

## EXTRA 2011 WEST



2011 NMRA CONVENTION - SACRAMENTO, CA

**Extra 2011 West**, the 2011 NMRA National Convention, will be held in Sacramento, CA on July 3-9, 2011. Although registration and tour sign-ups can be made online at [www.x2011west.org](http://www.x2011west.org), this registration packet is being provided for those who have requested “paper” forms. The Registration Packet includes information on all of the Layout Tours, Prototype Tours,

General Interest and Non-Rail Tours. The package includes a Registration form and an Order Form for these activities along with Company Store merchandise and a hotel housing form.

### Convention Activities

Most of the Convention activities, including clinics and the National Train Show®, will be in the Sacramento Convention Center with a few activities in the Convention Hotels.

### Convention Hotels

Extra 2011 West has two official Convention Hotels. Both are located in the middle of downtown Sacramento and are equidistant, just a few steps from the Sacramento Convention Center. The Sheraton Grand Sacramento is located at 1230 J Street. The Hyatt Regency Sacramento is a block away at 1209 L Street. Please do not contact the hotels directly for reservations. They do not have our room block information. All hotel reservations are being handled through the SCVB Housing Bureau. Room rates are listed on the Housing form included in this pack. Please note that as of this date, and as indicated on the housing form, the Sheraton Grand is sold out of rooms with two beds.

### Tours

*Ordering Tours:* Please indicate the quantity and the total amount for each tour or event on the Order Form. After completing a section, add up the total for the items desired and place that total in the box at the bottom of the column. These totals should then be transferred to the ‘Totals’ boxes in the SUMMARY section at the end of the Form. Double-check your addition before writing your check as it is easy to make a mistake on a complex form like this. One check may be submitted for multiple registrants.

*Planning:* We recommend that you sign up for tours promptly as tours are subject to cancellation if they don’t fill in time. Avoid disappointment by registering early for your activities. Although we try to optimize tour timing to provide the maximum time between returning tours and departing tours, tours may run late. Use care when scheduling back-to-back tours.

*Access:* Many of the tour sites have limited handicap access. Most home tours are not wheelchair accessible. We have tried to indicate the level of accessibility in the individual tour descriptions. Please check tours you have selected to be sure they do not contain restrictions you can not meet. Also plan to wear appropriate clothing and shoes to fit the nature of the tour you are taking. Those tours we have confirmed as Handicapped Accessible are noted with \*HA\*. For layouts, it is noted in the layout descriptions. Please let us know in advance if you have special needs on tours, and we will do what we can to accommodate those needs.

*Cancellation:* Our refund policy is on the Convention website at [www.x2011west.org](http://www.x2011west.org). If you do not have Internet access and want a copy, please contact us.

*Tours Numbering System:* Understanding the tour numbering system can help with ordering. “A” are Advance Section activities (July 1-3), both layout tours and other tours. “AT” are for group Amtrak transportation from the Advance Section to Sacramento. “L” are Layout tours, “P” are Prototype tours (either active or historic railroads) or industrial tours, and “G” are general interest tours (including the two dinner trains). The first digit is the day of week. Tours that begin at the California State Railroad Museum have a “2” as the second digit while Self Guided layout tours have a “5” as the second digit. Note that the Sierra Sunrise tour that combines layouts and Railtown 1897 is listed with Layouts Tours. Tour AP23 Niles Canyon includes Amtrak transportation to Sacramento and AG21A is an add-on for Amtrak transportation to Sacramento.

Mailing Address – The best way to register is online through our website at [www.x2011west.org](http://www.x2011west.org). However, if you prefer to mail in the registration form and tour signups, please mail the registration form and X2011West Order Form only to: **X2011West Registrar, 530 Fig Tree Lane, Martinez, CA 94553**

