



BRANCH LINE

NMRA'S FIRST REGION

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July—September 2010



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President's Message

Ron Plies MMR

Well here I am in the last year of my office as your President. As I look back over the last three years the PCR is moving along just fine showing growth and enthusiasm for all of its activities. I've said many times that we have some of the most outstanding personnel in the NMRA running our region and divisions and, after these last three years, I am more convinced than ever that this is true.

We have just come off an outstanding convention in Sparks, Nevada in April under the very capable leadership of Ray Ritch with support from his committee, Dennis Stokely, Jim Long, Dave Grenier and a long list of others. We had a very good turnout, one of our biggest, even though many of our folks had to drive through a snow storm to get there. To all of those who came this year, you deserve a pat on the back for weathering the storm and coming to the convention. I was very pleased with the contest room which each year seems to be have more and more entries. The room was a larger room than we have had in the past and it was almost filled. The models were of the high standard that we have come to see in the PCR and the photos and crafts were great.

One member who did not read the rules, brought his photos under glass and was told that they needed to be taken out from the frames. He had them taped to "Kindergarten" construction paper as stated by our beloved contest chairperson, so the photos did not do so well. Now if this entrant had taken the time to read the rules he might have scored a little better. His initials are Ron Plies and

you would think he would know better, but at the same time you've got to love contests.

I was excited to hear all the reports from the different divisions and see the ever growing number of models being brought to these meetings whether to be judged or just for show and tell. This is what the PCR/NMRA is all about-- railroad models. I am looking forward to seeing more models at our division and regional meetings for the enjoyment of all.

I had the personal pleasure of awarding this year's Person of the Year for the PCR to Mr. Rod Smith. Rod is the kind of person that is always there doing whatever he can to make the PCR work. I asked one of our long-time members how long Rod has been a member and he stated "before the days of Noah". Thanks Rod for all the things you do.

**As I look back over the last
three years the PCR is
moving along just fine
showing growth and
enthusiasm for all of its
activities.**

One of the things that came out of our business meeting on Sunday morning was the approval by the membership to form a sub-division for the eastern side of the Sierras under the Sierra Division. It is so good to see the interest from all the members from that side of the hill and I understand things are coming together for some very successful meetings. If you are in Nevada or in Eastern California we trust you will take advantage of the meetings to be held, support them and be sure to bring your models.

Now let me tell you about a number of other things coming down the track. First, our next convention is a mini-convention to be held in Santa

(Continued on page 4)

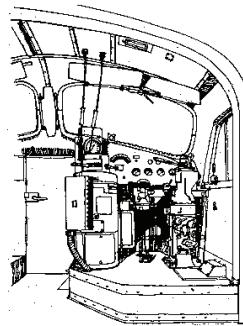
VIEW FROM THE LEFT SEAT

Pat LaTorres

Well folks, I'm back with another (hopefully) brief column from my view of the PCR. With the 2010 PCR Convention behind us I'll take a quick look back at our five days in Sparks. As expected, Ray Rich and his committee made Silver Rails a convention to remember, especially with over a hundred Harley Davidson owners and their bikes sharing the hotel with us! A few highlights that I want to touch on made the event especially memorable, though there were far too many special events to touch on them all. First off, the weather was something to remember. When was the last time that folks had to put on chains to attend a PCR convention? In spite of this, we had over 230 registered attendees, several from well east of the Rocky Mountains and from PNR and PSR as well. From the feedback that I heard, they had a grand time and were treated as members of the family. THIS is what makes the NMRA and the PCR especially a great group of folks to hang out with.

A really nice treat that was added to this year's convention (thanks for the idea, Jim) was the Modeling With The Masters program. Clark Kooning presented a group of diverse and very interesting hands on clinics for those that chose to participate. And participate they did, as far as I know, every one of the clinics was filled to capacity. I took the Laser Structure clinic and came home with a wealth of knowledge. Ronnie took the Scratch Building with Styrene and felt the same way. If this series ever makes it back into one of our conventions, it would be well worth the cost and time to take.

The other high point for me was the trip to the Nevada State Railway Museum and trip on the V&T. The trip to Carson City was a joy in itself; getting to see the work that they've done on their McKeen was worth the time. Then as an added bonus, we got to take a train ride on the V&T, from



Carson City to Nevada City. Either of these activities would be well worth the trip up from the flat lands and may be on my future "To-do" list – I still want to ride in that McKeen car.

Moving on from the Silver Rails, there is still a lot going on in the PCR over the next several months. Coming up at the end of June (possibly after this issue goes to press) will be the O Scale National Convention, at the Hyatt

Regency in Santa Clara (right across the street from Great America). Then from the 14th through the 18th of July will be the National Summer Steam Up, at McClellan AFB outside of Sacramento. Over that same week in July will be the NMRA 75th Anniversary Convention in Milwaukee.

And speaking of national conventions, X2011 West, the 2011 NMRA National Convention will be the first week in July. This convention will be in Sacramento and promises to be something special. Please note that the special registration rate of \$99.00 is only guaranteed through the end of the Milwaukee convention, so I strongly advise you to get your form in SOON! I don't know what the rate will rise to, but I assure you it WILL be going up. Also, know that there will be a number of other model railroad events going on right around this time. Take a look at my last month's column for more info.

Also, don't forget the 2011 PCR Convention in Santa Rosa next May. This is going to be a "Mini-convention", in that it will only be Friday evening, Saturday and Sunday morning. That being said, this promises to be mini in name only. The committee has already put together one great program and a grand time is promised for all. Speaking of future PCR Conventions, 2012 promises to be another one for the record book. This will be a joint PNR/PCR convention, in

(Continued on page 4)

(Continued from page 2) President's Message

Rosa by the Redwood Empire Division, May 13-15, 2011. Steve Skold, Carol Alexander and their committee are planning a fun-filled time with outstanding clinics and layout tours. The reason for this mini-convention is to fulfill the by-laws of the PCR, have a great time, and not compete with the NMRA National convention to be held in Sacramento July 3-9 under the leadership of Mr. Ray de Blieck.

The last thing I would like to tell you about is the joint convention with the PCR and PNR that is being planned for the late spring of 2012 in Southern Oregon. I am very excited about the interest that is behind the development of this convention and the folks like our own Mr. Ed Liesse now living in the Pacific Northwest Region, who are stepping up to help out. Your PCR Board has given its blessing to this idea and our convention chairman, Mr. Dennis Stokely, will be traveling to the PNR Board meeting in Seattle in September to work out some of the details. I am getting a number of e-mails showing a great deal of interest from both sides of the border so we are moving forward. I am hoping that the Powers That Be will allow me to welcome all of you to the 49th State of these United States, the sovereign State of Jefferson, (look it up on Google!).

Mark your calendars for these events and the ones in your division and plan on being at as many of them as possible. If you are not receiving your division newsletter by mail you can go on line. Each of the divisions has a web-page on which you can pull up their latest newsletter and get all the information of what is going on in that division. There is also a master calendar on the PCR web-page at www.pcrnmra.org. You can also find on that web-page links to the different divisions. When you go to these meetings be sure to bring those models.

Ron

(Continued from page 3) View From the Right Seat

Medford, Oregon and is planned to be around our regular spring dates. While the local folks from Oregon will be taking the point on this, there is going to be a lot of PCR involvement as well. This will be an opportunity to meet a lot of new friends and renew many ongoing friendships with folks from north of the border. There will be more on this as we move forward.

On non-convention matters, the folks from the Regions and Divisions Yahoo Group have been working hard to put together a book of "how to" thoughts for those on the local level, to help organize and run both divisions and regions. The idea was to give the local folks some tools to help improve the model railroad experience for our members and how to attract more modelers into our community within the NMRA. These people have put more hours into this project than many will ever know and we've had input from all across the organization. The premiere release for this book is planned for the 2010 NMRA National Convention (with release 0.8) and revisions and improvements ongoing from this. It will be released as a CD, but it is planned to also be available as a download from the NMRA national website in the future. While much of the coordination has come from PCR members, this is truly a cooperative effort from throughout the NMRA, and I can only thank everyone that has had a hand in this.

Finally, with the 2010 PCR convention, I'm now entering my final year as V.P. of the PCR. I can only say, I had no idea what I was getting into when I said yes to the nominating committee and I look forward to keeping the momentum going through this last year. I've already been asked if I plan to try and step up to the head chair and the answer is yes. I've seen a lot of changes in the PCR and how we do things over the past three years and I feel that the entire board has taken it as a challenge to work to make things better for our members. If ever you see a way that we can improve, please let us know – but be warned that we may ask you to help.

Until the next issue, keep it in run-eight.

Pat LaTorres, V.P., PCR/NMRA

Silver Rails Convention Tops Attendees

Now that the dust has settled around the Nugget Hotel in Sparks Nevada, all the volunteers and committee people who worked so hard to put the PCR 2010 Silver Rails convention together can take a well deserved pat on the back and a big “Thank You!”



As the old saying goes neither ice nor snow nor rain kept the over 260 convention attendees from finally getting to the convention. When the convention was in the planning stages the weather situation was discussed and dismissed as probably not a factor – think again! A few folks took the scenic Feather River route to Sparks, but almost everyone made it there for the opening day.

