoga class. There will be lots of other activities as well. Shopping at the outlet mall in Folsom, hotel kitchen tours, and we are just a short walk from the Capitol and its beautiful gardens.

General Tour Highlights

The tour to Santa Rosa to visit the Luther Burbank Homestead and the Charles Schultz Museum (of *Peanuts* fame) are not to be missed. Both men gave so much to their craft and left legacies still revered today. The Hayes Truck/Heidrick Ag Museum is an amazing collection of the world's largest and most unique collection of one-of-a-kind antique agricultural equipment, and the largest collection of antique trucks in the world. You may even find the first vehicle you ever drove there. A gold country and mining trip is also planned. You will see where gold was discovered and how it was mined later on. The Old Town of Sacramento is a short shuttle bus ride (provided on Thursday), but also easily walkable. There are lots of shops, restaurants and museums there as well. I've been to these places and learned new things and enjoyed them all.

As you can see there is plenty to keep all entertained. Make sure you sign up for these tours and attend the clinics. I look forward to seeing you all in Sacramento in July!

Unconventional clinics...bus layout tours plus many self-guided layout tours...the Sierra Railroad, the movie railroad...the Virginia & Truckee Railroad...Advance Section layout tours in the Bay Area...the Napa Valley Wine Train...the California State Railroad Museum...

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EXTRA 2011 WEST

X2011

JULY 3-9, 2011 SACRAMENTO, CA
2011 NMRA NATIONAL CONVENTION

John Allen Book Republished

Benchmark Publications has just released for sale a new, updated edition of the old Kalmbach book "Model Railroading with John Allen". It is hard cover and available from most hobby shops and book retailers. Unfortunately, a printing error resulted in the same text being printed on both pages 145 and 147. An errata sheet is included with the correction. This edition is printed on better paper than Kalmbach used and includes every picture previously used. An index of articles written by John Allen is now included as well.

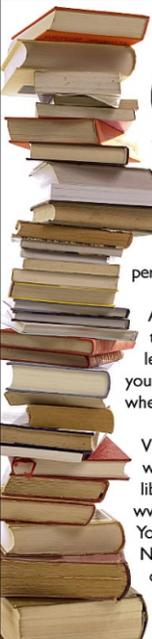
Memories of the Gorre & Daphetid Engineer on the Through Freight

by Rod Smith
Yardmaster, Great Divide 1963-64

On occasion in 1963-64 I had the chance to run the through trains. There were two: the through freight and the passenger. Both made a round trip to Port and back. The freight ran to a scheduled departure time and began its trip in Great Divide at the Austin Street station. The eastbound freight (toward Port), assembled by the Great Divide Yardmaster, had the cars destined for Gorre, Daphetid or the peddler freight at the front of the train. Cars for Port or further east would follow them, then the caboose. I would pick up my locomotive on the departure track from the roundhouse, pull through the yard throat and back down on the waiting cars. Once coupled, I would proceed to the "bypass" and enter the tunnel behind Great Divide yard. I had to whistle for the crossing at Cross Junction (first train to whistle got the right-of-way though the only other train on the line was the local freight) and would run into Gorre. Pulling through the tunnel in Devil's Post Pile I would pull in on the siding and clear the main. If the peddler happened to be in town, we would coordinate to separate his cars. Usually he was not there, and I would set out the cars for both destinations on the third track (closest to the front of the layout) at the east end. Normally there would be cars there headed for Port from Gorre or Daphetid. I added them to my train. These moves involved switching with the engine running down the 4% grade toward Sowbelly. Cutting off and pulling forward was easy, backing a string of cars up the hill could be a challenge. Woe unto the engineer who made the mistake of taking more cars down than he could push back up, as the only thing one could do was proceed to Squawbottom, drop some cars there and back all the way to Gorre to deliver the others. John didn't like this move. I only saw it once, and I was not the engineer that night! Anyway, after picking up the outbounds, adding them to the train and dropping the inbounds on this track, the through freight departed east for Port.

From Gorre, I owned the railroad to Port. The local would be somewhere along the line, but he had to be out of my way. I usually found him tucked away at Squawbottom, but sometimes he would clear me at Port, making for a real busy time there – no real yard and few through tracks. Port was a busy place. It was normal for the hostler to assign sufficient power to the train to pull the hill from Squawbottom to Cross Junction. It might be a double header, but usually only a single loco. If a double header, I ran both locos, and never had them coupled going down the hill from Gorre to Squawbottom, as they would often buck against each other when the slack between the gears and worms ran in and out of sync. At least one locomotive did this while running alone. These were the days before DCC! After passing CJ (another whistle), I would alert the Port operator with his whistle signal. When he cleared me, I would enter his small yard and uncouple the train. My freight loco proceeded around the balloon loop. The Port operator had been busy and usually had the westbound through freight ready to depart. I could couple to those cars and depart, heading back west to

Continued on Page 16



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4 2 3 - 8 9 2 - 2 8 4 6

Tornado in Chattanooga Rips Headquarters, Jenny Hendricks' House

E-mail from Gerry Leone

To: 'NMRA-InfoNet'

Subject: NMRA Update on tornado destruction in Chattanooga

Please share this important news with your members:

As you have undoubtedly heard, there has been a rash of devastating tornadoes all across the southern part of the country. Unfortunately, Chattanooga was not immune. A tornado ripped through the city on Wednesday, taking some of our Headquarters shingles with it. Much of the city is without electricity, and there are trees, fences, and power lines down all over. Many roads and highways are closed.

Fortunately all of our staff members are unharmed. However Chief Administrative Officer Jenny Hendricks had her house picked up, rooms ripped open, and the roof blown off.

Our hearts and prayers go out to all of our staff, especially Jenny.

Please note that NMRA business will be interrupted for several days until things get back to a semblance of normality. If your call or problem can wait, please do so.

Thanks,
Gerry Leone
NMRA Communications
Director

Memories (Cont.)

Great Divide. Again, if double headed, I ran them separately down to Squawbottom. At that time, the freight train did not go up the line toward Andrews, as there was no Andrews up there! The track did go to the entrance and over the bridges to Cold Shoulder, but since a freight would have to back down we didn't test the wheels and couplers backing that far. A runaway would have been dangerous when it reached Port. It was downhill all the way!

On the return trip, I often met the local again along the line, and would run all the way to Gorre. Switching the westbound in Gorre was very similar to the eastbound except there were no cars to drop for the peddler. He picked his up in Port himself. The Gorre and Daphetid destination cars were once again at the front of the train. Arriving in Gorre, I again entered the siding. (Center track) Now at least I am heading uphill! On that front track at the west end I would find cars left by the Gorre switcher and the peddler destined for Great Divide or beyond, to pick up. I cut off the drops for Gorre and Daphetid, pulled forward into the tunnel, and then backed down on the pickups. I pulled them into the tunnel and backed them down on my train. I then dropped the inbound cars on that now empty front track. I could then couple to my train and proceed up the line to Great Divide. Another whistle signal for Cross Junction and one for the Great Divide Yardmaster to let him know I was approaching. Upon arrival in Great Divide, I left the cars on the passing siding and ran the loco to the inbound track of the roundhouse where I stopped over the ash pit as related previously.

X2011 West Layout Tours

By Jack Burgess

Convention Publicity Chairman

There are over 100 layouts which will be on tour for the X2011 West Convention in Sacramento, the Bay Area, and surrounding areas. Some can be visited only by bus tours while others will be available by both bus tours and self-guided tours. Others will be available only by self-guided tour. Here are just some of the layouts you can visit during the Convention and Advance Section.

[Additional layout tour photos will be found on other pages in this issue of the Branch Line.]



Photo by Jack Burgess

No. 27 is trailed by a long line of empty "rock cars" on Jack Burgess's multi-deck Yosemite Valley Railroad. They will be dropped at Emory to be loaded with crushed limestone. The rock cars are Westerfield resin kits.

Non-Rail X2011

By Susan Swindell
Non-Rail Committee,
Project Linus Coordinator

Please pass this message to the non-rail in your household. Thank you. The non-rail program is coming together but we need the help of PCR members. We will again be continuing with the [Project Linus](#) program that was started at the NMRA in Seattle. For those not familiar with Project Linus, it is a nation wide project that provides blankets and quilts for children who are seriously ill, traumatized, or otherwise in need. We will be giving our creations to the Sacramento Chapter.