## Layout Tours

AL01 SANTA CRUZ BAY					
Friday	Afternoon	July 1	\$30.00	Dep 12:30 PM	Ret 5:30 PM
Santa Cruz Bay area. There is also a self-guided tour to these layouts and more, see SAL01. <b>Advance Section registration is required to attend Advance Section events.</b>					
HO	<a href="#">Guy Cantwell</a>	<a href="#">Willoughby Line</a>			
13' X 22' Double Deck	80% rough, 10% detailed	CVP Easy DCC	Several steps and/or duck under(s)		
Double deck protolanced railroad depicting West Coast steam era					
HO, HO <sub>n3</sub>	<a href="#">F. John LaBarba</a>	<a href="#">Sonora Pacific &amp; Southern Pacific</a>			
20' X 20'	90%	DC Radio	Average house 1-2 steps <a href="http://fjohmlabarba.com/25401.html">http://fjohmlabarba.com/25401.html</a>		
HO/HO <sub>n3</sub> layout depicting a Calif. narrow gauge RR interchanging with the SP in the 1940's to 50's. A series of scenes, each with its own theme, set apart effectively by scenic dividers. Very fine rockwork and scenery. There are freelanced depictions of Los Angeles, Westside Lumber, and gold mine/mill complex. Featured in RMC and Narrow Gauge and Short Line Gazette.					
HO HO <sub>n3</sub>	<a href="#">Jim Vail</a>	<a href="#">Glenwood &amp; Black Creek NG (and Central California Coast SG)</a>			
14 X 33 plus	98%	DCC & sound	Several steps and/or duck-under(s)		
The G&BC narrow gauge represents 1/2 of a mountain division. Heavy freight and passenger trains work from several staging yards across the 2 1/2% grades over Cumbres pass - most require helpers. In between 8 towns and industries are serviced by peddler freights. There is also a 35 scale mile heavy branch line regularly in use, and a branch and facilities depicting the West Side Lumber Co. The std gauge loops through the layout and emulates the SP. 98% scenicked.					

AL03 SOUTHEAST BAY					
Friday	Evening	July 1	\$30.00	Dep 7:00 PM	Ret 11:00 PM
Fremont - Pleasanton. There is also a self-guided tour to these layouts and more, see SAL03. <b>Advance Section registration is required to attend Advance Section events.</b>					
HO	<a href="#">Jack Burgess</a>	<a href="#">Yosemite Valley RR</a>			
400 sq ft	100%		Several steps and/or duck-under(s) <a href="http://www.yosemitevalleyrr.com">www.yosemitevalleyrr.com</a>		
Jack's layout replicates the prototype Yosemite Valley Railroad circa August 1939 via a multi-deck design. The scenery, scenes, vegetation, and details on the layout all match the prototype. All seven of the YV's prototype locomotive roster circa 1939 are modeled. The rolling stock is a combination of scratchbuilt, resin and styrene kit models and the models reflect the types and ownership of freight cars which might have been on the railroad in the time period being modeled. All 100+ buildings on the layout are scratchbuilt from plans based on photos and available information. Jack's Yosemite Valley Railroad has been featured in numerous articles in Model Railroader, Railroad Model Craftsman, Model Railroad Hobbiset and Great Model Railroads, most recently in the January 2010 edition of Railroad Model Craftsman.					
HO	<a href="#">Jim Dias</a>	<a href="#">Western Pacific</a>			
400 sq ft	95%	NCE	Several steps and/or duck-under(s)		
Highly detailed Feather River Canyon in the 1930s, Keddie Wye					
HO, Fn3	<a href="#">Dave Connerly</a>	<a href="#">Sierra Carson &amp; Truckee (HO) and South West Side Lumber Company</a>			
10 x 17 HO and 50 X 40 Garden	100%	NCE for HO and Radio Control for Fn3	Several steps and/or duck-under(s)		
Dave has 2 layouts, an Fn3 Garden Rwy in the backyard and an HO layout in a room in his garage. HO - In a room created in a one car garage space. Era is 1929. Lower level is Sierra Railway and upper level is Virginia & Truckee. Levels connected with helixes. Includes appearances of West Side Lumber Co and Carson & Colorado (HO <sub>n3</sub> ). Numerous scratch-built prototype structures along with kit and bashed scenes. Fn3 - Relaxing garden setting features an 8' waterfall, scale models of the Bourland and Little Reynolds Creek Bridges (Trestles), scale plantings and numerous scratch built and craftsman kits of rolling stock used on the West Side in the 1920's - 1930's. Motive power is Bachmann geared locomotives re-worked to better replicate specific West Side equipment. Layouts have been featured in RMC in May 2000 and MR in May 2004.					

HO	<a href="#">Bob Osborn</a>	<a href="#">Chicago &amp; Mackinac Railroad</a>			
20' X 22' (two car garage)	70%	EasyDCC Wireless	Several steps and/or duck-under(s) <a href="http://www.cmrrailroad.com">http://www.cmrrailroad.com</a>		
C&M purchased the old GR&I line from the PRR and has turned it into a somewhat profitable railroad. Runs from Grand Rapids to Mackinaw City, with staging in Fort Wayne. Interchanges with the Soo Line via the RR Ferry at Mackinaw City. Dispatcher controlled 300' single track mainline with sidings. Several towns on the line offer lots of local switching. Mainline through freight and passenger trains keep the local crews busy. Operates using wireless EasyDCC. Car forwarding is CC&WB. Communication via FRS radios. Fast clock & timetable for passenger trains. Basic scenery about 70% complete, with more details needed. Full crew is 10 operators.					