Looking back over the vast array of clinics and layout tours and the sold out “Modeling with the Masters”, there wasn’t a shortage of things to do and see. Many people commented on the history clinics, dealing with the V&T and other historic



elements from around the northern Nevada and California area. Many felt relating the local railroads and their history gave more substance to the clinics and the convention as a whole. The V&T was also featured on Saturday, as 144 attendees arrived at the depot just east of Carson City to board a “Silver Rails Special” train for a round trip up to Virginia City. Unfortunately the 2-8-0 steam locomotive had a brake problem and a diesel 70 tonner was substituted. With steep grades this was probably a good thing, all things considered. Fortunately the weather cooperated, blue skies prevailed, and everyone had a good time.

The self-guided tours appeared to be quite successful and we didn’t lose anyone out in the desert. On Friday, over 45 people carpooled to Portola for a chance to tour the Western Pacific Railroad Museum. Some people took advantage of



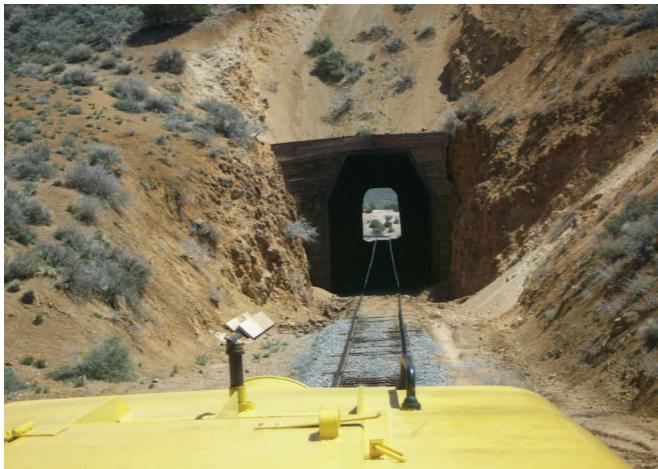
the “Rent a Locomotive” program while others spent their time looking over the vast array of old WP locomotives and rolling stock. Thursday’s trip to the Chinese Wall and Donner Summit was cancelled due to an excess of snow and ice on Donner, apparently not unusual this late in the season.

The three days and nights of layout tours went very well, along with the OPS sessions that were arranged by Seth Neumann and David Parks. It was interesting to see some different styles of layouts.

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(Continued from page 5) Silver Rails Convention

No one got lost thanks to the maps and individual GPS systems in cars. In some cases the layout rooms got over crowded with OPS personnel and layout visitors vying for viewing space. Even Jim Petro's large layout room got too crowded according to Jim, but everyone still enjoyed themselves. The Thursday evening layout tours to Carson City included two late afternoon side trips to Aztec Manufacturing, a producer of a variety of track cleaning cars, and Tahoe Model Works, the designer and manufacturers of high quality HO scale trucks. Both tours were quite informative and the two companies were pleased by the turnout.



Saturday, as was stated earlier, was the V&T tour and ride but we all caravanned to the Nevada State Railroad Museum for a very well received tour of the museum and shops and a first hand look at the newly refurbished McKeen Rail Car. Unfortunately it was still inside the shops being readied for its debut the following weekend. Then it was on to the Carson City Model Railroad



Association layout and the outside 2-foot gauge park railroad. The whirlwind day then was climaxed by the V&T ride and lunch in Virginia City and a rush back to the Nugget Hotel for the banquet and awards presentations.

This was an interesting and different convention in that we had quite a number of attendees from outside the area, including the Northwest, Southern California and a small group from back east. Whether it was Reno/Sparks, or the fact the PCR Sierra Division always puts on a great convention, it was gratifying to see such a diverse crowd in attendance. From all reports, things appeared to run smoothly and the clinics were all well received. The only thing that didn't quite make the schedule were the convention cars, which at this writing are still somewhere on the high seas or in a container on the loading dock at Intermountain. Further information on these cars will be available soon.

Again, thanks to all the committees, volunteers and the behind the scenes people who year after year make the PCR conventions a success. Next time the convention comes to Reno, it will be later in May to hopefully avoid bad weather –who knows!



Tales of the Santa Cruz Northern

The Breakfast Table

Jim Providenza

The breakfast table in the Providenza manse is a multi-faceted, multi-functional piece of – I hesitate to call it furniture, but let's do so for lack of a better term. It has history (it was my parents') and a future (my daughter and son-in-law who like mid-century modern hope to get it from us some day soon). It has been kept up (rebuilt and re-upholstered chairs) and wears its scars in Formica stoically. It wobbles a little. It is a place for family meals (always), sorting mail (most days), homework (under duress); school projects, wrapping presents and packages, sorting "stuff" that has accumulated in some corner of the house, occasionally serving as the SCN Mountain Dispatcher's desk and sometimes modeling. Back in the day – when I used to be an apartment dweller – the kitchen table was in fact the only place I could do my modeling.



Where do you do your modeling? I mean, I have three designated workbenches at home in San Rafael. Two are in the garage with the Santa Cruz Northern. The "machine bench" under Zayante is relatively new. I put it up after I started working on my large scale Sandy River & Rangeley Lakes and needed a place to put my long-stored Unimat lathe back into service. It also has a small drill press and a hobbyist table saw. The "clean" workbench sits under one side of the helix and is equipped with a piece of plate glass. I don't do a lot of "from the ground up" modeling there. In fact it often seems to have more life as the desk of the Agent-Operator at

Dougherty's – E. Rica! But it is essential nonetheless. Most maintenance tasks for the SCN take place there. My third workbench sits in the far corner of our living room – a small secretary desk with a drop lid desktop and three drawers. Here I do most of my modeling. The drawers are filled with DCC supplies, decals, weights, a soldering station. The pigeonholes contain everything from spare Xacto blades, to bad order tags, to packs of Kadee brakewheels and ladders. A piece of

Masonite is screwed to the fold down desktop to provide a work surface. Build a structure, install a DCC decoder, detail a locomotive, kitbash a piece of rolling stock – it has all been done there.

But some modeling projects simply overwhelm my normal modeling spaces. Large scale really is large – even small prototype

buildings scale out in one foot increments in 1:20.3. If the project is a long term one, I need to set up portable table – for some reason we have one or two around the house. But often such a project ends up on... the kitchen table. Convenient, clean, and usually available, it has the added advantage that I am forced to clean up and put things away immediately upon completion of the task at hand.

Where do you do your modeling?

Which leads to another question – how do you do you modeling?

(Continued on page 8)

*(Continued from page 7)**Tales of the SCN*

I almost always do my modeling alone. It is just the nature of things, isn't it? It is strange to reflect on, though. We stress in our magazines the wonderful fellowship side of the hobby – touting how one of the real benefits is to be found in the local division meets with friends, or the chance to see folks from afar at the PCR regional meet or the national convention. Yet how often do we actually model together? Our weekly NCNGRR round robin is one such opportunity. Gathered together at someone's house we work side by side on whatever projects our host has lined up. When the NCNGRR descends in force on the SCN we have been known to take over both the kitchen and the dining room tables! From time to time I have built models for someone – Gary Seigel's EK Division still needs even more coal tipples I think. Here the camaraderie comes through shared research and goal setting, planning and discussion as the project unfolds – and coal tipples tend to be rather big. Dining room table time!

I have mentioned before modeling with my son Mike. He was back from school this last holiday season and we spent time modeling together while down at the family cabin after Christmas. I was completing my large scale model of the SR&RL's caboose 556. There is room, barely, to work on parts of it at the secretary's desk, and I have been. But one night just before he went back to school Mike's plans with friends fell through. And so I asked, do you want to do some modeling? Yes!

The kitchen table was once more transformed. Mike brought out his latest Warhammer 40K army he is working on (Chaos plague marines, I believe), his paints and tools. I brought over the 556 and my modeling tool box. We spent two hours together, side by side, sharing our time and hobbies. In Roman times, table fellowship – inviting someone to 'sit at the table with you to dine' – had deep social and, depending on the circumstances, religious significance. Sharing the kitchen table together to model is, I submit, different but no less significant.

Editor's Notebook

By Bill Kaufman

(with apologies to Bill Schaumburg)

The convention was great fun. Others have written about the thrill ride that chains in the snow are for Flatlanders like me, but, once there, it was grand. I will say that the 700+ Harley Owners in their leather vests made our few "vesties" look a bit pale in comparison. The Nugget was obviously laid out to disorient a person and suck them into the games. You couldn't get from here to there without going through a million noisy machines. Still, it was a fun place to be.

I managed to miss the V&T ride (no tickets available when I realized that I didn't have one.) Instead I had a nice talk with Clark Kooning, the Canadian Director of the NMRA. Speaking of foreigners, Richard and Venita Lake had taken the train (imagine that) out from St. Louis. And our member from the East, Bill Schaumburg, flew in to give a clinic. Declaring that the Western Pacific was about as dead a railroad as was to be found, he and the Dead Railroad Society made a pilgrimage to the WP museum in Portola.

Lots of this issue is results of the convention. We've got all of the First Place winners of the contests scattered throughout the newsletter. The awards are here. Providenza's Kitchen Table is worthwhile as is Charlie Getz's Grim Reaper and we have all the usual reports from the usual suspects.