How can you help? We need donations of fabric suitable for children. The fabric needs to be 100% cotton. Especially needed are large pieces (1 ½ to 2 yards) to be used for quilt backings. Project Linus provides for children up to 18 years of age. I would like to focus on teenage boys but any donation would be gratefully appreciated.

If you are willing to loan us the use of a sewing machine for the convention please let me know. I look forward to seeing all of you in Sacramento in July. The non-rail committee has some wonderful programs planned.

[If you have questions you can contact Susan at swindell@value.net. Ed.]

Scoutin' About

By Brewster Bird
Photos by Brewster Bird, unless noted

The Iowa Railroad Camporee 2011 was held April 29-May 1, 2011 at the Boone, IA County Fairgrounds. The original event was in 1999, repeated in 2002 and again in 2011. The 2002 event drew 1000 scouts and scouters from Iowa, Kansas, Nebraska, Missouri, Wisconsin, and Minnesota. This years event drew from Louisiana, Missouri, Wisconsin, Minnesota, Illinois, Nebraska Iowa and Kansas. We processed 797 completions in 2002, this year 989. Over 1300 Scouts and Scouters attended. I assisted with the Amtrak timetable section of the Merit Badge program.

Scouts assembled in the Sheep Barn at the Iowa County Fairgrounds to work on their railroading merit badge.
Photo by Warren Riccitley, Little Rhody Division, NER



Boys, let's make trees!

Iowa layout displays



Continued on Page 18

Scoutin' (Cont.)

Brewster Bird is a certified Merit Badge Counselor for the Railrading merit badge. He sent these photos of a recent merit badge program conducted at Boone Iowa.



Large Scale Outdoor freight display.

Time Savers at Iowa



STAYING INFORMED ABOUT THE X2011 WEST CONVENTION

by Jack Burgess
Publicity Chairman - X2011 West

The committee for this year's X2011 West Convention in Sacramento has been hard at work developing new ways to make the Convention even more enjoyable and rewarding for attendees. We are also working to make it easier to find out about everything that will be going on.

The most comprehensive way to stay up to date on what is going on with the Convention is through our website at www.x2011west.org. While Convention websites have been around since the Internet was created, the X2011 West Convention is the very first convention which allows a visitor to not only register online but also to pay for tours, buy Convention cars and shirts, sign up for operating sessions and special layout design activities, and pay to attend the nonquet (our unconventional answer to the normal NMRA banquet).

Our Convention website is continually updated with new information. To stay up-to-date with changes, "subscribe" to our RSS (Really Simple Syndication) feed. You can get more information about RSS feeds by clicking on the RSS link on the right side of the homepage of our website.

While our website provides an enormous amount of information about the Convention, there can always be some unanswered questions. To answer such questions, we also have a Yahoo chat list which allows attendees (and potential attendees) to ask questions and get detailed answers whenever possible. Most of the members of the Convention

Continued on Page 19

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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Jon Schmidt and Robert Steele

Jon Schmidt sent this info about himself to the Branch Line Editor:

“I live in San Rafael, and am the president of the Nicasio Northern Railway, an HO ‘rails in the mud’ 1920 era pike. It occupies approximately a 12' x 21' space under my garage. The railroad’s built for operation, is fully operational with Digitrax, and scenery is sparse but started. Been a train fan all my life, but only had the space since I moved into the new house about 10 years ago. I’m an occasional participant in the Marin round-robin group. I’m 65 and am still in the work force as a computer geek. (www.banbottlenecks.com).

I’m also a singer, a Broadway-style tenor, and do solo gigs and sing with a male chorus in San Francisco.”

Jon was accompanied on the Alaska trip (see story on page) by Robert Steele, an artist who has just joined the NMRA. Robert made several water colors of the sights they saw on their trip. One of of them is shown here. Another is on Page 20. For more information go to <http://www.robertgsteel.com/>.



Informed (Cont.)

committee continually monitor this list to provide up-to-date answers. You can join this online discussion at <http://groups.yahoo.com/group/X2011WestAttendees>. There is also a direct link to this chat list on our homepage.

There is another technology which the Convention committee is using to provide two-way capabilities. If you are more than 40 years old, you may not be familiar with the term “social networking” although you have probably heard of Facebook and Twitter.

Facebook and Twitter are both “social networking services” which allow participants to share interests or activities and to post comments and questions about their interests.

Facebook can be compared to an on-going discussion with friends in a hobby shop... tell others about what you are been working on and get feedback about your projects. Or ask about a new model release and get insight about whether it is prototypically accurate or correct for your modeling era. Everyone who is a “fan” for a particular Facebook site can comment about a post or respond with suggestions and ideas or start a new subject.

To take advantage of the information on our Facebook page, go to: www.facebook.com/x2011west. Note that you don’t need to join Facebook if you go directly to this link; this direct link allows you to read all of the posts, watch the videos, and view the photos without joining Facebook. However, if you want to post comments or ask questions, you need to first join Facebook.

The Convention Facebook page also provides a way for members of the Convention committee to announce changes and new information. Fans can also interface directly with Convention managers and others by asking questions and getting updates on things such as clinics, tours, and other activities. More importantly, it provides an avenue for attendees to interact with each other even before the Convention begins. It also allows them to find others with like-minded interests before the Convention who they might want to meet up with once the Convention starts. That can make the Convention even more worthwhile. In that way, those who follow our Facebook page in online prior to convention may have new friends to find and meet in person when they do attend the X2011 West Convention.

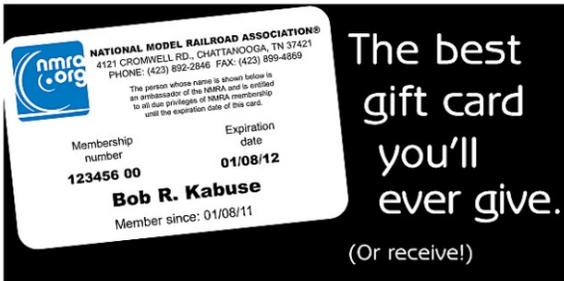
While websites are great ways to get general information on conventions and Facebook provides a way to discuss the Convention, what about last-minute changes and alerts?

That is where a social networking site like Twitter comes in which can be an important tool during a convention. The X2011 West Convention committee will be using Twitter to provide daily updates on clinic changes, additional buses for layout and prototype tours, extra tickets available for popular tours, and other changes. Basically, it allows for real-time updates of happenings, events, and changes.

Anyone who subscribes to the X2011West Convention’s Twitter account can thus get instant updates on information on their smart phone. This is similar to reading the printed “daily changes” posts on the Convention bulletin board. But you can learn about those changes not only each morning but all day long! The Convention Twitter account is <http://twitter.com/x2011west>.

ACHIEVEMENT PROGRAM

Jack Burgess, MMR
May-June 2011



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Here's more of
Robert Steele's work

In the last issue of the *Branch Line*, we began a discussion of the requirements for Model Railroad Engineer - Electrical. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA website.

The essence of this AP certificate is to demonstrate a knowledge of wiring a model railroad. The required work can be done on your own layout, a club layout, or even some on a friend's layout. As indicated in the last issue, the first two requirements for this AP certificate concern 1) constructing and demonstrating the basic wiring of a layout; and 2) wiring and demonstrating the electrical operation of three items such as turnout controls, slip switches, crossing, etc.

The third requirement is a little more interesting and has a number of options. Basically, you need to wire and demonstrate the electrical operation of at least three items from a list of 23 possible choices, most of which can be satisfied with the installation of commercial units. These items include:

- Electrical turnout position indications on a control panel or fascia for a minimum of four turnouts; or
- Track occupancy indications on a control panel or fascia for a minimum of five blocks; or
- Cab control with a minimum of two cabs and five blocks; or
- An engine terminal with a turntable or transfer table with a minimum of three tracks in a roundhouse and two tracks outside the roundhouse blocked so that you can cut power independently to them and store engines on them; or
- An electronic throttle with inertia and braking; or
- A grade crossing with an electrically-operated warning indication (you can use a commercial unit to satisfy this requirement); or
- An animated mechanical or electrical display (such as chase lights, a carousel, etc. and again, you can use commercial units to satisfy this requirement); or
- Installation of a DCC command control receiver in a locomotive; or
- Installation of a DCC command control bus line around the layout capable of handling at least two throttles at three or more locations; or
- Construction of a sound system (a commercial, assembled unit can not be used to satisfy this requirement but an under-the-layout system using tape decks or digital units would satisfy it); or
- Installation of flashing locomotive lights or an end-of-train device (again, a commercial, assembled unit can not be used to satisfy this particular requirement).