AL11 SOUTHWEST BAY					
Saturday	Morning	July 2	\$30.00	Dep 8:00 AM	Ret 12:00 PM
San Jose - Los Altos. There is also a self-guided tour to these layouts and more, see SAL11. <b>Advance Section registration is required to attend Advance Section events.</b>					
On3	<a href="#">Dave Adams</a>	<a href="#">D&amp;RGW Durlin Branch</a>			
17ft X 27ft	90%+	Easy DCC, radio Soundtraxx sound	Average house (1-2 steps)		
D&RGW freelanced narrow gauge with elements from 3rd & 4th div.					
HO	<a href="#">Rick Fortin</a>	<a href="#">ATSF Coast Lines, Fourth District, Valley Division</a>			
1240 sq ft, 30ft x 49ft	30%	Wireless NCE	Average house (1-2 steps)		
HO Scale proto-freelanced extension of the Santa Fe in the early 1970s from the SF Bay Area to Portland; modeled portion runs from the Central Valley town of Chico to McCloud just south of Mt. Shasta in a purpose-built 30' x 49' room. Double deck point-to-point, mainline 85% complete with approx. 550 feet of track in place, permanent track is handlaid. 30% scenicked. Dispatcher; interlocking tower; large yard with two switch crews and yardmaster/hostler; small yard with a full time switcher; heavy duty freight with some passenger; local switching; branchline. Wireless NCE; FRS radios; Track Warrants; car cards & waybills. 46" duck under to enter layout.					
HO	<a href="#">Seth Neumann</a>	<a href="#">Union Pacific in Niles Canyon</a>			
12' x 35'	70%	NCE DCC Radio	Average house (1-2 steps) <a href="http://www.bayrails.com/layouts2.php?m=neumann">http://www.bayrails.com/layouts2.php?m=neumann</a>		
The layout is set in the East Bay Area in 1999. The railroad represents the former Western Pacific San Jose and 1st Subdivisions, now the UP Niles, Oakland and Milpitas Subdivisions. The railroad is a branchline which supports an Auto plant (NUMMI) and a number of smaller industries. Dispatching is by TCS (using CATS) which replicates a Digicon console. All signals are repeated on color lite signals above the layout. A unique feature of the layout is that there is no yardmaster, only a clerk. This is because the prototype Milpitas Yard has no permanent switcher. The clerk is responsible for managing the yard and the near by NUMMI plant, writing switchlists to instruct the crews where to place cars. All crews do their own work passing through the yard.					
HO	<a href="#">David Parks</a>	<a href="#">Cumberland West</a>			
1200 Sq Ft	30%	Digitrax DCC, Tower controlled interlocking section, telephones	Several steps and/or duck-under(s)		
Two railroads run side by side in western Maryland and northern West Virginia. Both railroads have major junctions in Cumberland and interchange traffic at several points. The B&O has Color Position Light signals controlled by five towers with touch-screen CTC panels. 30% Scenicked.					

AL14 NORTHEAST BAY					
Saturday	Afternoon	July 2	\$30.00	Dep 1:00	Ret 5:00
Oakland - Pleasant Hill. Return Stop - Jack London Square. There is also a self-guided tour to these layouts and more, see SAL14. <b>Advance Section registration is required to attend Advance Section events.</b>					
HO	<a href="#">Wayne Floyd</a>				
16x22	100%	NCE DCC or DC by Aristo-Craft	Average house (1-2 steps)		
Main line is SP, branch line is Sierra RR up to saw mill, Logging RR to logging camp. Layout includes: Two towns, Citrus Grove with SP Station, Ice House and Facilities, Freight Dock, and more. Oak Flat with an SP and Sierra Station, Engine Yard with TurnTable, 5 Stall Round House,					