STATEMENT OF PUBLICATION

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Winners at Reno



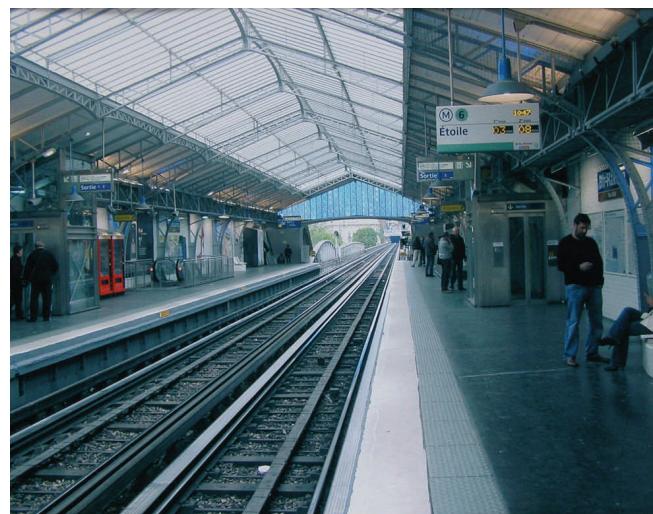
Popular Vote - Model and Best in Show

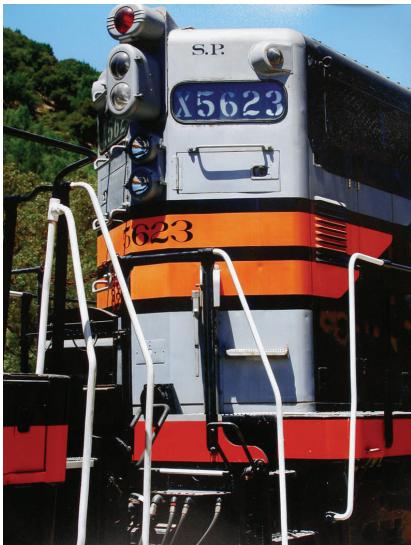
Giuseppe Aymar (Merit)



Popular Vote – Photo

Stan Keiser

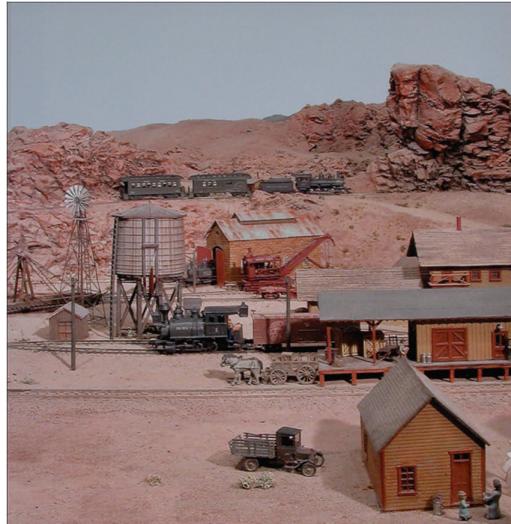
1st Place – Tracks & Structures - Steve Wesolowski

1st Place – Other

Ed Merrin

1st Place – Model B&W Jim Whaley1st Place – Trains in Action

Seth Neumann

1st Place – Model Color Thomas Knapp1st Place - Prototype B&W

Jim Whaley



Best in Show – Doug Wagner



1st Place – Working on the Railroad Ronnie LaTorres



Popular Vote - Crafts & 1st Place – Railroadiana Original - Kristy Webster



1st Place – Needlework Pattern Carol Skold



1st Place – General Original Tom Swearington



1st Place – Railroadiana Pattern Marilyn Long

There are more winners scattered throughout Branch Line. Pictures are thanks to Mark Schutzer, as usual



Redwood Empire Division Report

By Steve Skold

The 2010 PCR Convention in Sparks has come and gone. There will be lots of stories about the trip up through the snow including my first-ever use of chains. The highlight had to be the train trip from Carson City (actually Mound House) to Virginia City and back mostly over the old right-of-way of the V&T. John Ascuaga's Nugget was a great venue and it was fun sharing the facility with the HOGS. The food was excellent as it always is in a Nevada Casino and Hotel. John Ascuaga visited with a group of us at dinner on Thursday night and he came to visit the Contest Room on Friday.

RED members were successful again in the Contest. Carol Skold and Tom Swearingen both received first places in the Arts and Crafts Contest. In the Model Contest, Brice Benson took first in Display Open, Stewart Benson was first in Passenger Cars and second in Passenger Cars Novice, Giuseppe Aymar was first in Structures

Open and Best in Show with his Open Display with a spectacular bridge. Finally Ed Merrin had a first and a third in Prototype Print. Remember next year's Mini Convention will be in Santa Rosa on May 13, 14, and 15 at Finley Hall.

Tom Swearingen won the RED Member of the Year Award that recognizes all his hard work in supporting the Redwood Empire Division. Congratulations, Tom. Dave Croshere won the special door prize which was a two volume CD on weathering.

May 15th was the Spring Meet for RED and was held at Monroe Hall in Santa Rosa. We held our Annual Business Meeting. Carol Alexander was

announced as the re-elected PCR Director. She also was acting Chief Clerk as Ed Merrin was home suffering from a severe cold. RED had a large turnaround in finances due to the successful sales of the calendars showing NWP steam engines from the 1930's. We were also the recipient of a sale of one of Tom Swearingen's paintings. Our Show and Tell segment run by Giuseppe Aymar lasted about an hour with many models submitted and discussed. That has become the most popular segment of our meetings. That was followed by a hands on clinic by Don Clauder, Brice Benson and Bill Williams.

We used Clover House brick siding printed paper which were in turn printed on Epsom adhesive backed matte finish photo paper. The backing was peeled off and put on foam board or styrene sheets and then had windows and doors installed.

Our next meeting will be held on Saturday September 11th at the Willits, CA Roots of Motive Power

Festival. They will be steaming up all the equipment they have that is able to work including a steam engine, several steam donkeys and other equipment. Check www.rootsofmotivepower.com Also on display will be Bill Rose's Mode A Tour and the Early Day Gas Engine Society. We will have a table next to the NWP RR Historical Society. The Festival is free of charge but there is a charge for the afternoon BBQ across the street in the city park. Some of us are planning on going to Fort Bragg on Sunday to ride the Skunk.

The Fall Meeting will be in Lakeport and hosted by the Lakeport Club, who will provide clinics and lunch in addition to running their layout.

**The 2010 PCR Convention in Sparks has come and gone.
There will be lots of stories about the trip up through the snow including my first ever use of chains.**

Travelin' Around

By John Sing, Coast Division

Hello, all, and welcome to our quarterly "Travelin' Around" model railroad tour update. This quarter so much has been happening that I share photographic samples from a couple of different model railroad visits:

- 1) Four photos from the relatively new "Switzerland" exhibit at Miniature Wonderland in Hamburg, Germany (one of the world's largest and most complete model railroads)
- 3) Five photos of the new home of portions of John Armstrong's Canandaigua Southern O scale layout (saved from the dumpster and preserved for posterity by David Vaughn, Washington, DC area).



Miniature Wonderland May 2010 Switzerland



Miniature Wonderland May 2010 Switzerland



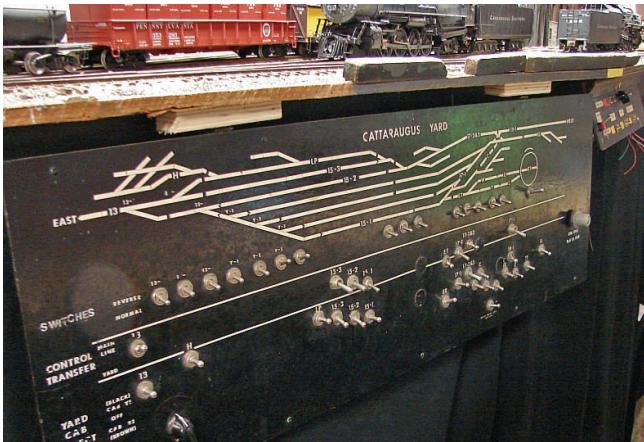
Miniature Wonderland May 2010 Switzerland



Miniature Wonderland May 2010 Switzerland



John Armstrong's O Scale Canandaigua Southern Cattaraugus Yard - October 2002



Original Cattaraugus Yard panel. May 2010 David Vaughn's Layout, Washington DC area. By the way, David will be out in the Bay Area for the O Scale National Convention in Santa Clara, CA, June 30-July 2, 2010. If you are at that convention, you can look for him at the "Nickel Plate" table in the O Scale Train Show.

Cattaraugus Yard Today
May 2010 David Vaughn's Layout



"Cosmetic Curve" on the
Canandaigua Southern.
May 2010 David Vaughn's
Layout

John Armstrong's O Scale
Locomotive
May 2010 David Vaughn's
Layout





Layout Design and Operations Special Interest Groups News

By Seth Neumann



The major SIG event this quarter in the PCR was our program at Silver Rails in Reno: We put on 9 clinics over two days (some of them more than once) covering:

- ◆ State Belt (Planning and Operating) by your editor, Bill Kaufman
- ◆ Layout Design for Dummies (1 & 2) by former LDJ editor Dave Clemens
- ◆ Dispatching with Track Warrants (Basic and Advanced) by former SP/UP Dispatcher Steve "Breezy" Gust
- ◆ Planning for Signals – Seth Neumann
- ◆ More Prototypical Waybills – Tony Thompson
- ◆ Commuter Operations – RMC Editor Bill Schaumburg

On Thursday evening we held Layout Design and Operations SIG meetings where members introduced themselves and discussed many topics of interest.