These are just some of the more common electrical projects which are typical on many layouts. It is therefore easy to see that

Continued on Page 21

Thousands of negatives still need



your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level - Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



Gold Level - Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

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

Make a contribution that will make a difference for decades. Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.



Non-Rail X2011

Susan Swindell
Non-Rail Committee
Project Linus Coordinator

Just a short reminder about donated fabric for Project Linus at the NMRA Convention. We are looking for larger pieces of fabric (1.5 to 2 yards) that are suitable for teenage boys. They can be brought to the non-rail room in Santa Rosa.

Thank you, Susan

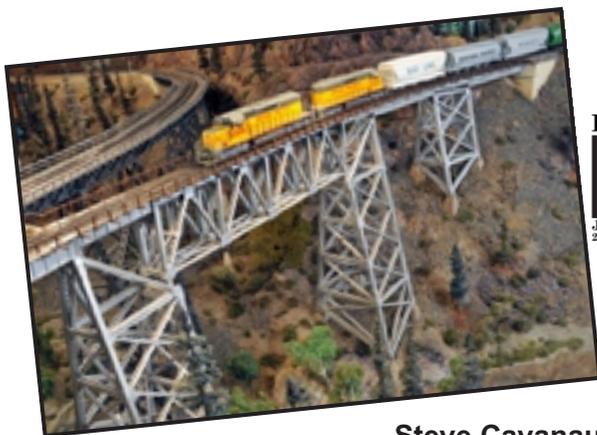
Achievement (Cont.)

many layouts already satisfy this particular requirement. For example, most of the layouts with DCC would automatically satisfy two of the requirements in this category.

The last two categories basically involve documentation proving that you understand what you have done to satisfy the other requirements. First, you must prepare a schematic drawing of the propulsion circuitry for the layout showing the gaps, blocks, feeders, etc. This drawing does not need to show turnout control wiring, building lights, etc. It is therefore much like the drawings included in *Model Railroader* magazine layout project articles which illustrate for the new modeler where to have gaps, where to connect the track power, etc. Finally, you need to also prepare a schematic drawing identifying the wiring and components used to complete the category on wiring a turnout, crossing, etc. mentioned in the last issue and the three items selected from the above bullets.

Once you have satisfied all of the requirements, submit a Statement of Qualifications (SOQ) which includes the required schematic drawings and describes the features that you used to satisfy the requirements. You are not judged for a Merit Award for this certificate. However, the operation of the various features must be witnessed by the AP Chairman or his/her designee. The witnesses must sign the SOQ. Send the completed SOQ 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.



Steve Cavanaugh models the Western Pacific Railroad through the Feather River Canyon circa 1981 via a complex layout design which fills a three-car garage using a combination of multi-deck and mushroom design features. Here, a pair of Union Pacific SD40-2s cross the bridge at Keddie with a westbound grain train. Steve's layout was featured in the online magazine *Model Railroad Hobbyist* (<http://model-railroad-hobbyist.com>).

Photo by *Model Railroad Hobbyist*, reprinted by permission

More Layout Tour Photos

EXTRA 2011 WEST

X2011

JULY 3-9, 2011 SACRAMENTO, CA
2011 NMRA NATIONAL CONVENTION



One of the WP's 2-8-8-2s is on the ready track at Portal prepared to head west down the canyon on Jim Dias's layout which models the Western Pacific Railroad through the Feather River Canyon circa 1938. These Class 251 engines worked between Oroville and Portola, which was essentially 116 miles of continuous 1% grade.

Photo by Jack Burgess

Pacific Coast Region SIG Report for Second Quarter 2011

by Seth Neumann

Photos taken on Seth Neumann's UP Niles Canyon HO layout. Submitted by Seth Neumann



Cal Sexsmith Dispatches the UP in Niles Canyon.

The Big Operating news this quarter was BayRails IV, our semi-annual (every odd year, week after Winterail) invitational operations meet. This meet is focused on visitors from out of the Bay Area and featured 18 layouts in the Bay Area and Central Valley. More than 85 visitors from all over North America participated in about 40 sessions. We had some pretty exciting times as Saturday sessions in the Sierra Foothills were cancelled due to 1 foot of snow, but host (and Coast Division AP Chairman) Kermit Paul stepped up and held an extra session and everyone got to run.

We also had many of the local layouts, including my own, running regular sessions this spring. If you were a local helper at BayRails and missed a layout you wanted to run because the visitors had filled all the slots, please contact me at the email below and we'll try to find an opportunity for you run.

Looking ahead, I'll be hosting the traditional SIG roundtable at the PCR "Sonoma Short Line" on May 14 at 11:00 AM in the Cypress room, please stop by!

We will be hosting the Advance Section of X2011W in the Bay Area the weekend before the main convention, July 1-3 2011. AS X2011W is part of the X2011 West national NMRA convention and has \$20 event fee -- X2011W registration is required. In addition to prototype tours we will be holding layout tours and op sessions. Operations Signups are available now for convention registrants at http://www.x2011west.org/eventtools/ops_req.php.

X2011 West July 3-9 in Sacramento. See the SIG pages at X2011 West website for full details at <http://www.x2011west.org/groups.html>. LDSIG will be providing its usual full program including: Sunday evening – SIG meet and greet.

Monday morning – "Layout Design Boot Camp" led by LDJ Editor Byron Henderson and LDSIG President Seth Neumann.

Monday Afternoon – Layout design clinics, and a panel "what would you do differently?"

Tuesday – All day clinic track: "So you want to be a dispatcher" with former SP/UP Dispatcher Steve "Breezy" Gust, former LDJ Editor Dave Clemens, and other present and former Train Dispatchers and Signal Maintainers. This track will cover dispatching from Time Table and Train Order, through Centralized Traffic Control and Track Warrants. Learn from the pros!

Wednesday – The annual LDSIG Self Guided tour will offer 16 layouts of design interest leaving immediately after the 8:00 AM business meeting and continuing until 10:00 PM. This is always the highlight of the convention for me!

Thursday and Friday - (working around the Friday AM members-only train show time) A clinic track on Signaling starting with a visit to the CSRM signal docents on "Grade Crossing Signals." This \$10 tour will include a short ride on the Sacramento Southern as we examine grade crossing protection of several eras. This is something almost every layout can model! The clinics will



Greg Long and Jim Clark of Pueblo check out their train.

Continued on Page 23



John Green tries out the Clerk job as Pat LaTorres helps.

Sig (Cont.)

cover an introduction to Prototype Signaling followed by experts including Bruce Chubb, Dick Bronson, David Metal, Rodney Black, Joe Melhorn and Dave Megeath covering many approaches to modeling signals and signal systems.

Friday evening – The annual LDSIG banquet in the CSRM Round House. This event is open to all (ticket required) and features as speaker noted layout design writer Don Mitchell on “80 Years of layout Design: My Journey.”

OPSIG will offer upwards of 300 operating slots at 30 + layouts. Operations Signups are available now for convention registrants at http://www.x2011west.org/eventtools/ops_req.php. The OPSIG business meeting is Monday afternoon at 1:00 PM.

I hope to see you operating this summer, that’s it for now!

More Layout Tour Photos

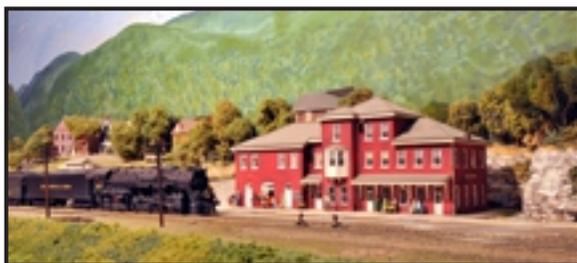


An A-B-A set of F units in SP's Black Widow paint scheme work their way up the Sierras with the Shasta Daylight on Dave Houston's proto-freelance layout. This layout was designed with operation in mind.