Machine Shop, Logging Mill, Black Smith Shop and Logging Camp. A Mine with Head Rig, Boiler House and Black Smith Building. Note wheelchair 2 inch riser Duckunder removable.				
<b>N scale</b>	<a href="#">Steve Van Meter</a>	<a href="#">South West Pacific</a>		
44' by 16'	75%	NCE Radio throttles DCC	Average house (1-2 steps)	
Transition era steam and first generation diesel power in the East Bay. Passenger traffic is still significant for the railroad. The SP was still the "Friendly" railroad. Piggyback service started in 1953, with yellow reefer blocks, black Overnights, locals, and short commuter runs found on this railroad. There is also an ectopically placed scenic loop located in the Bay Area.				
<b>HO G</b>	<a href="#">Kermit Paul MMR</a>	<a href="#">Lone Pine &amp; Tonopah</a>		
27 X 44	100%	Progressive cab control	No hazards	
Access via a step, but negotiable, driveway.				
<b>HO</b>	<a href="#">Andy Schnur</a>	<a href="#">C&amp;O Alleghany Subdivision</a>		
22' x 48'	90%	DCC	Average house (1-2 steps)	
Main line extends from Alleghany, Virginia to Prince, West Virginia with staging representing Clifton Forge, Va and Handley, WVa. There is a branch line off the main at Prince leading to the town of Raleigh, WVa with three coal mines to work and some industries in the town of Raleigh. Mainline industries include a large power plant, limestone quarry, produce distributor, lumber mill, lumber yard, and coal dealer. Most online towns have a freight station to work. 5 passenger trains operate during a session as well. Operating sessions, last 5 hours with a meal break.				
<b>HO</b>	<a href="#">Otis McGee</a>	<a href="#">Southern Pacific</a>		
22 x 53 plus adjacent dispatcher office	80%	NCE DCC	Not Handicapped Accessible <a href="http://www.spshtaroute.com/">http://www.spshtaroute.com/</a>	
This double decked, mushroom style, layout is a model of SP's Shasta Division from Redding, CA to Klamath Falls, OR, located in a purpose-built 1,200 sq ft loft in the Oakland Hills overlooking San Francisco Bay. The Shasta Division is the last large layout designed by the late legendary John Armstrong. Operations follow the prototype using a modified 1952 prototype timetable & train orders and CTC. The layout is faithful to the prototype. Car forwarding is by car card and waybills. Trackside maps document the switching areas, and train briefs are provided. The original John Armstrong design was modified to achieve operational goals. Most significantly, the capacity of the designed hidden staging yards at Redding and Klamath Falls were increased. Additional staging tracks were added at Weed and lengthened from 8' to nearly 20'. And, additional tracks were installed at the visible lower Dunsmuir yard. Track is ME rail on CVP tie strips with hand laid turnouts. All mainline track, nearly 400 feet, is installed. Train control is via wireless NCE DCC. The layout is fully signaled from Redding to Black Butte (the CTC section). Computer interface is accomplished using C/MRI hardware and JMRI software. The tone of the layout is casual but purposeful. The Shasta Division is 40% scenicked with painted backdrops from Redding to Dorris. Many key structures are in place or mocked up, giving the modeled scenes a sense of place For example, the Dunsmuir engine facility and City structures are nearly complete and in place. The layout accommodates 16 operators including a yard crew of 3, two dispatchers (one CTC and one TT & TO, two TO Operators, and road crews.) The SP Shasta Division is featured in the April 2005 Model Railroader and Great Model Railroads 2011.				

<b>L201</b>	<b>SIERRA SUNRISE</b>				
Monday	All Day	July 4	\$75.00	Dep 7:30 AM	Ret 6:30 PM
This tour will visit two large HO home layouts that are prototype based and operation oriented. The layouts are located in the Sierra Foothills to the east of Jamestown, CA. After visiting the layouts the tour will travel to Railtown 1897 in Jamestown and there join Tour P203 for a BBQ, steam train ride and tour of the historic shops. (See description of tour P 203 for more details).					
<b>HO</b>	<a href="#">Steve Hayes</a>	<a href="#">Western Pacific</a>			
30 X 56	50%	Chubb w/ infrared throttles	Several steps and/or duck-under(s) <a href="http://members.bigvalley.net/norma">http://members.bigvalley.net/norma</a>		
Layout covers from San Francisco to Salt Lake City with Reno and Tidewater branches. Fully signal with CTC. Computer generated waybill system. 1970 era. 4 large yards. 9 passing sidings. All diesel power. Includes prototypically correct scratch built models of the Oakland and Salt Lake depots (Salt Lake was featured in MR trackside photo section).					