OPSIG held operating sessions at 5 layouts and about 75 people participated. Some of these were new to ops and performed well and will be great as time goes on. Our thanks to hosts Dick Foster, Charlie Lix, Jim Petro, Jim Price and Kent Williams.

The Sierra division presented several interesting museum/prototype tours of the Portola WP Museum, the Nevada State Railroad Museum and a great excursion on the V&T, for those needing prototype inspiration.

We also had a few out of town expeditions where a group of us and our Southern California

brethren visited and operated in Omaha, Kansas City and Washington DC. These layouts ran the gamut from the New York Central's Hudson Division, to the East Broad Top, to the CB&Q in Hannibal, MO, freelanced lines in West Virginia and a dark branch of the B&O in Virginia. Visiting operations exposes you to a wide variety of prototypes, regions and operating schemes you might never encounter at home, even though we have a rich operating community.

Looking ahead:

- ◆ The LDSIG and OPSIG will be participating in the "NMRA 75" convention in Milwaukee, July 11-17, 2010.
- LDSIG will be presenting a clinic track Monday, Tuesday, Thursday and Friday afternoon (ending at 4:00 PM so as not to conflict with OPSIG OP Sessions) see <http://ldsig.org/ldsigwiki/conventions/Milwaukee2010> for details
- OPSIG will be offering OP Sessions from July 10 -July 18, see the NMRA registration package for details <http://www.nmra75.org/NMRA%2075%20Full%20Registration%20Packet.pdf>
- LDSIG will be offering its traditional self-guided tour with 29 layouts available
- ◆ The La Mesa Club will be offering their "24 Hours of Tehachapi" Time Table and Train Order extravaganza in November, details to follow
- ◆ The Bay Area PCR/LD/OP SIG meet will be

(Continued on page 16)

(Continued from page 15) LD/OPSIG

held on the bye weekend between NFL playoffs and the Superbowl, 2011

- ◆ We will be hosting another BayRails March 17-19 of 2011 and will need local helpers.
- ◆ We will be hosting the Advance Section of X2011W in the Bay Area the weekend before the main convention July 1-3 2011 and will need local helpers. Contact David Parks.

That's it for now!



1st Place – Traction Kit Thomas Knapp



1st Place – General Pattern Marilyn Long



1st Place – MOW Kit Bob Wirthlin (Merit)



Best in Show! Carolyn Weber



1st Place – Needlework Original Susan Swindell

2010 PCR AWARD RECIPIENTS BOB BROWN RECEIVES JOHN ALLEN AWARD

By Dave Connery

This years John Allen Award was presented to Robert "Bob" Brown by PCR Honors Chairman, Ray deBlieck. Bob has been a lifelong modeler and was a perennial contest winner in PCR and NMRA in the late 1960's and early 1970's. In fact Bob took three First Places and the Brass Lantern Award at the 1971 NMRA Convention held in London but he is probably best known as the Editor of the *Narrow Gauge & Short Line Gazette* since 1975. Before that he edited *Finelines* magazine for 11 years (but Bob will be quick to tell you none of these nearly 48 years of bi-monthly issues would

have been possible without the full time support and unbounded efforts of his wife, Irene).

Bob has often shared his modeling, not just in print, but during Division and Region layout tours where his numerous layouts in HOn3, On3, On30 and Fn3 have been featured. In addition, Bob has been avidly collecting historic narrow gauge models which will one day be housed in a Narrow Gauge Model Railroad Museum. Bob serves on the Board of the Narrow Gauge Preservation

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PCR Honors Committee Chair, Ray deBlieck, on the right, presenting the 2010 John Allen Memorial Award to Bob Brown MMR on the left.

(Continued from page 17) Award recipients

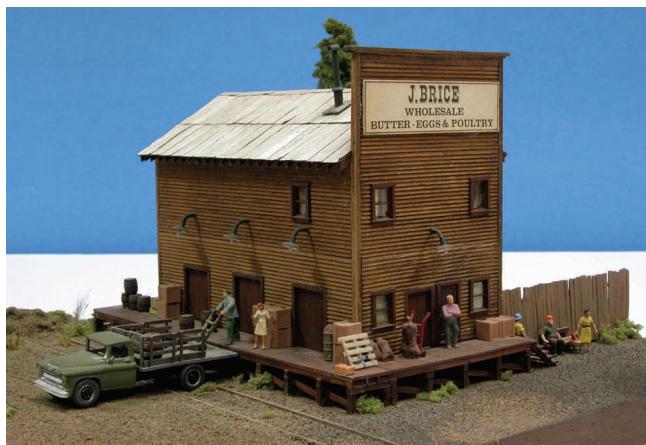
Foundation and has given generously of his time working on the 2004 National Narrow Gauge Convention and the 2006 National Garden Railway Convention Committees. Between 1999 and 2001 Bob built a layout in the Los Altos History Museum, still on view at the museum today showing visitors the role the railroad played in the town's early days.

Bob is a very well deserving recipient of this Award – presented to that person who best exemplifies John Allen's support for the model railroad hobby through his or her personal involvement and willingness to assist others in their pursuit of the hobby. Bob is the acknowledged leader in the promotion of narrow gauge modeling throughout the country and his impact on our hobby is beyond estimation. The Gorre & Daphetid Operators and past recipients of the John Allen Award serve as the award selection panel.

This year, President Ron Plies presented the President's Award to Rod Smith. Rod is currently the Coast Division Director on the PCR Board, is a past Coast Division Chief Clerk, is the PCR Member Aid Chairman, has served in various capacities on the 1990, 2000, 2003, 2007 and 2009 PCR Convention Committees and worked on the 2000 NMRA Convention. RED Director Carol Alexander presented the RED Member of the Year Award to Tom Swearingen. Coast Director Rod Smith presented the Coast Member of the Year Award to Steve Weslowski. Steve has been a tireless promoter of PCR and NMRA since taking up the hobby again in 2000. He produces a flyer to advertise each Meet, heads the NMRA promotion table at local GATS shows and has worked on several PCR Conventions hosted by Coast. Daylight Director John Houlihan presented that division's Member of the Year Award to Jay Smith, who has been instrumental in getting the Divisions Meet Door Prize program in high gear. The Sierra Division Member of the year was presented by Mary Moore-Compagna to Richard Klammer. Dick has been an invaluable helper at Sierra sponsored PCR conventions and you can almost always find his ever smiling face behind the registration desk at these events.



1st Place – MOW Open Bob Parrish (Merit)



1st Place – Structures Kit Frank George



1st Place – Structures Open Giuseppe Aymar (Merit)

FACING THE GRIM REAPER: DISPOSITION OF A MODEL RAILROAD ESTATE

By Charlie Getz

*(Charlie is not naturally gloomy. I asked him to write up something for us about this subject.
Editor)*

My “day job” is attorney although I do not intend this article to be considered “legal advice” by any stretch. I’ve also been a modeler for many years and write a column for the Narrow Gauge and Short Line Gazette. Many of you also know that I serve on the Board of Directors of the NMRA and on its Museum Committee. In that latter capacity, Gazette Editor, MMR and Museum Committee member Bob Brown and I have provided advice and assistance to a number of PCR/NMRA members who are disposing of their property, usually for health reasons or as part of an estate. In this brief article, I would like to discuss options available to both the modeler and his loved ones as they face the necessity of one day disposing of model railroad material.

It is so important to have a plan in place for your estate, whether it is model railroad oriented or not and this is especially true for model railroad equipment. A plan is needed because of the sometimes unrealistic expectations of the survivor concerning that equipment, misconceptions about its value and rank ignorance as to methods of disposal. I am sure that none of us wish to leave a legacy of worries and hurt for our loved ones. Therefore, a little advanced planning and thought can do a world of good.

First, draw up a written series of instructions. Discuss those with your significant other and

family. What do you want to have happen to your equipment?

Secondly, if you do not have an inventory with values attached, please try to make one. It can be simple as a narrated video tape or as complex as a spreadsheet. But at least it gives your loved ones a rough idea of what things are worth. This is no

time to cut corners - the "\$25.00" brass engine which you may have told your spouse about when you bought it, should be listed at its true current value. Your spouse will be amazed at how much the engine has appreciated! And review your values once in a while. Some prices go up; others down. That

PFM Sound System for example may not be worth as much as it once was.

Third, have a frank and open discussion about the benefits/problems in disposing of your collection. One of the common misconceptions we run into when discussing model railroad disposal with survivors centers on value and means of disposal. Some survivors are completely unrealistic about value and either think that the materials have great value because they are “old” or have little value because they are “toys”. Of course, it is sometimes difficult to explain to a grieving family member that their loved one’s beloved trains are not “extraordinary” and therefore really not worth a lot on the resale market.

Other times, it is difficult to explain that certain items have great value while other items are

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It is so important to have a plan in place for your estate, whether it is model railroad oriented or not, and this is especially true for model railroad equipment.