EXTRA 2011 WEST
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Bill Iwan's On30 Red Rock Green River is a freelance layout loosely-based on the D&RGW and Rio Grande Southern railroads of Colorado. The scenery and details are inspiring, with lots of mini-scenes waiting to be discovered. It fills a 10x20 room and was finished in only 9 months of work!



Andy Schnur models the Chesapeake and Ohio Railroad between Clifton Forge, Virginia and Hadley, West Virginia. Here, the eastbound Sportsman drifts into Hinton, West Virginia. The station at Hinton, scratchbuilt and selectively compressed, is a busy place this day.

Photos by Jack Burgess

ADVANCE SECTION

by Jack Burgess
Publicity Chairman -
X2011West Convention

While making plans to attend the X2011 West Convention in Sacramento, don't overlook the Advance Section. The Advance Section runs from Friday morning through Sunday noon at the start of the Convention, July 1-3. It will be centered in Newark, in the southern portion of the San Francisco Bay Area. The Advance Section is an opportunity to enjoy home layout tours, operating sessions, train rides (such as the Niles Canyon Railway), rail and industrial tours, non-rail functions, and a Saturday evening dinner and cruise on the San Francisco Bay aboard the USS Potomac (FDR's presidential yacht). All of the layouts can be visited via self-guided tours; some layouts and most other activities will have bus tours available. Most of these layout tours will not be available during week in Sacramento. You must be registered for the Convention to attend the Advance Section. Attending the Advance Section costs \$20.

As of press time, we expect around 55 layouts to be open for tours during the Advance Section, and approximately a dozen layouts (with over 170 operating slots) to be available for operating sessions.

NMRA-InfoNet

Welcome to the April 2011 edition!

by Gerry Leone, MMR
NMRA Communications Director

Plans for **The Gallery Exhibit at the California State Railroad**

Museum are moving into high gear. To date, organizing and fund raising actions have raised two pledges of matching funds from anonymous NMRA member donors. One donation is for \$50,000 and the other is for \$250,000. Current plans call for the exhibit to be opened by the end of 2012. You'll find out all the details of the exhibit in the May issue of *NMRA Magazine*.

A special **"Carpet Cutting Ceremony"** (the indoor equivalent of a Ground Breaking Ceremony) for the Gallery Exhibit will be held on Thursday evening during the x2011 Convention. All are invited.

Speaking of x2011, if you haven't yet registered for the X2011 West NMRA Convention to be held in Sacramento in July, you should register now! If you have already registered, it is time to sign up for tours and operating sessions before they fill up! For more information and/or to register or sign up for tours, go to www.x2011west.org.

The "Members-Only" area of www.nmra.org is currently open to all members. Although content is still being added, right now the area houses copies of all Region and Division newsletter articles cited within the last year by Jim Zinser in his bi-monthly "Division Business Car / NMRA@Home" column in *NMRA Magazine*. In addition the "NMRA magazine classics" section of the Members-Only area will contain classic articles from past issues of *Scale Rails* magazine and *The Bulletin*. We'll be adding new material all the time so check back often.

The NMRA remains active with the two model railroad podcasts mentioned in a previous edition of the InfoNet News. The NMRA is now sponsoring "The Model Railway Show" podcast, produced by well known modelers Trevor Marshall and Jim Martin. Their website is www.themodelrailwayshow.com. And Board Member Clark Kooning, along with other NMRA members, continues to appear as a regular guest on the "Model Rail Radio" podcast. Their website is at www.modelrailradio. Both of these podcasts can be downloaded directly from their websites, or via iTunes.

We're still looking for stories of what your Division or Region does for **National Model Railroad Month**. Write a 200-word summary and send it to me at this email address. Thanks.

Notice of 2012 elections. The following NMRA Officers and Board of Directors positions are open for election in 2012: President, Vice President-Administration, Vice President-Special Projects, Eastern District Director, Pacific District Director, and At-Large North America Director. Please check the NMRA Executive Handbook located at

Continued on Page 25

Help Needed for Membership Booth

The NMRA membership booth at the National Train Show being held in conjunction with the X2011 West convention needs enthusiastic PCR members to tell the public the advantages of belonging to our great organization!

Please call or e-mail Ray deBlieck at (510) 521-9778, RaydBCS@aol.com.

Ray wants to assign teams of two, and the more folks who help, the shorter will be your duty tour. Most of our guests will be PCR residents, so it's for our benefit!

NMRA (Cont.)

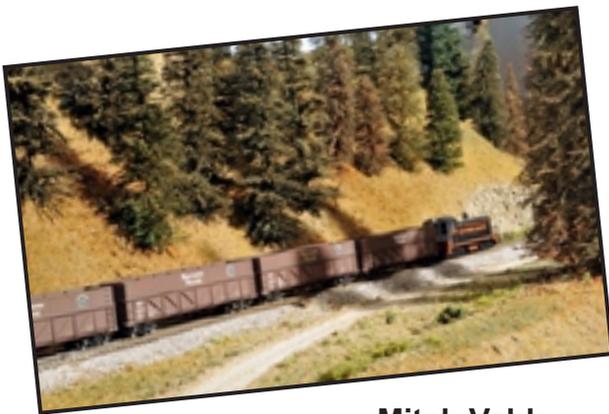
http://www.nmra.org/national/organization/nmra_organization.html for the extent of the districts affected and qualifications. All candidate names for consideration by the Nominations Committee shall be submitted to Didrik Voss, davoss@pvmtengr.com, no later than June 15, 2011.

· An error crept into last month's InfoNet News: The **Summer Board meeting** will be held prior to the Sacramento x2011 Convention on **Friday, July 1, 2011** (not Thursday, June 30 as previously reported). The meeting is usually held at the Convention hotel, but the exact start time and room number will be announced when available. Remember, it's the responsibility of Region and Division officials to pass along this information to members.

· The NMRA is looking to identify and recognize any **model railroad clubs that were formed in 1935 or earlier** that are still in existence. We would like the name of the club and when it was founded. A picture from the early years would be appreciated. Send the information to Dave Thornton - NMRA Vice President of Administration, Email DThorn5552@aol.com or mail to 2027 Jeffrey Drive, Troy, MI 48085-3816.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

And if you're changing email addresses, please let me know at this email address: NMRA-efonet@earthlink.net



Mitch Valder models the Northwestern Pacific Railroad from Eureka to Fernbridge in N scale. SW8 4632 is shown with an extra train of empty wood chip cars as it passes through the area just beyond McCann.

More Layout Tour Photos

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Tom Weissgerber's layout is set in the northwest and features Union Pacific Railroad motive power and some very impressive scenery as shown by the rockwork along this section of the track.

The Answers Are Out There: Conventions!

By Bob Pethoud, Daylight Division Member Aid



Photo by Bob Pethoud

The photo at left is of one of the modular groups on display at the NMRA national convention in Anaheim in 2008. Notice how the huge trees loom over the locomotives and clearly dominate the scene—that is more often seen in real life than on models and is well worth emulating. Even years after the event, inspiration lingers to spur creative efforts. That's one reason I'm excited about the upcoming NMRA convention in Sacramento.

I spent most of my time at the 2008 convention attending clinics. They ran six at a time and one could have happily done nothing but clinics. Below are a just a few of the many ideas and techniques suggested by the talented and well-prepared clinic presenters.

Leslie Eaton, MMR, touted Sally's Beauty Supply as a source of tools for model railroading. She demonstrated how fingernail files with foamcore bases can be cut for special tasks. You will also find uses for nail art brushes, available in sizes down to 10/0, and for nail striping tape. Ms. Eaton also suggested the iron oxide red primer from Ace Hardware as a good brick color, and Kiwi white shoe polish applied with a cosmetic wedge as believable mortar. She also said to try using syringes, sold by wire gauge, to replace small drill bits: simply press with your palm and twist.