<b>HO HO#3</b>	<a href="#">John Zach</a>	<a href="#">Sierra Railroad</a>			
1500 sq ft	50%	Easy DCC	Several steps/duck-under <a href="http://www.sierrarailroad55.com">http://www.sierrarailroad55.com</a>		
Multi - deck Ops based layout with over 10 scale miles of Sierra Railroad mainline trackage. Interchanges with SP and ATSF in Oakdale, Pickering Lumber Co at Standard, WSLCo in Tuolumne and the Hetch Hetchy RR at Hetch Hetchy Jct. Prototypical operations based on 1955 prototype. Base scenery is 90% done with some finished scenery. Most structures are in place.					

<b>L301</b>	<b>EAST BAY BY RAIL</b>				
Tuesday	All Day	July 5	\$85.00	Dep 7:00 AM	Ret 5:00 PM
There are two tours into the East Bay from Sacramento in addition to the layout visit opportunities from the Advance Section. In keeping with the Advance Section philosophy of smaller more intimate tours, both use 24 passenger buses once in the Bay Area. L301 uses Amtrak both directions and L402 arrives in Fremont by bus from Sacramento and returns on Amtrak. Three layouts, Kermit Paul, Jack Burgess and Jim Dias are the same both days. L301 stays in the San Ramon Valley visiting Dave Connery, Bob Osborn and Bob Wirthlin. L402 goes into the Oakland hills to visit Otis McGee, Chuck Oraftik and Andy Schnur. Both tours will allow for on-your-own lunch breaks in locations with multiple eating options					
<b>HO &amp; G</b>	<a href="#">Kermit Paul</a>	<a href="#">Lone Pine &amp; Tonopah</a>			
27 X 44	100%	Progressive cab control	No hazards		
Access via a step, but negotiable, driveway. The Lone Pine and Tonopah is an imaginary railroad operating during WWII. Motive power of steam and early diesels run on a single track mainline with reverse loops at both ends and there is a logging branch line. Kermit is the master of animation and lighting effects which have been featured in the November 1993 and October 1999 issues of Railroad Model Craftsman. Some of his animation and lighting features include ballroom dancers, a fireworks display scrap metal loading and logs dumping into a millpond. Kermit also has a Museum of Technology and a Garden Railway for visitors to enjoy while waiting their turn in line for the HO layout.					
<b>HO</b>	<a href="#">Bob Wirthlin</a>	<a href="#">Midland Rockies and Western</a>			
10 X 13	95%	Analog	Several steps and/or duck-under(s)		
Free-lanced, set in about 1939, with steam and early diesel locomotives. The track is in a twisted figure-8 pattern, with passing sidings, and a turntable and engine facilities at either end. Overall shape is a "G". The entry from the room door is to a 30" wide aisle. Layout is built of 1"x2" L-girders, on legs at 49" high, with code 83 nickel silver flex-track on Tru-Scale wood rail bed, and grades of 1-2%. Power is DC, with block operating system and signal lights. There are tunnels with entry to hidden tracks. The scenery is over 95% complete, with prairie, mountain, high desert features, also mechanical and light animations. Many of the models have won awards.					
<b>HO Fn3</b>	<a href="#">Dave Connery</a>	<a href="#">Sierra Carson &amp; Truckee (HO) and South West Side Lumber Company</a>			
10 x 17 HO and 50 X 40 Garden	100%	NCE for HO and Radio Control for Fn3	Several steps and/or duck-under(s)		
Dave has 2 layouts, an Fn3 Garden Rwy in the backyard and an HO layout in a room in his garage. HO - In a car garage space. Era is 1929. Lower level is Sierra Railway and upper level is Virginia & Truckee. Levels connected with helixes. Includes appearances of West Side Lumber Co and Carson & Colorado (HO#3). Numerous scratch-built prototype structures along with kit and bashed scenes. Fn3 - Relaxing garden setting features an 8' waterfall, scale models of the Bourland and Little Reynolds Creek Bridges (Trestles), scale plantings and numerous scratch built and craftsman kits of rolling stock used on the West Side in the 1920's - 1930's. Motive power is Bachmann geared locomotives re-worked to better replicate specific West Side equipment. Layouts have been featured in RMC in May 2000 and MR in May 2004.					
<b>HO</b>	<a href="#">Bob Osborn</a>	<a href="#">Chicago &amp; Mackinac Railroad</a>			
20' x 22' (two car garage)	70%	DCC - EasyDCC Wireless	Several steps and/or duck-under(s) <a href="http://www.cmrrailroad.com">http://www.cmrrailroad.com</a>		
C&M purchased the old GR&I line from the PRR and has turned it into a somewhat profitable railroad. Runs from Grand Rapids to Mackinaw City, with staging in Fort Wayne. Interchanges with the Soo Line via the RR Ferry at Mackinaw City. Dispatcher controlled 300' single track mainline with sidings. Several towns on the line offer lots of local switching. Mainline through freight and passenger trains keep the crews busy. Operates using wireless EasyDCC. Car					