*(Continued from page 19)**Grim Reaper*

essentially without great value. They simply have a hard time grasping the difference between, for example, a painted brass locomotive and a more mundane painted plastic locomotive.

It is also difficult for survivors to understand initially the bewildering choices of disposal options available. Yet they should be discussed with both pros and cons addressed. EBay is often cited as an option until you consider the effort and steps required to dispose of sometimes hundreds of items. Who will photograph, list, pack and mail all of those items? On the other hand, if the survivor has the skill and time to market on EBay, it can be a very useful tool to maximize the sale proceeds from a model railroad estate.

Some hobby shops buy estates outright, but the seller should be aware that they will not buy at "retail value" but only at wholesale, which can be as much as sixty percent below the estimated resale value. After all, the hobby shop is spending its hard earned money up front with no guarantee that all of the items will sell or sell at the desired price. Essentially, for a substantial reduction, you shift the risk of sale and effort from yourself to the hobby shop. For many, this is a very good trade. For others, if money is important, it is not the most optimal way to achieve a maximum return.

A third option is selling at a train show. Renting a table is generally inexpensive and again, if the railroad equipment is desirable, it can be sold at a fair price at such train shows. Of course, the downside is that the seller must have some knowledge of the value of the materials, be prepared to label everything and be prepared to take back home a majority of the items should they not sell. There is also the problem of "bottom feeders"; those people looking for a deal and sometimes taking advantage of the "ignorance" of the seller if they themselves are not hobbyists. Still, for ease, this in many ways is better than EBay or selling wholesale to a hobby shop outlet. It does not necessarily guarantee sale of all items.

A fourth option would be to donate the materials to a nonprofit model railroad organization should you not need to sell the products for income.

Many people really don't need the money from the sale of their model railroad estate. They are looking for a fair disposition and more importantly, for someone who would "enjoy" their loved ones' collection. I personally think that donation, where money is not an issue, is probably the best way to maximize the estate. If you donate it to a 501(c)3 organization, you will accomplish two important goals. First, you receive a nice tax deduction based upon the fair market price of the donated goods. There are a number of model railroad appraisers who can assist you in determining that number. For NMRA members, Bob Brown and I have done numerous appraisals throughout the country and are more than happy to consider any request for such a service. We never charge. Further, such a donation can assist that organization in not only providing material that may be of use to the organization but also an ability of the organization to sell any surplus or unwanted items and raise capital for their programs.

Fourthly, an individual, club or association can step forward and offer to buy the entire collection. This would probably maximize the amount received, but a warning here. Unfortunately, Bob and I have encountered on far too many occasions, persons who contact the survivors following a death of a hobbyist, express sympathy, view the collection, and then lowball an offer as if they are doing a great favor for the surviving family members. Obviously, I take a very dim view of such tactics, but there are those who unfortunately see this as a legitimate business opportunity. They then turn around and sell the collection at much higher prices at train shows or on EBay. If you are approached by an individual offering to buy the estate, get a second opinion as to its value before selling. Although it is not unfair for anyone to offer to buy at less than retail, sometimes these offers are well below wholesale.

Finally, materials can be auctioned and there are two possible venues. There are commercial auction houses that on occasion handle scale model railroad equipment. But these auctions are very unusual and generally, commercial auction houses have no interest in the mundane sorts of items that

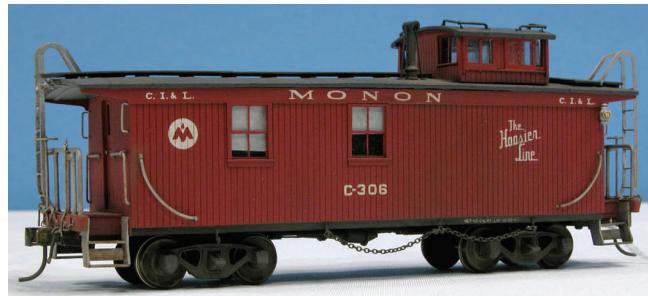
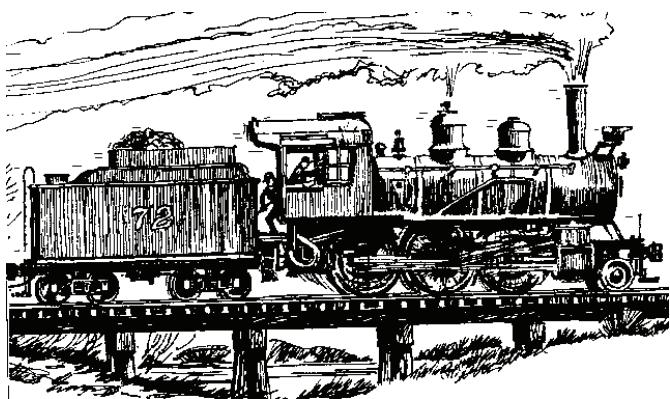
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(Continued from page 20) *Grim Reaper*

all of us possess and would form the bulk of most estates. The PCR Coast Division also offers auction services, and these auctions are absolutely worth consideration. Yes, you pay a premium to the PCR (10%) for the ability to auction the items and yes, there is work involved in filling out the tag items as well as limits on a number of items for any particular auction. But overall, this is a fairly painless way to have an estate not only sold for income, but also passed on to persons who are truly interested in obtaining those items.

Obviously, death and disposal of an estate are distasteful subjects. I wish we did not have to discuss them. But as we all age, it is a topic that is increasingly urgent. Most importantly, for those who survive, the best way to keep the memory of their loved ones' hobby alive is to make an effort to ensure that those remaining in the hobby have an opportunity to acquire some of the equipment and enjoy it just as your loved one did. I can think of no better tribute to a loved one than to support organizations he or she supported and spread the joy of a hobby that he or she enjoyed.

As always, should you have any questions about any of these points, please feel free to contact me and I will try my best to confidentially respond. Please understand though, I cannot give legal advice and certainly do not consider myself to be an estate planner. Yet, these are important issues and should be addressed. I hope you will do so



1st Place – Caboose Open Roger Nulton (Merit)



1st Place – Diesel Kit Ed Hall (Merit)



1st Place – Caboose Kit Thomas Knapp

Spotlight Corner

by Karen Keifer

I spent a lot of time in the contest room at the recent Regional Convention in Reno and was able to get quite a few interviews! Carol Alexander was one of those, who graciously consented to share some of her railroad experiences.

Carol is on the Board of Directors, representing the Redwood Division. She was Superintendent for her division for four years, then was appointed as a fill in for the vacant director spot, which she was recently re-elected to.

When Carol was 3 or 4 years old, she said she would run to the back of their property to watch the Santa Fe go by, with no fence separating her and all that steel! She didn't have the privilege of owning a train set as a child, but educated herself by reading anything she could get her hands on about trains. She didn't want her younger brothers to also be deprived and bought them an American Flyer set when she was in high school. Carol said she would do any odd jobs she could find; painting, weeding, babysitting, etc. Now that is real sibling love! Although the younger boys never latched onto the hobby, it was enough to give Carol "the bug" and she began planning her first locomotive purchase.

After graduating from high school, Carol joined the Air Force and was stationed at Beale AFB. She worked with 5R-71 ground support, computer operations. It was during this time in 1972 that she finally fulfilled her model train dreams and started an N-scale layout. However, before leaving the Air

Force in 1977, she sold the N-scale collection and switched to HO scale, purchasing a Mantua locomotive kit.

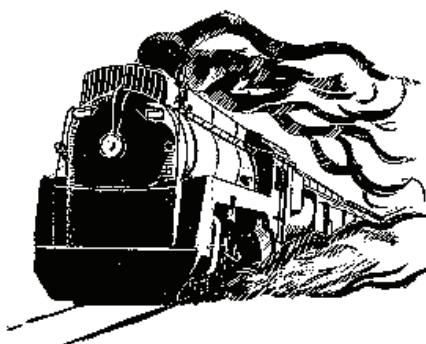
(She said she still has this locomotive!)