Ken Schlotfeldt, owner of Badger, had several interesting ideas for airbrushing. He said that paint will settle slower if it is stirred rather than shaken and that craft paint should be thinned with water or denatured alcohol rather than isopropyl alcohol. He suggested putting Saran wrap over paint bottles before closing the lid and then storing them upside down. The most interesting technique for me was to clean airbrush parts by dunking them in Efferdent (used for cleaning dentures) for 8 to 10 seconds.

Joe Fugate described a current limiting device for each block of a DCC layout consisting of a GE 1156 auto tail light bulb wired in series with the power feeder.

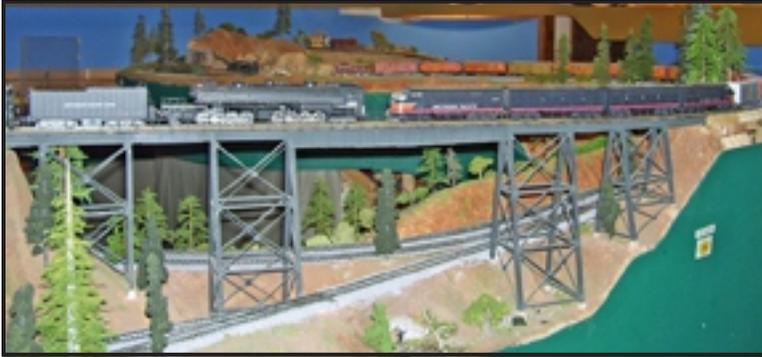
Robert Reid demonstrated making single-walled background structures by opening out three or all four walls of complete buildings.

Between clinics, contests, auction, home layouts, modules, vendors with all the latest and greatest products, and the fellowship of model railroaders, the last national convention on the left coast was outstanding. I can't wait to be wowed in Sacramento. I plan to take lots of photos and notes. Until next time, you can reach me at pethoud@comcast.net.

Gold Run - Just a Flag Stop on the Donner Pass Route

By Chuck Harmon

Just a kid, I was. My favorite pastime when I visited grandma's place at Gold Run was to go down to the SP crossing and watch the Mallets that double-headed every freight come to a slow halt for their twelve minute



**SP 4294 West meets 6107 East on Long Ravine Trestle, just east of Colfax. (Dispatch we have a problem...This is a gauntlet track!)
Photo by Chuck Harmon, on his SJCRJ layout.**

“rest” before proceeding up the hill to Dutch Flat, Alta, Towle, Blue Canyon, Emigrant Gap and other locations memorable to my family. At one time Gold Run was an essential fuel and water stop on the hill, but larger capacity tenders made that no longer necessary. However, the heavy tax on steam pressure coming up the grade from Colfax made a stop here still necessary. Watching the behemoth AC cab forwards as their fire boxes glowed and air pumps produced their musical chant was all the audio-visual experience a 9-year old needed to make his day. That was capped off with the ten longs echoing through the hills to call in the flagman, followed two minutes later by two shorts, and the huge drivers began to slowly move the 100-car consist toward its destination. Yet, the show was still not over. Counting the cars as they rolled by was

fun, but the best was yet to come as the helper came by pushing for all it could just a few cars in front of the cabooses. Then a wave to the conductor, or whoever was in that caboose, would hopefully be returned with a smile.



**Running light, a pair of “Mallets” heads down the hill near Colfax, meeting their competition, an ABBA F3 set with an eastbound reefer drag.
Photo by Chuck Harmon, on his SJCRJ layout.**

This day, however, was to be different. As I recall, the noise echoing from the hills seemed to be coming from all directions. It was a sound never heard before in this little community (the sign on old highway 40 still reads “pop. 125” to this very day) of railroad workers and mountain fruit farmers. Being a train lover and American Flyer fan (“It’s more realistic than Lionel,” my brother would often remind me), I had a pretty good idea what that sound was - Not the sound of a double-headed Mallet headed reefer drag, nor the sleek E-Unit drawn City of San Francisco. (which normally come through about 11 at night - I would sleep out on the screen porch at grandma’s and stay up as long as I could just to see the lighted cars slip around the broad curve visible on the other side of grandpa’s orchard.) No, this was the sound of something new and exciting - diesels!

I quickly headed for the Lincoln Highway crossing, next to the old depot that was now a residence. Every kid in “town” was there, anxiously gazing down the east-bound track for a glimpse of this exciting revelation. As we strained for our first sight of the future appearing ‘round the bend, now hidden by the tall pines along the right-of-way, I let it be known that I had solved the mystery -

“Those are diesels coming,” I boldly stated. Like a street preacher before an attentive crowd, I proclaimed my expert knowledge about the coming

Continued on Page 28

Gold Run (Cont.)

advance in motive power.

Then it appeared - two ABBA sets of Black Widow F3s proudly announcing the demise of those magnificent Mallets. Excitedly proclaiming, "It's the diesels! I told you! It's the diesels!" I jumped for joy in front of my young congregation, with little thought of what this event signaled for train lovers everywhere. The consist roared by without a hesitation...these babies didn't need any rest!

As I dwelt on the significance of this even a few years ago, I realized that I had not nailed down the date in my memory. A little research helped. According to SP historians the "covered wagons" began to appear on Donner pass in 1949. A visit to the morgue at the offices of the Colfax Record should nail it down, I thought. The Gold Run postmaster, Nel Graham, always wrote a little piece for the Record about visitors at Gold Run. (After all, visitors are big news in a community of 125 people. The dogs probably numbered greater than that!) Since I was a visitor that week, I expected to find Nel's article to establish the date. Unfortunately, I was unable to find the expected article, although I did find other articles regarding the railroad's conversion to diesels and the closing of the roundhouse at Colfax. Turning to technology for help, I looked up the 1949 calendar and discovered that Easter fell on April 15 that year. That was my key, because I would have been out of school in Sacramento that week, so I must have gone to "the ranch" at Gold Run to get out of my mother's hair.

Further investigation with SP historians revealed that I had probably seen the third freight to mount the hill with EMD power. Since I was not a full-time resident of Gold Run, I had not witnessed the first two.

After that day my visits to the ranch became fewer because my family moved to Fresno that summer. When I could visit Gold Run my times at track side pondering the mighty strength of an AC-12 became very much a treasure and more and more a rare treat. Because the diesels did not stop at Gold Run like the Mallets, I did not have the opportunity to get to know them.

Today only 4294 remains at the Sacramento museum, and it also lives on my San Joaquin Central layout, which is dated April 1949 (surprised?).

This summer you can share in my memories a bit as you attend the X2011 West convention, where you will have an opportunity to visit the cab of 4294 and talk of the wonder days of steam with a museum docent.



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

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

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

All from the comfort of your very own couch.

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



We make it even more fun.
www.nmra.org

Then, get that popcorn ready.

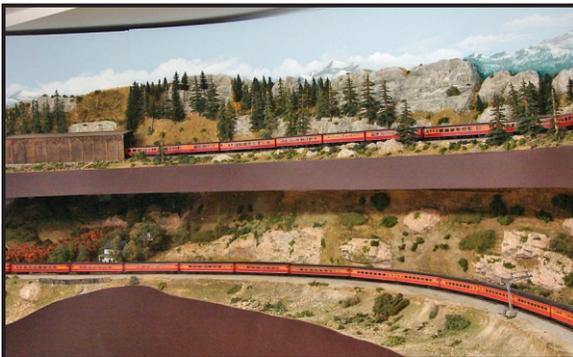


**California State Railroad Museum docents will
give you a tour of 4294's cab.
Photo courtesy California State Railroad Museum**

More Layout Tour Photos



Sacramento Valley Live Steamers will be open during X2011 West.
Photo by Evan Werkema



Dave Houston's dual-level Southern Pacific in HO
Photo by John Sing



Tom Weissgerber's HO Union Pacific
Photo By John Sing

Contest at the NMRA Convention Simplicity at its Best

What you should know to have an award winning entry
by Giuseppe Aymar, PCR Contest Chairman

As surely as a solar eclipse comes around every few decades, so is our NMRA National Convention coming to our Golden State. This time it is in Sacramento, which is merely a stone throw away for most of us. That means we cannot use many of the reasons we exploit to not attend the Convention when held in faraway Lands. It also means that if you are attending, you should bring along a model to enter in the contest or at the very least in the non judged part of the contest (just like our very own Show & Tell at the Division meets). It is a great opportunity for our PCR to shine, displaying to the rest of the NMRA what talent is amongst our ranks. A Contest at the National level should not scare nor overwhelm any of you. It is a fact that judging in the PCR is equal to, if not even harder than, you get at the National level, so your projects will be well received and have a good chance of winning awards. Follow my advice of bringing at least one model, more is better, and you will be so proud when all is said and done.