forwarding is CC&WB. Communication via FRS radios. Fast clock & timetable for passenger trains. Basic scenery about 70% complete, with more details needed. Full crew is 10 operators.			
<b>HO</b>	<a href="#">Jack Burgess</a>	<a href="#">Yosemite Valley RR</a>	
400 sq ft	100%	Several steps and/or duck-under(s) <a href="http://www.yosemitevalleyrr.com">www.yosemitevalleyrr.com</a>	
Jack's layout replicates the prototype Yosemite Valley Railroad circa August 1939 via a multi-deck design. The scenery, scenes, vegetation, and details on the layout all match the prototype. All seven of the YV's prototype locomotive roster circa 1939 are modeled. The rolling stock is a combination of scratchbuilt, resin and styrene kit models and the models reflect the types and ownership of freight cars which might have been on the railroad in the time period being modeled. All 100+ buildings on the layout are scratchbuilt from plans based on photos and available information. Jack's Yosemite Valley Railroad has been featured in numerous articles in Model Railroader, Railroad Model Craftsman, Model Railroad Hobbyist and Great Model Railroads, most recently in the January 2010 edition of Railroad Model Craftsman.			
<b>HO</b>	<a href="#">Jim Dias</a>	<a href="#">Western Pacific</a>	
400 sq ft	95%	NCE	Several steps and/or duck-under(s)
Highly detailed Feather River Canyon in the 1930s, Keddie Wye			

<b>L302</b>	<b>PONY EXPRESS TRAIL</b>		
Tuesday	July 5	\$20.00	Dep 1:00 PM Ret 6:30 PM
US Hwy 50 runs from Sacramento in the west to the Atlantic Ocean in the east at Ocean City, MD. Part of the highway follows the old pony express trail from Sacramento over the Sierras. We will only be going a short portion of that route to visit five HO scale layouts, one with a G scale as well.			
<b>HO</b>	<a href="#">Ron Kerkes</a>	<a href="#">California Central</a>	
No Hazards			
Ron has a unique layout housed in a replica depot in his back yard. Over the past 20 years, Ron has built his Central Valley Railroad with the help of a round robin group. The 400' freelanced mainline runs from Fresno staging to Redding staging, with an industrial switching railroad in the town of Delta and a shortline railroad at Westwood that serves a lumber and paper mill. Based on the mid '70s with prototype operations. The railroadians collection adorns the walls of the depot also makes this a welcoming home layout. Currently converting to DCC.			
<b>G</b>	<a href="#">Raymond Fernandes</a>		
MRC No Hazards			
This is a gorgeous G scale layout that runs through the backyard in a very large garden. Raymond and his wife Diane have built several bridges and waterfalls to adorn their layout.			
<b>HO</b>	<a href="#">Richard Batho</a>	<a href="#">NWP</a>	
16 X 9	Scenery: 80%	Analog	No Hazards
Retired art teacher Richard Batho has focused on the quality of "atmospheric perspective" backdrops for this NWP layout. The main backdrop features Mount Shasta and surrounding topography. This fully-sceniced pike represents a fictitious NWP branch that ran to the base of Mount Shasta. Richard's continuous running dogbone layout uses steam and early diesels to operate. One main staging yard feeds the industries while passenger operation completes the theme and is still a large focus of revenue for the branch.			
<b>HO</b>	<a href="#">Tom Weisgerber</a>	<a href="#">Union Pacific - Columbia River Gorge</a>	
15 X 37	Scenery: 80%	DCC - EasyDCC Wireless	Average house (i-2 steps)
This loop to loop railroad features the Union Pacific's Columbia River Gorge in a large room in back of the owner's garage. This layout is superbly detailed with excellent scenes. The engine servicing facilities, forests, and scratch built structures give this layout top notch quality. The layout is operated mostly by steam, but there are few diesels here and there in service. The realistic scenery along the gorge and through The Dalles Oregon is excellent.			
<b>HO</b>	<a href="#">Bill Eversault</a>	<a href="#">Oahu Sierra</a>	
20 X 44	Scenery:100%	DCC	No Hazards
The Oahu and Sierra runs from Roseville to Truckee over Donner Summit, but this layout also features a narrow gauge line, the Michigan Cal Lumber Co. This second line runs from Camino to Pino Grande. Scratchbuilt lumber mills, the enclosed Truckee roundhouse and the Roseville PFE ice plant are just a few of the highlights.			