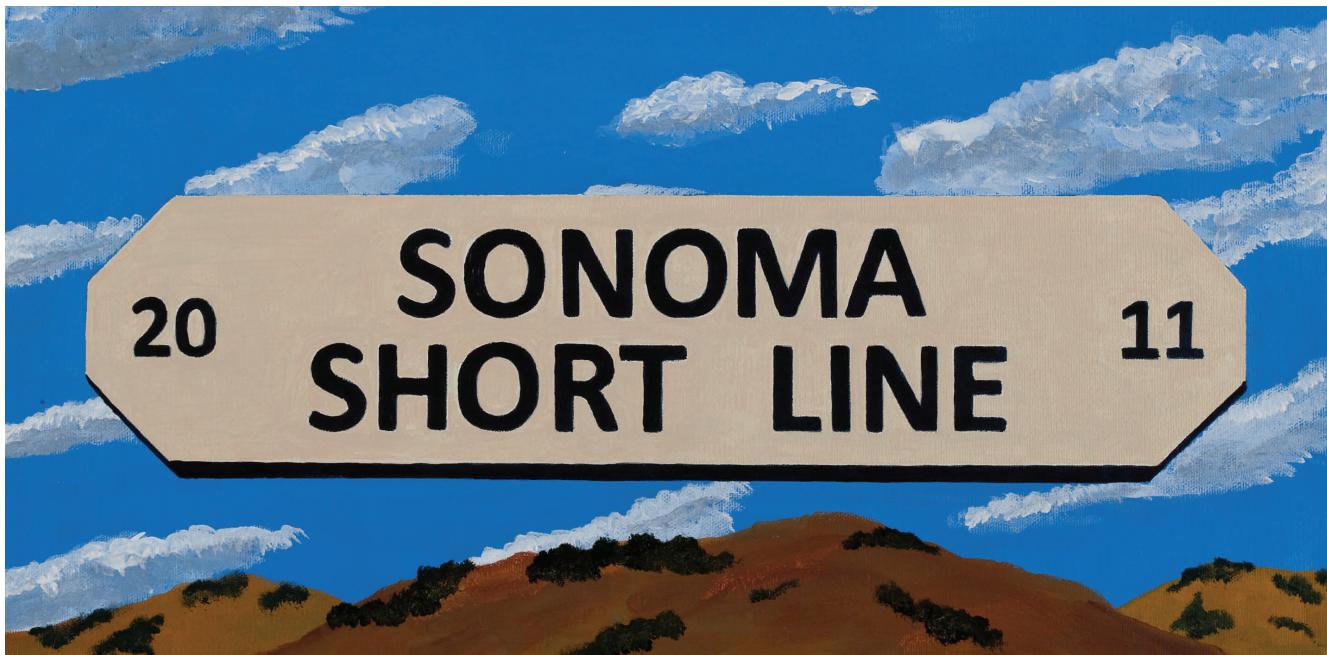
Carol joined the NMRA in 1973, mainly for the purpose of participating in an auction of Howard Fogg prints, which she said she won the bid on one of them. She has been with us ever since and has been more than just an active member. She was a volunteer at the 1981 San Mateo National and kept busy working as the hotel coordinator.

In the summer of 2009, Carol took a ride on the Coast Starlight from Oakland to Seattle, then cruised up to Juneau, Alaska and back. But that wasn't her first dream trip! She flew to England in 2005 and went on five train trips, which included Wales, Perth-Scotland and all the way up to

Inverness, Scotland. I can only imagine how beautiful it must have been!

Thanks Carol for sharing with us and I enjoyed talking with you!





Sonoma Short Line PCR's 67th Annual Convention

This convention is different than most as it is a "Mini".

Since the NMRA is holding their Annual Convention in our region, we are cutting the 2011 PCR convention short, so as not to be in competition.

Check out <http://www.visitsantarosa.com> for information on where to stay and eat in the Santa Rosa area.

This convention is the kick-off event of the Redwood Empire Division's 50th birthday party. It promises to be a heck of a year.

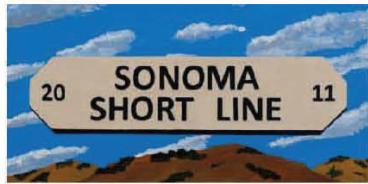
We will begin on Friday afternoon, with the PCR BOD meeting. Following that will be layout tours starting after dinner.

Saturday will be full on GO. There will be a no-host continental breakfast served in the courtyard, and a full contest with

models, photos and arts and crafts will take place all in one day. There will be clinics offered as well. In the evening, after dinner, there will be more layout tours.

On Sunday we will have a combined Awards Breakfast and Annual Meeting. This is included with your registration. There will be even more layout tours scheduled for the trip home Sunday afternoon.

Be sure to visit our website, <http://www.pcrnmra.org/conv2011/> for more details as they get finalized.



PCR/NMRA

Sonoma Short Line

2011 Convention

Santa Rosa, Ca

May 13, 14, & 15, 2011

Return Form and Payment to:

Sonoma Short Line
c/o Carol Alexander
5307 Spain Ave
Santa Rosa, Ca 95409

Email: carolnmra@msn.com
 Website: www.pcrnmra.org/conv2011/

Hosted by: Redwood Empire Division, Pacific Coast Region, National Model Railroad Association

Registration Form

Last Name: _____ First Name: _____ (will print on badge)

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ email: _____

NMRA # (membership is required): _____ NMRA Region (if not PCR): _____

Registration type: Model Railroader Non-Rail YouthPrimary Scales and Interests: HO S N O G Narrow Gauge SIG Other: _____**Additional Registrant Living at the Same Address:**

Last Name: _____ First Name: _____ (will print on badge)

Registration type: Model Railroader Non-Rail Youth NMRA #:

Item	Qty	Price ea.	total
Full Fare Registration		\$50.00	
Spouse/Partner Non-Rail Registration		25.00	
Youth Registration		25.00	
Breakfast only for non-participating spouse or partner		15.00	
Convention car (hand car with trailer and shed)		10.00	
Shirts (royal Blue w/logo) size: <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> XXL <input type="checkbox"/> XXXL		25.00	
Total			\$

Make payment by check or money order payable to: Sonoma Short Line Convention.

Send payment to: Sonoma Short Line

Hotel and Restaurant Information: www.visitsantarosa.com

c/o Carol Alexander

5307 Spain Ave

Santa Rosa, Ca 95409



Coast Division Report

By Rod Smith

Due to a necessary re-scheduling of the June Coast Division meeting to June 13 this year, the Branch Line deadline arrived before our meet. Therefore, we cannot report on what happened at the meet. It hasn't happened yet! But, I feel confident it was another great meet with clinics, the contests, a full auction, and good food provided by the Job's Daughters. Speaking of Job's Daughters, they have for many years staffed a snack bar at our meetings. This meet, they are also providing the roof over our heads. Through their kindness, we are enjoying a new meeting site, the Mountain View Masonic Lodge. The next Branch Line will have all

posted bi-monthly and runs over 100 pages each issue. The May/June 2010 issue has a nice layout tour of Coast member Jim Dias' Western Pacific layout with pictures and an interview with Jim. The March/April issue had an article showing how easy it is to construct a static grass applicator, like the Noch commercial one, for around \$40. The pieces are on my workbench as I write this. Many subjects of interest and layout tours are included and you can't beat the price.

On the subject of computer downloads, I recently found a nice article about coloring rock



The world famous Coast Division Auction in action at our last division meeting

the details about this June meet plus a report on the September one. A twofer!

In lieu of the usual report, let me offer some items of interest (I hope) to modelers; some with Coast Division ties. First, how many of you are subscribers to the Webzine Model Railroad Hobbyist? <http://model-railroad-hobbyist.com/>. If not, why not? It's free to download and anyone with a computer and internet access can read it. It is

walls in the March 2010 issue (pages 6 & 7) of "The Wig Wag" published by the Eastern Iowa Division of Mid-Continent Region.

<http://eid.mcronmra.org/PDFs/WigWag201003.pdf> Looks easy and fast.

For those of you who subscribe to Model

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(Continued from page 25) Coast Division

Railroader, each week in the e-mail for Model Railroader.com arrives and usually has an



We have clinics at our meetings

interesting segment called Modeling Tip of the Week. It's worth sitting through the new products to see and there is always a humorous ending to the show.

I am convinced model railroaders are the nicest, friendliest folks on earth. Recently I spent a week in Utah, partly to visit the Gold Spike National



We break out the new "Timesaver". The John Allen original is in a museum.

Monument. Not being familiar with Utah, I sent an e-mail to someone I'd never met but knew he lived in Northern Utah asking about must see places there. I mentioned my interest in attending the 141st anniversary at the site. Now, he could have just told me about the Ogden museum and some scenic place in Weber Canyon, but no, he invited my wife and me to meet him at his home and together with his wife we could all go to Promontory together. Wow! Turns out, his family had homesteaded in the Promontory area and he was a great guide as we went along. Plus, I got to visit his basement and see his layout! That, plus the Ogden museum with its collection made for a great day. They have one of the two remaining Turbine locomotives from the UP there plus a sister of the 844. And they allow access to the cabs on most engines. Another day, I rode the Heber Valley Railroad. It was chilly so I wore a denim shirt from the Narrow Gauge



And the Job's Daughters feed us.

convention in Santa Clara in 2004. Hey, it still fits! A fellow noticed the logo and asked if I was a modeler. He's from New Hampshire, models in O scale and has attended several O Scale West meets in Santa Clara. What a small world. We chatted as we rode the train and I think he may come out to Sacramento for the X2011W convention next year.

I know it's too late to invite you to our June meet, but remember and mark your calendar for September 12 when we have our Coast Division meet at Buchser Middle School in Santa Clara. More good clinics, contests, auctions and food!

It's the People

By Jim Long

I have been a member of NMRA for some time now. I got started in the late 60s or early 70s. I joined NMRA and enjoyed the Bulletin but there was something missing. I dropped out for a while because I moved from Southern California, was busy with small children, etc. I then got involved with the Tri City Society of Model Engineers. One of the members there talked me into going to a Coast Division Meet. There I found what I was looking for. There were a lot of other modelers there. They had clinics, an auction, food and friends. This is what I was missing before because I didn't join the Region. What I was missing was the people.

After some time, I got involved with the Coast Division Management. Later I got involved with the PCR 2000 Convention and the 2000 NMRA National Convention. I did several jobs but what kept me doing these things is the people. I enjoyed the people I was working with and have made lifelong friends. Now I have friends in many states because of my involvement with NMRA, PCR and the local division.