Some of you will have questions on how to fill the forms that are needed to display the model. For those of you who have a computer, go to www.NMRA.org, click on Contest. On the list provided, click on the " Help with Contest Forms". There you will find that you can submit your paperwork in advance to be reviewed by a staffer who will help you making sure you have all the information for the judges to grade your model. You should also download the contests forms listed so you know you have the latest forms available. While you are at it, check the number of categories available to enter a model; it is staggering. Also read the Special Awards list. That will show you that you will have a good chance of coming home with some trophies.

Additionally, there are two articles on how to get the most points in a Contest that you can access through our PCR webpage. On the main page choose Contest information then scroll down to Appendix B, "articles". One is written by Jack Burgess, MMR while the other one is by Jim Tagney, MMR. You will find exceptional pearls of knowledge that you can apply to your model and paperwork.

For those of you who do not have a computer, please forward your paperwork to me at: Joseph Giuseppe Aymar, DDS, 1330 Medical Center Dr. Rohnert Park, Ca. 94928-2901. I will review it and send you back my comments. I will also send you the aforementioned articles by request. If any of you would like to contact me by e-mail with questions, here is my address: giuseaymar@aol.com.

Let's do it! You will thank me later.

Tales of the Santa Cruz Northern

The One Hour Fix(es)

By: Jim Providenza

Photos by Jim Providenza

When last we left off, it was the week before the bi-annual BayRails operating weekend and I had just finished relaying part of the siding at the west end of Doughertys. The SCN hosted two operating sessions during BayRails and they were both good sessions. The rebuilt track at Doughertys worked just fine, thanks! It was really great to see some old friends, meet people from around the country and Canada, and see them have a great time working on the SCN.

I learned some things about the railroad during these sessions. It is always interesting to be instructed by your own creation about what sort of monster it really is! Some of these things were operational. Some were mechanical. As usual crews used Bad Order tags for rolling stock and reported MofW issues to the dispatcher. I kept my own, more diverse, list of “learnings.”

During the first of the two sessions we had ordered 6 cars. We only had ordered one car during the second session. All went on to the RIP track for a further standards check or repairs. Had ordered two motive power sets (one coupler height issue, one for better speed matching), and listed 4 MofW items to work on. About par for the course for two sessions.

I worked on the bad ordered cars first. With the exception of two cement hoppers that needed heavy repairs after a “big fall” (to the floor) this work was done in about an hour – only needed about 10 minutes or so for each car. Each of the cement hoppers took about an hour of actual modeling time. Work on the locos took both less time (the coupler replacement) and more (the speed matching).

One of the issues on my own list was a track problem. One of the industry spurs at Zayante had a cross elevation problem. This was not an operational issue – cars didn’t fall off the track when spotted there. But they leaned noticeably to one side. I had put off repairs, but finally decided that the time had come. Like many of us I will be hosting layout tours and op sessions for the upcoming X2011W NMRA national convention in Sacramento. I didn’t want to have cars looking like they were about to fall off the edge of the railroad.

On the other hand I really didn’t feel like tearing up 3 feet of handlaid rail and ties. This after all was only a spur. I thought about and discarded several plans to raise the low rail on the aisle side. They were either unlikely to work, would take more time and effort than I wanted to devote to this project or wouldn’t look correct. I decided instead to lower the inner rail. It turned out to be another one hour fix!



In this overhead view Jim has all the tools of the “trade” laid out on the spur at Zayante.



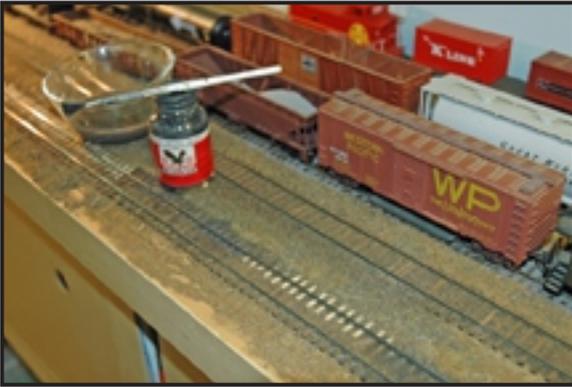
Next Jim reduced the tie heights with a chisel blade.



Jim made sure the bubble was on center before spiking the rail.

Continued on Page 31

Tales (Cont)



Some left over brush cleaner re- stained the shaved ties.



The last step was for Jim to re-spike the lowered rail. Only an hour!

I started off by establishing exactly where things started to go wrong. I then pulled all the spikes from the inner rail from that point to the end of the spur and simply pushed the rail off the ties and out of the way. I used a #17 blade to plane the tops of the ties. I tested for level as I went along. In some spots I also needed to remove the top layer of ballast – this particular blade will be headed for the scrap yard! In the end I had about half of each tie planed down to less than 50% of its original thickness on the inner end. I was left with a stretch of track with the ties half stained.

Back many years ago, when I used Floquil paints, I had a bottle of dirty thinner which I used to clean brushes. This thinner was just perfect for staining small areas a non-descript weathered wood color. It would have been just perfect for restaining the ties on the spur. Nowadays I have a very crusty old bottle of PollyScale grimy black I use for such things. It has something left in the bottom third of the bottle. This is apparently a combination of paint, water and fine bits of “stuff” I wouldn’t want to try to identify for certain. In any case I grabbed the bottle, a scenery brush and a Pyrex cup of water to dilute the paint. I then stained the ties making sure to go over the full length. Wandered off to do other things while it dried and then came back and spiked the rail back down. Done! Must be time to check the list again – but at least now I have a month or so before the national. See you there!

THE X2011 WEST BANQUET

By Jack Burgess

Publicity Chairman - X2011 West

NMRA Conventions typically conclude on Saturday evening with a traditional banquet. However, the Pacific Coast Region has always tried to be non-traditional regarding the NMRA banquet. At the convention in 2000, we held the banquet on an aircraft carrier! At this Convention, instead of the traditional banquet, we will again be doing something different which we call a “Nonquet”. On Saturday evening, save some money and have a nice dinner in a local restaurant. Then come back for dessert and a very special event. Winterail, which started over 30 years ago, was the first and is still the premier railroad photography show in the nation. For the first 25 years, the medium was color slides; everything is now digital. Wonderful and inspiring railroad images are choreographed to music in a way that enhances the storyline and completely immerses the viewer into the photos.

Vic Neves has been producing the Winterail event for the past two decades and will entertain us this evening with several of these popular presentations. Dessert will be served and there will be a No-host bar. Award announcements will be handled during the intermissions between the individual 15-20 minute shows. Expect out-standing photography that even non-railroad enthusiasts and non-rails will enjoy. The cost of this event is only \$5.00. You can purchase tickets online at the Company Store or just go to www.x2011west.org and click on “Banquet.”

OTHER OPTIONS

by Jack Burgess
Publicity Chairman - X2011
West Convention

Not everyone can take off work for an entire week to attend the week-long Extra 2011 West convention which starts the Fourth of July weekend. If you really want to attend and you live reasonably near Sacramento, don't get frustrated but instead consider other some options.

The full registration rate for the entire week is \$139, nearly \$40 less than for national conventions the past several years. That lower registration cost and the jam-packed week-long schedule of activities suggests a "hybrid" approach. Purchase a full registration and then start Friday evening, July 1st, with layout tours in the Bay Area as part of the Advance Section. Follow that by a day full of more layout tours on Saturday, July 2nd and more layout tours on Sunday morning. Plan to be back up to Sacramento by 1:00 pm when clinics start at the Convention Center and run until late that evening.