<b>L303</b>	<b>AUBURN AND NEVADA CITY</b>				
Tuesday	All Day	July 5	\$40.00	Dep 9:00	Ret 4:00
This tour by 24 passenger bus will visit four layouts in the Auburn to Nevada City corridor.					
<b>HO</b>	<a href="#">Phil Gulley</a>	<a href="#">Union Pacific &amp; Summit County RR</a>			
30 x 48	Scenery: 75%	NCE	Average house (1-2 steps)		
A multi deck HO scale layout in a 30' x 48' purpose-built building. The Summit County Railroad portion is operational and occupies roughly 30% of the space. It is proto-freelanced based on the UP's Park City branch, hauling coal, ore and livestock. It connects to UP's double track mainline at Echo. The yet-to-be-built portion models Ogden and the Weber and Echo Canyon portions of UP's trackage. Operation is TT&TO with phones for communication. Sound equipped, steam engine roster is controlled with NCE Radio DCC. Freight is forwarded with a CC&WB system and turnouts are Tortoise controlled. Scenery is underway and with a 75% goal by the convention.					
<b>O</b>	<a href="#">Gordon Briggs</a>	<a href="#">Timbercreek Railroad</a>			
24 x 36	Scenery: 100%	Analog	Not handicapped accessible		
The freelanced Timbercreek Railroad is a branch line off the Southern Pacific RR at Truckee, CA from the East end of the Truckee yard. The SP is only visible at Truckee, the rest of the SP is under the layout as the staging area. The rest of the layout is the Timber Creek Railroad which is the main emphasis, and takes up the whole inside of the building less the Truckee area. Also included is an On3 logging operation that starts at Truckee, CA and ends up in Timber Creek. The railroad includes the towns of Timber Creek, Moss Ridge, and Grizzly Flats. The entire "O-Scale" layout is built to Proto 48 standards. All locomotives and rolling stock have had the wheels changed to Proto Craft wheel sets and/or machined in house by Gordon.					
<b>N</b>	<a href="#">Kent Williams</a>	<a href="#">Oregon, Washington Navigation &amp; Railway</a>			
10 x 24	Scenery: 90% completed	Digitrax DCC	Several steps and/or duck-under(s) <a href="http://ownrv.squarespace.com/">http://ownrv.squarespace.com/</a>		
The OWNRY (Oregon, Washington Navigation & Railway) is a protolanced N scale layout based in Pacific Northwest. With Portland, Oregon as the major division point, 5 major Class 1 railroads intersected both freight and passenger traffic. The Union Pacific, delivers freight and passengers to and from Portland and the east coast via La Grande, Oregon. The SP&S (jointly run by both GN and NP) runs from Spokane through Pasco, Wa, then along the North Bank to Portland. The Southern Pacific serves as a conduit from Portland to California. Pool traffic runs from Seattle and Tacoma to Portland. The OWNRY also operates a fictional branchline from Yakima and Walla Walla and Lyons Ferry to Pasco, Washington for interchange. 3 yards classify freight for destinations. CTC is used for track authority on the mainlines with Digitrax DCC for engine control along with car cards and waybills for freight forwarding. It also features several class one passenger trains, including City of Portland, the Daylight, Empire Builder and Northcoast Limited. The trackwork is complete, with scenery about 90% complete.					

<b>L304</b>	<b>COLUSA TURN</b>				
Tuesday	All Day	July 5	\$25.00	Dep 9:00 AM	Ret 4:00 PM
This tour will visit four layouts, the active restoration of SP steam locomotive #2706 and stop at Western Depot Hobbies in Yuba City for a barbeque lunch and shopping time.					
<b>HO</b>	<a href="#">Dennis Drury</a>	<a href="#">California Oregon &amp; Western</a>			
33 X 10	40%	No hazards			
The C O and W is a short line that was spun off by the Southern Pacific in 1984 to provide continuing service to customers remaining on the Modoc line after the SP was granted permission to abandon it. The layout is being constructed to represent the line from the SP/BN interchange at Klamath Falls then running to Alturas, CA. The layout was designed for Operations using 3rdPlanit and uses Digitrax Radio along with JMRI for control. In addition, the Operations module of JMRI is used as the car management / forwarding system. As a former railroader Dennis has created a layout that operates like the prototype it represents. The layout is scheduled for publication in the LDSIG Journal coming out in May or June. The JMRI portion was discussed in episode 129 of the Model Rail Cast Show.					