During the last couple of months a couple of things have happened that shows the kind of people that we have in PCR. The 2010 Silver Rails PCR Convention was held April 28 – May 2. I was the registrar for the convention which made me very busy when the convention started. Everyone was getting their registration packages, paying for tours, etc. Many people had to drive over Donner Summit to get to Sparks. There was a winter snow storm on Tuesday and Wednesday and this delayed several people. The clinics started at 1PM. Several of the presenters were delayed. Some decided to take the train and they got to Reno about 4 PM. We had many people there that expected to see clinics. There were several other people that went to John Marshall, clinic chair, and volunteered to present a clinic. Some were presenting later in the week and

some were not but they saw a need and said I can help and filled in. They did this with a big smile. This shows us the quality of the people in PCR

On May 23, I had to go to Southern California for a family event. It was a surprise party so we couldn't get there early. We planned to go Bakersfield to stay with other family members. The day before there was a Daylight Division Meet in Fresno. I contacted Doug Wagner and asked him if he planned to go to Fresno and asked for a ride from there to Bakersfield. He said he was attending and there was room in his van for me to ride. We drove from Cameron Park to Fresno and arrived at 10 AM. My wife then drove the Bakersfield to go to her sister's home. At the meet there were 3 clinics, a great lunch and an operating session at Marlin Costello's layout. After the operating session we drove to Bakersfield but stopped halfway there and had a great dinner. There were 7 of us in the van. I got to my sister-in-law's at 10 PM that night. It was a great day.

On Sunday we went to the surprise party in LA and then went back to Bakersfield. On Monday, Doug picked me up and we went to lunch at a café next to the BNSF yard. There were 6 people there and they were all members of the Bakersfield Club. We then had a tour of the club. I saw both the N and HO layouts. After that we drove home and stopped in Fresno at John Houlihan's home and saw his layout. This made a great weekend because of the friends that I have made in PCR and NMRA.

What made this great was the people and friends that I have made because of my membership in NMRA and PCR. Sure NMRA is about standards, Scale Rails, The Branch Line, etc but most important IT IS THE PEOPLE.



Daylight Division Report

By Chuck Harmon

<http://www.pcrnmra.org/daylight/>

Daylight Division held its Spring Meet in Fresno at the home of Marlin and Patricia Costello on May 22, 2010.

The meet began with the usual morning treats and fellowship around Marlin's expansive Goshen and Goosechase Railroad in a 40' by 40' outbuilding at the rear of his property.

Our first clinic was by Gary Saxton on using Microsoft Excel® to make graphics and other items for a model railroad. Gary showed us how to tap the little-known features of the software to make track diagrams, car cards, build siding material, windows and other items.

Bob Pethoud presented a clinic on building light-weight modules for a portable switching layout. Bob brought a complete 12-foot long layout in the trunk of his car. He demonstrated how to construct the benchwork and wire the layout for DCC. His handout included dimensions for constructing additional modules that would easily connect to his, and challenged us to add to the length of his project by building our own.

A third clinic was offered by Ron Baker on making scenery with Geodesic Foam from Bragdon Enterprises. He brought a partially-done display to illustrate the various stages in the construction of



Ron Baker explains the technique for coloring Geodesic Foam scenery.

the scenery. During the time allotted for the clinic, Ron was able to create a foam rock form with a mold, attach it to the display and apply color and texture.

Meet attendees were treated to a delicious lunch provided by our host and hostess, Marlin and Patricia Costello.

During the business meeting, Director John Houlihan announced that Jay Smith had been selected as Daylight's Member of the Year. Elections chairman Doug Wagner reported that the tally of mailed ballots showed Dave Grenier had been elected to serve a two-year term as Division Superintendent, and that Suzanne Paff had been elected to serve a two-year term as Chief Clerk and Paymaster.

Norman Morrison won the \$25.00 door prize. Additional raffle items included an Accurail box car donated by Dave and Tami Baker of **Terri's Timeless Treasures**, A Hank Johnston Book donated by **Chuck Harmon**, two \$25.00 gift cards from Kayanne Yung and Nick the "Train Guy" of **Hobbytown, U.S.A.**, two tee shirts donated by Charlie Worstell of **Tom's Trains**, two sets of HO-



Gary Saxton presented his clinic in the living room, in spite of a burned out bulb in the PCR projector.

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(Continued from page 28) Daylight Division

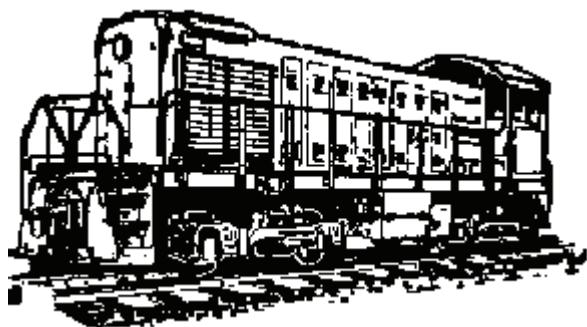
scale indicator light numbers from John Houlihan of **Irish Tracklayer**, a full set of Kasiner Hobbies extruded aluminum cars donated by Roy Ogle of **Roy's Trains and Things**, and a SBHRS Commemorative Box Car from **Dave Grenier**.



The sun was shining brightly for Bob Pethoud's clinic on the courtyard patio

The meet was followed by an operating session on the Goshen and Goosechase, and layout tours to John Houlihan's O-Scale Santa Fe layout, Gary Saxton's N-Scale Ontario and Western layout, and Chuck Harmon's HO- Scale San Joaquin Central layout.

Future Daylight Division meets are scheduled for August 21st at Tehachipi and November 20th in San Luis Obispo. For details go to the Daylight Division web site at www.pcrnmra.org/daylight



1st Place – Steam Kit Thomas Knapp



1st Place – Diesel Open Charley Lix (Merit)



1st Place Passenger Novice Stewart Benson

ACHIEVEMENT PROGRAM

Master Builder—Motive Power

By Jack Burgess, MMR

Given the continuing stream of new super-detailed diesels and steam engines which flow into our hobby each year, it would not be surprising if the amount of scratch building of locomotives continually decreases in direct proportion. The Master Builder – Motive Power certificate includes a requirement to scratch build a locomotive and that requirement may mean that this certificate is one of the hardest to earn. (Although I'd say that earning Association Volunteer certificate is much more time consuming!) Like the other certificates, the full requirements for this category are available on the web at www.nmra.org. You can also get a copy of the requirements by calling me.

Motive power refers to any type of steam, diesel, or electric locomotive, traction unit, maintenance vehicle, or other type of self-propelled vehicle that runs on track. That definition therefore includes everything from speeders and streetcars to the newest diesels. Not included are powered models of prototypes that were not powered (vehicles such as a powered hand cars) or unpowered models of prototypes which were powered.

The requirements for Master Builder - Motive Power follows the same general format as the other Master Builder certificates. To qualify for this certificate, you must build three models of railroad motive power. If desired, these models can be of different gauges and/or scales. They must meet the following criteria:

- ◆ All of the models must be capable of self-propulsion.
- ◆ Each of the models must score at least 87½ points in an NMRA contest or under the AP Merit Judging program.
- ◆ Each of the models must be super-detailed

with either commercial or scratch built parts.

- ◆ In addition to being super-detailed, at least one of the three models must be scratch-built.

Currently, one of the favorite aspects of our hobby is kit-bashing/super-detailing diesel locomotives. Such a modeling project, if it scores the minimum 87½ points, would meet this requirement.

To qualify as scratch built, the model must contain the following scratch built items:

- ◆ Steam locomotives - Frame, boiler, cab, tender frame and body, and either valve gear or main or side driving rods.
- ◆ Other motive power - Body, frame, cab, truck side frames, and pantograph or trolley poles if applicable.

Items such as the motor, gears, drivers or wheels, couplers, trucks, etc. are all excluded from the requirement for being scratch built. Note that the term "scratch built" implies that the modeler has done all of the necessary layout and fabrication that produces the final dimensions, appearance, and operating qualities of the model. This is a good statement of the intent and spirit of the "scratch built" requirement. Notice that it does not say that the use of a few commercial detail parts will disqualify the model as being "scratch built".

In general, the same standard applies that is used in contest judging: "Completely Scratch built" means that 90% or more of the model was scratch built. (But you still need to scratch build the specific items listed above.) This means that in contest or merit judging, the model you are claiming as "scratch built" should have earned at

(Continued on page 31)

(Continued from page 30) Achievement Program

least 11 points in that category out of a possible 15.

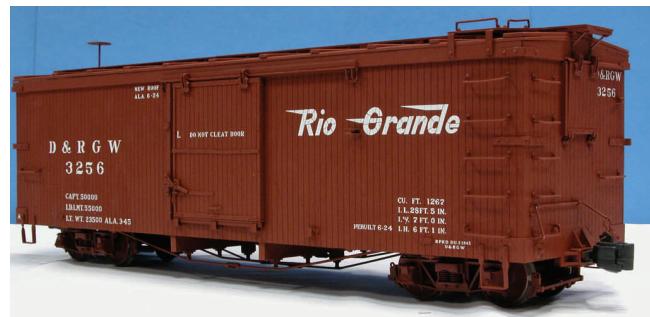
Once you complete these requirements, submit a Statement of Qualifications (SOQ) that identifies the models and the commercial parts used, etc. The easiest way to do this is to enter the model in a Divisional, Regional, or National modeling contest and simply attach a model contest form which includes this information and also documents your score. 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!