The following day is July 4th and a holiday for many. But it also includes a full day of clinics at the Convention. There are also clinics every evening of the week through Friday. There are also self-guided layout tours which extend into the evening hours on Tuesday, Wednesday, Thursday, and Friday. In addition, the Wednesday LDSIG layout tours extend into the evening hours. That can provide a lot of layout tour

Continued on Page 33

CLINICS AT THE CONVENTION

By Jack Burgess
X2011 West Convention Publicity Chairman

By now, everyone should know that the NMRA national convention will be held right in our backyard in Sacramento in July 2011. But you may be wondering why you should attend the Convention since you've already visited one of its premier attractions, the California State Railroad Museum, as well as some of the other attractions such as Railtown 1897 and the Napa Valley Wine Train. But one of advantages of hosting a national convention in our region is the ability for local attendees to spend the week attending clinics.

While clinics are always the part of PCR regional conventions, there will be nearly 150 different clinics available during this national Convention. National conventions also draw a long list of well-known presenters from around the country. Some of the presenters scheduled for our Convention include Dr. Bruce Chubb, MMR, who designed the Computer/Model Railroad Interface (C/MRI) System; Bob Church, author of several books on the Southern Pacific Railroad including a new one on Dunsuir; Charlie Comstock, editor of the online *Model Railroad Hobbyist* magazine; Miles and Fran Hale, representatives for Woodland Scenics; Art Fahie, owner of Bar Mills Scale Models; Joe Fugate, publisher of the online *Model Railroad Hobbyist* magazine; Richard Hendrickson, noted freight car historian; Tony Koester, author of numerous Kalmbach books and the monthly "Trains of Thought" column in *Model Railroader*; Trevor Marshall, writer and host of *The Model Railway Show* podcast; Scotty Mason, host of *Scotty Mason Show* podcast; John and Katie Olson, both long directly associated with Walt Disney and other WED railfans; Bob Pecotich, author of the new book on the SP Shops in Sacramento; Bill Schaumburg, editor of *Railroad Model Craftsman*; Andy Sperandio, Executive Editor of *Model Railroader* magazine and Editor of the *Great Model Railroads* annual; Dave Stanley, author of the book on the Central California Traction Company; Joe Strapac, author of the series of books on historic Southern Pacific Railroad diesels; Tony Thompson, PFE expert and SP freight car historian; Jack Verducci, MMR (Creative Architectural Designer and General Contractor) and Kermit Paul, MMR (Chief Electrical and Mechanical Engineer), on the team who constructed the 2000 SF, indoor, 1:32 recreation of the Lackawanna Railroad; and Kyle Wyatt, Curator for the California State Railroad Museum. An impressive list...and that is only some of the presenters.

The Convention clinic committee also worked hard to provide an extremely varied list of clinic subjects including a long list of brand-new clinics. Clinics will range of subject including:

Prototype Railroads and Modeling Them - Central California Traction; Chinese steam; Colorado & Southern; Modesto Empire Traction Company; Nevada County Narrow Gauge Railroad; Northwestern Pacific Railroad; Pacific Fruit Express; Sierra Railway; Southern Pacific Railroad (diesels, passenger cars, Sacramento Shops, and SP steam); SP Narrow Gauge; State Belt Railroad; streamlined trains in California; West Side Lumber Company; Yosemite Valley Railroad.

Industries - Anthracite railroads; American gas stations; California packing houses; copper production; grain elevators; LA Union Passenger Terminal; modeling an industrial corridor; sawmills.

Continued on Page 33

Options (Cont)

opportunities. There are also several operating sessions which are being held in the evenings during the week. The LDSIG Banquet will be held Friday evening at the California State Railroad Museum and is open to all attendees with an interest in layout design. The Railroad Prototype Modeler venue will be open Wednesday and Thursday until 8:00 pm for viewing the models on display. So, it would be easy to fill every evening of the week with more activities from clinics to layout tours to some of the SIG activities.

A full registration also provides entrance to the National Train Show® at no additional charge on Friday, Saturday, and Sunday. The National Train Show® will be open for Convention attendees on Friday but only until 6:00 pm. But it will be open again on Saturday from 10:00 am until 6:00 pm and on Sunday from 10:00 am until 5:00 pm. The normal cost for an adult admission is \$12 or \$22 for a two-day pass.

If you can take off a day or two but don't want to pay for a full registration, we will also have day fares which will allow you to attend a full day of events. More information on day fares is available on the convention website www.x2011west.org.

Clinics (Cont)

Modeling Techniques - Airbrushing (hands-on); building distressed wood structures; building DPM structures; building with brass; cardstock structures; craftsman structures; model railroad photography; rapid prototyping; weathering; working with plastics.

Scenery - Building scenery w/Woodland Scenics; incorporating aviation details; scenery techniques; tree making; easy city streets.

Layout Construction - Benchwork ideas; modular layout construction; using Woodland Scenics Foam.

Operations - CTC panels; developing an operations scheme; improving waybills; maintaining a layout and track; Passenger and Pullman service; prototype operations; prototype train dispatchers; telecommunications; Track Warrants and Direct Traffic Control; TT/TO dispatching; using Excel; working without a yardmaster.

Steam Locomotives - Rebuilding brass locomotives; troubleshooting and repairing brass steam locomotives; understanding steam locomotive details

Freight and Passenger Equipment - Freight car weathering; intermodal well cars; making RTR freight cars really RTR; SP freight cars you can model; SP business cars; Tangent Scale Models.

DCC - Overview; installing decoders; programming decoders; prototypical operation of the Tsunami steam decoders; DCC and sound.

JMRI (Java Model Railroad Interface) - Users meeting; Advanced Decoder Pro; OpenLCB; LocoNet signaling; operations.

Signaling and Computers - Introduction; building your own signals; signaling your railroad (Parts 1-3); trackside signaling; interfacing a computer to a model railroad.

Layout Design - Design boot camp; design tricks; layout design panel discussion; multi-deck design; track planning/layout design.

Free-mo - Introduction to Free-mo; modular signal system.

Sound, Animation, and Lighting - Layout sound applications; LED lighting effects; cars and locomotive lighting (DCC); model railroading using Arduino; working marker lights.

Research - Online resources for model railroaders; prototype research panel discussion; using the CSRM library and archives.

Prototype Steam Operations - Steam-up of Granite Rock No. 10; hostling a steam locomotive.

Large, Small, and Fine Scale Modeling - Modeling in Nn3; the Lackawana Railroad in 1:32; Strong, Maine in Proto 20.3n2; Proto:87 in 2011.

NMRA - Divisions the British way; running a Division; Boy Scout merit badges; Regions and Divisions Handbook.

Other - Creating your own website; hobby shop owner experiences; preparing the NKP for a video shoot; maintain your vision; Märklin update; railroading with Walt Disney; traveling toolbox system; wine tasting; working overhead wiring; World Wide Model Railroad Tour.

There is also the *Modeling with the Masters* extra-fare clinic series. A team of Master Model Railroaders will personally help you build a model during each clinic which you can take home at the end of the session. Subjects include a laser structure kit; a DPM structure; a white metal vehicle; plastic Walthers modular buildings; scratchbuilt freight car loads; and turnouts using commercial fixtures.



Coast Division held its Summer meet in Palo Alto on June 12. More details about that meet will be published in the next Branch Line.



Daylight Division held its Spring meet in Santa Barbara on May 21. More details about that meet will be published in the next Branch Line.



Sierra Division will hold its Summer meet on August 13. More details about that meet will be published in the next Branch Line.

NWPRRHS Clinic Track at X2011

By Gus Campagna

The Northwestern Pacific Railroad Historical Society decided to take the challenge and participate in this year's NMRA convention. We will have five themed clinics on Tuesday July 5th starting at 9:30 AM.

The first clinic will be by Fred Codoni, NWPRRHS Historian and Editor of our two publications. He will talk about the NWP being a modeler's dream, from ferryboats, narrow gauge, electric operations, standard gauge, freight, passenger and even broad gauge, the NWP had it all.

Following Fred's clinic I will present an overview of the Society's historic wooden car restoration effort. We have finished one cabooses, have another almost done and we are working on a Civil War era coach and a early 1900's baggage car.

Following me will be Ron Plies, MMR talking about his modeling of the NWP on the Eel River Valley Model Railroad Club layout. He and Don Nelson will describe how they set up operations on the club's layout.

Following Ron and Don will be Craig Hofer, a noted narrow gauge historian, talking about the early paint schemes of the Narrow Gauge engines.

Last, but certainly not least will be Ed Merrin's Cadillacs and Crummies, describing his efforts to shoehorn a NWP layout in part of a garage. Ed's layout is true to prototype, in scenery and rolling stock.

I hope to see many of you at our clinic track and I hope that you get a lot of inspiration out of our favorite prototype. You can see more detail of the Society on our web page at <http://www.nwprrhs.org/>

Made in the PCR

Sonoma Short Line & Extra 2011 West

by Steve Wesolowski

This issue, I realized some of the Most Fun Train Stuff currently being "made" in the PCR are Local Conventions, both Past & Future! And this year we have two of them!!

Sonoma Short Line When you read this, Sonoma Short Line, our 2011 PCR Convention, will be history. But, as I write this, SSL is still in my future. All of us lucky enough to attend SSL anticipate enjoying another fun gathering with some of the many interesting, fun and talented fellow model railroaders in PCR we're all fortunate enough to live in the same region with.

Because of all the SSL Volunteers plus the others who attend, we'll all enjoy sharing and seeing some exceptional models, photographs and handicrafts; to learn from and enjoy some exciting clinics; and be fortunate to visit some wonderful layouts conceived of and made in the PCR by some of our talented and creative fellow PCR members.

Extra 2011 West As I've been telling every modeler I see lately, Extra 2011 West in Sacramento is as physically close as a NMRA Convention is currently planned, within driving and/or ride sharing distance. Today, the news is gas should be lower by July.

Your chances of sharing housing costs with someone local, maybe someone you already know, are best, because more locals are probably going. Or, you may have friends or relatives in/near Sacramento to stay with. It's

Continued on Page 35

Made (Cont.)

also more likely you know [the] Sacramento Area enough to save on other costs, like which restaurants are reasonable.

The only NMRA convention I've attended was in Seattle, where I've returned often since for personal reasons. Because of [layout] and proto tours I enjoyed at that convention, my later visits there have been more fun, plus I enjoyed my convention tours more because I was at least somewhat familiar with the Seattle area from previous visits.

If you want to enjoy Extra 2011 West more, volunteer. When in Seattle I helped run the Timesaver, and so I made more new friends, who've each added to my further enjoyment of our shared interests in trains. I've volunteered enough for short stints during conventions to know even a couple hours helps. There are never enough volunteers, and helping is a great way to meet new friends.

I hope I'll see you enjoying some train fun in Sacramento in July. And, If you decide to come, I hope you'll also volunteer and make some more new friends.

Redwood Empire Division Report

By Steve Skold

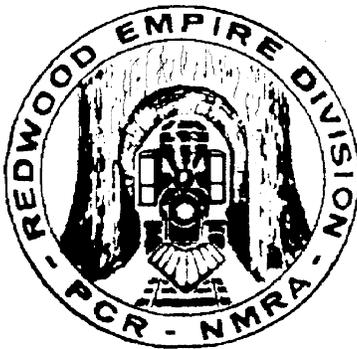
Our next meeting will be over before this comes out. We are electing a new Superintendent and Chief Clerk. These will be Stewart Benson and Verne Alexander. We also have a new editor for the Callboard, Dick Foster, recently moved from Reno to Sonoma.

Next week is the Sonoma Short Line mini convention in Santa Rosa. We are finishing up the details. I would like to thank all the committee members for all their help. Gus Campagna who did the clinics, program, Web site and anything else we need to be done. Mary Moore-Campagna handled the non-rail program and the lunch on Saturday. Tom Swearingen took care of the door prizes, Giuseppe Aymar the contests, Dave Croshere the Sunday morning breakfast and Annual Meeting. In addition, Carol Alexander was the registrar, Carol Skold the Treasurer and Ernie Simard and Dave Grundman did the layout tours. A late addition to the committee was Steve Lewis who helped Gus wherever he was needed. All I did was sit around and make sure all the work was done.

This is the Redwood Empire Divisions 50th Anniversary. We celebrated at lunch during the mini and at our May meet on May 21st. I joined in 1969 and missed the formative years and there are few left from those early days. Russ Clover and Brice Benson are the only two that come to mind.

After we relax from these two events, we can get ready for X2011W, the NMRA National Convention and Train Show in Sacramento. We have tentatively scheduled RED's summer picnic at Sonoma Train Town on August 20th. More details will be in the next RED Callboard.

I would like to thank John Rolston for his 11 years as Callboard Editor. He made life a lot easier for me these last 8 years reminding me of things I needed to get done. I will end this with a picture of the Whiskeytown & Shasta MofW gang getting the right of way ready for the layout tour at the next couple of conventions.



Whiskeytown and Shasta crew is grooming the right-of-way for your trip to the convention layout tours.
Photo by Steve Skold

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**Robert Hoffman's
Santa Fe HO layout
Photo by Joe Minor**

Advance Section Layout Tours

July 1- 3, 2011

by David Parks

X2011West Advance Section Coordinator

The X2011 West NMRA National Convention in Sacramento will have an Advance Section based in the bay area Friday July 1 through Sunday July 3, 2011. There will be both mini-bus and self guided layout tours that collectively will cover all the Coast Division territory. All layout owners are invited to host tours for these visitors who will be coming from all over the US and many foreign countries. Contact the Area Coordinators below to sign up your layout. In addition to Layout Tours, Prototype Operating Sessions, Railroad Tours, Industrial Tours and a Bay Cruise on the USS Potomac (President Franklin Roosevelt's personal yacht), will be offered in the Bay Area for those registered for this event.

All self-guided personal vehicle layout tours in the bay area are included with Advance Section registration. All layout tours on Friday and Saturday are available with bus transportation as an extra fare option.

Advance Section Schedule

July 1 – 3, 2011

July 1 Friday afternoon – Santa Cruz area

July 1 Friday evening – South East Bay area

July 2 Saturday morning – South West Bay area

July 2 Saturday afternoon – North East Bay area

July 3 Sunday – North West Bay area and on-the-way to Sacramento.

More Layout Tour Photos

EXTRA 2011 WEST

X2011

JULY 3-9, 2011 SACRAMENTO, CA
2011 NMRA NATIONAL CONVENTION

**Andy Schnur's C & O
HO Layout
Photo by Franklin
Avery**





NATIONAL MODEL RAILROAD ASSOCIATION, INC.

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Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

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

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 Z MODULE COOPERATIVE

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

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

Lewis (707) 527-0396. Web: <http://cvl.hobby-site.com>.

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

The Left Coast (Elsie) HO N30 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, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by I580 and 35th Ave. Dues \$10! Call 510 339 0550 (Bob) for an invite to see/chat/join.

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.com

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

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come Friday evenings between 7:30 and 10 PM (first Fridays are meetings); behind the scenes tours also available most Wednesdays 11 AM to 3 PM. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call (510) 236-1913 (to 8 PM). For other information or to schedule special events, email PR Director and Museum Secretary John Edginton: publicity@gsmrm.org. 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 the 1st Sat of the month, 7:30 PM. Contact: David Berriman P.O. Box 915, Arcata, CA 95518 707-825-7689.

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Clubs (Cont.)

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

Nn3 ALLIANCE

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOOn3 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 LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD ASSOCIATION (SLOMRA)

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

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 Art Sylvester, email: sylvester@geol.ucsb.edu. Facebook: <http://www.facebook.com/group.php?gid=163470062239>

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Clubs (Cont.)

SISKIYOU MODEL RAILROAD CLUB,

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

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

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

TRI-CITY SOCIETY OF MODEL ENGINEERS

The TCSME is located at 37592 Niles Blvd. Fremont CA 94536 in the Niles Plaza. We are currently building two new layouts. The N

Scale layout is in the restored Niles Depot and the HO layout is in the restored Niles Freight Building. Both layouts focus on Fremont, Newark, Union City and surrounding areas. We are looking for new members interested in building and running on the new layouts. We meet Fridays 7:30-9:30 PM and Sundays 10:00-4:00. Call 510-797-4449 for info. Please visit our web site at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org

WEST BAY MODEL RAILROAD ASSOCIATION

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