I am happy to announce that Stewart Benson and Howard McKenney have been awarded Golden Spike awards, hopefully the first step toward becoming an MMR for both of you. I am also pleased to announce that Joseph Giuseppe Aymar for has been awarded an AP certificate for Author, Mark Schutzer has been awarded an AP certificate for Association Volunteer, and Robert Booth has been awarded an AP certificate for Master Builder - Cars ...congratulations to all three of you!

If you are working on your AP certificates and want to ask questions or get encouragement from others doing the same, note that there is a relatively new Yahoo chat list for the Achievement Program:

<http://groups.yahoo.com/group/NMRAAP/>

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 35.



1st Place Freight Car Kit

Jim Petro



1st Place – Steam Open Mark Schutzer (Merit)



1st Place Freight Car Open

Clark Kooning (Merit)



NATIONAL MODEL RAILROAD ASSOCIATION, INC.

4121 Cromwell Road
Chattanooga, TN 37421-2119
Phone (423) 892-2846 FAX (423) 899-4869
Email: nmrahq@aol.com Website: www.nmra.org

Complete all personal information, select membership type(s) and subscription choices. Enter all totals in Payment block below.
Welcome Aboard the NMRA!

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

NMRA Membership Type Circle the Option of Your Choice	1 Year	2 Years	Total
Member with NMRA Scale Rails Subscription - All Rights and Benefits; includes NMRA Scale Rails.	\$51.00	\$102.00	
Member without NMRA Scale Rails Subscription – All Rights and Benefits; does not include NMRA Scale Rails.	\$36.00	\$72.00	
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Name: DOB:			
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Region Subscription Options for Member						
Circle the Options of Your Choice						
Subscription Type	1 Yr	2 Yr	Subscription Type	1 Yr	2 Yr	
21-Northeastern Subscription	\$ 7.00	\$14.00	29-Mid Continent Subscription	\$12.00	\$24.00	
22-Niagara Frontier Subscription	\$10.00	\$20.00	30-Mid Eastern Subscription	\$ 6.00	\$12.00	
23-North Central Subscription	\$ 7.00	\$14.00	31-Lone Star Subscription	0	0	
24-Thousand Lakes Subscription	\$10.00	\$20.00	32-Mid Central Subscription	0	0	
25-Pacific Northwest Subscription	\$ 6.00	\$12.00	33-Southeastern Subscription	\$10.00	\$20.00	
26-Pacific Coast Subscription	\$ 6.00	\$12.00	36-Sunshine Subscription	\$ 6.00	\$12.00	
27-Rocky Mountain Subscription	0	0	37-Pacific Southwest Subscription	\$ 8.00	\$16.00	
28-Midwest Subscription	\$ 6.00	\$12.00	* Out of region subscribers may be charged additional fees by Region			

COMMENT	NMRA Membership Total: \$	
	Region Subscription Total: \$	
	Grand Total: \$	
PAYMENT		

All Payments must be made in U.S. FUNDS ONLY • Make checks payable to NMRA
We also accept MasterCard, Visa, American Express and Discover

Credit Card No: - - - - Security Code

Expiration Date: / Month Year Signature

Go to the NMRA website at www.nmra.org and visit the online store for latest merchandise updates

Club Info

ALAMEDA COUNTY CENTRAL RAILROAL 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:gllslewis@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 "Z-Bend 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

We are located on the second floor of the Crockett Odd Fellows Lodge at 645 Loring Ave. Our three level mushroom style, HO scale layout occupies the full area of the old Lodge Room (36' X 60') with track laid and operational on the first level (staging) and second level (Oakland to Benicia). We meet Wed. and Fri., 7:00 to 10:00 PM. Phone: 510-787-6703 (recorder). Mail: P.O. Box 4057, Vallejo, CA 94590-0405 E-mail: LoggingRR@aol.com or Lambert5522@att.net. Place "Carquinez Model Railroad Society" in the subject line. Web: www.CarquinezMRS.org

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: Brad Squires, 707-568-4298 or Don Hanesworth, 707-823-9615 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) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-322-7955; John Spelce in Martinez, 925-228-3279; or Ken Lunders in Cupertino, 408-777-9572.

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

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

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Visit us during weekly public hours as shown on our website or 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 are also available most Wednesdays between 11 AM and 3 PM when work is going on. 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

MOTHER LODE 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:

(Continued on page 34)

(Continued from page 33)

NapaJohn@napanet.net Web: www.nvmrc.org

Nn3 ALLIANCE

Our 700 members in nine countries model narrow gauge in "smaller scales". Nn3 describes 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Our local portable exhibition layouts and modules regularly appear at conventions and shows. The Nn3 Handbook, 140 pages with 400 illustrations, covering all aspects of small scale narrow gauge, is available through the address on the website.

Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006

Web: www.Nn3.org <http://groups.yahoo.com/group/nn3/>

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: 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 CLUB

SLOMRA members are actively engaged in HO, N, O and On3 scales. Work & run sessions on our N-scale modular layout monthly, and we are actively seeking new members to join us! Evening meetings on the 3rd Mon. of every month - 7pm at the Oceano Depot in Oceano. Contact info: Web: www.sломra.org Email: info@sломра.org. Emailing list: groups.yahoo.com/group/SLOMRA. Jim Keating 805-458-8734

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

We meet every 3rd Tues. at 7:30 PM, and other times. The club has no address, but consists of enthusiasts of all scales and prototypes in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. Activities include operations and work sessions at member layouts, and field trips. Membership is \$2 per month. Contact: Secretary Walter Naumann, 805-564-1359 email: WINaumann@aol.com

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-CITIES MODEL RAILROAD CLUB

The TCSME is temporarily without a home or layouts. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please visit our website 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=

If you would like your club listed, send a brief description and contact information to whk58@pacbell.net or Bill Kaufman, 32 Salvador Way, San Rafael, CA 94903

CALL BOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)

• President	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Vice-President	Pat LaTorres	(510) 317-7456	duhnrd@pacbell.net
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
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• Director, Daylight Division	John Houlihan	(559) 435-0874	oscalejohn@gmail.com
• Director, Coast Division	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Director, Sierra Division	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
• Director, Redwood Empire Div.	Carol Alexander	(707) 537-8108	carolinma@msn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz

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• Audit Committee Chairperson	Dennis Stokely	(925) 828-1990	DStokely@sbcglobal.net

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• Membership Promotion Chair.	(vacant)	---	---
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• Education Committee Chair.	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coord. Chair	Dave Parks	(650) 961-7644	bearwestern@comcast.net

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• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pernmra.org

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• 2011 Santa Rosa -- Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com

CONTEST DEPARTMENT

• Manager (see Div. chairs below)	Bill Scott	(559) 298-7715	vallyflyer@aol.com
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ACHIEVEMENT PROGRAM DEPARTMENT

• Manager (see Div. chairs below)	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
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NON-RAIL ACTIVITIES DEPARTMENT

• Manager	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
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DAYLIGHT DIVISION

• Superintendent	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Chief Clerk & Paymaster	Suzanne Paff	(559) 645-5145	suzannepaff@comcast.net
• Editor, <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
• Contest Chairperson	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Membership	Doug Wagner	(661) 589-0391	carldw@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net

COAST DIVISION

• Superintendent	Mark Schutzer	(650) 369-0481	mark.schutzer@sbcglobal.net
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• Editor, <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Contest Chairperson	John Sing	(650) 372-0765	singj@us.ibm.com
• Achievement Program Chair.	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Membership	Darrell Dennis	(510) 303-3431	u8444p@comcast.net
• Member Aid (Key Contact)	Rod Smith	(510) 657-3362	Railgeezer@aol.com

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• Editor, <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 872-3894	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net

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• Editor, <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net
• Contest Chairperson	Giuseppe Aymar	(707) 584-1477	Giuseaymar@aol.com
• Achievement Program Chair.	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Membership	Roland W. Rasmussen		bigtimeit@aol.com

HAWAIIAN DIVISION

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

July 11 - 18, 2010 - NMRA 75th Anniversary National Convention and National Train Show, Midwest Airline Center, Milwaukee, WI

July 17 - 18, 2010 - 10:00 am to 4:00 pm, The Great Train Expo, Santa Clara County Fairgrounds, 344 Tully Rd, San Jose, CA. Adults: \$7.00, Kids under 12: Free!

August 21, 2010 - 9:30 am to 6:00 pm, Daylight Division Meet, Village Grill Restaurant, 410 E. Tehachapi Blvd, Tehachapi, CA.

September 11, 2010 - 10:00 am - Redwood Empire Division Summer Meet and Picnic, at Roots of Motive Power, 420 East Commercial St, Willits, CA

September 12, 2010 - 9:00 am to 5:00 pm, Coast Division Meet, Buchser Middle School, Santa Clara, CA

September 18 - 19, 2010 - Coast Tours - North West Bay Area.

September 30 - October 2, 2010 - 2010 Annual Conference, Southern Pacific Historical & Technical Society, Doubletree Hotel Sacramento, Sacramento, CA.