<b>HO</b>	<a href="#">Walt Schedler</a>	<a href="#">SP Black Butte Sub</a>	
24 X 42	15%	NCE	Several steps and/or duck-under(s)
<p>The 1955 SP Dunsmuir Shasta Division layout has four levels and is viewed from the main floor or elevated walkways. It is a loop to loop design and features three main line freights and three passenger trains: the Klamath Mail Train, the Cascade and the Shasta Daylight. Presently there are about 300 feet of track. When completed there will be over 10 scale miles (600 feet) of main line. Level One staging is at Gerber, under the peninsula, about 40 inches off the floor. Level One also includes the Gerber, Red Bluff and Redding stations. Level Two has Dunsmuir, at 55 inches above the floor. It is the main viewing point as you enter the room. It is built to mostly exact scale, using the SP drawings for trackage and buildings. The Dunsmuir South yard is at 44 inches and holds about 360 cars. From Dunsmuir, through the Sacramento River Canyon, you travel over 250 feet as you pass through Small, Cantara Loop, Mott, Azalea, and arrive at Mount Shasta. Mount Shasta has an interchange with McCloud River Lumber Co. - then continuing on to the third level, you reach the Black Butte Wye. From here it splits to either the Siskiyou Line, which takes you to the lumber town of Weed, or head straight through to Grass Lake and the Klamath Falls Staging yard. Once you reach Grass Lake, you have traveled almost 10 scale miles.</p>			
<b>O</b>	<a href="#">Richard Hosmer</a>	<a href="#">Picket Fence Antiques</a>	
10 X 14	20%	Analog	No hazards
<p>A 16' x 12' dogbone layout is O-gauge high rail, set in no particular locale, during the age of steam. It will be an expanded re-creation of the more detailed toy train layouts of the 1940s. Motive power is entirely Gilbert American Flyer from the 1939-1942 period. It is in 3/16" scale, using castings nearly identical to the two-rail Flyer "S" gauge designs made after the war. At least one example of every locomotive type made by Gilbert is displayed, and most run. At this time, Lionel did not manufacture either a 4-8-4, or 0-8-0. Passenger equipment is also Flyer from that period, and is diecast. These foot-long 12-wheel cars were available in just two colors, Tuscan (much less common) and dark green. I choose not to run any Flyer tinsplate. Freight equipment is Marx 3/16" scale tinsplate from the 1940s and 1950s, chosen over similar Flyer items, due to superior graphics. Flyer did make some very nice diecast freights, but weight becomes a serious issue for any consist over 4-5 cars. The change to Marx required that tender trucks be replaced on the freight haulers, due to coupler incompatibility. The layout is operated as it would have been back in the days, no fancy electronics, smoke or sound systems. What little automation, such as anti-derailing at the crossovers, is accomplished with insulated rails and hard wiring.</p>			
<a href="#">Western Depot Hobbies (Store)</a>			
No hazards <a href="http://www.westerndepot.com/">http://www.westerndepot.com/</a>			
The largest "trains only" hobby store in California north of Sacramento, Western Depot Hobby, will be our meal stop, with a BBQ lunch and a chance to peruse the stores over \$2 million in model railroading inventory.			
<b>HO</b>	<a href="#">David Clemens</a>	<a href="#">Idaho-Montana Railway &amp; Navigation Co</a>	
15 X 19	75%	Digitrax	Average house (1-2 steps)
The IMR&N replicates prototype UP/MILW/GN railroad operations between Spokane, WA and Plummer, ID. Prototype trains, locales and activities are included. Operation is by TT&TO using modified prototype paperwork. Scenery is completed and equipment is weathered for a prototypical appearance			
<b>N</b>	<a href="#">Mitch Valder</a>	<a href="#">NWP 1959</a>	
11 X 26	50%	Easy DCC	Several steps and/or duck-under(s)
<p>The North Western Pacific Railroad, located on California's isolated northern coast, ran through some of America's most resplendent settings. Mitch's layout, located in a downstairs 700 square foot bonus room, depicts 20 miles of the Redwood Route's Northern Division. Multiple unit freights, locals, and the Redwood passenger train run from the docks of Eureka to the redwood forest at McCann, just as they did in 1958. An additional scene portrays a section of the Eel River Canyon. This free-standing layout is built on a ¾ wall system with a cantilevered shelf. The 115 foot mainline features both code 40 and code 55 rail with turnout sizes from 7 to 14. Easy DCC powers the system. About 50% of the scenery is done, though the dark fascia framing the entire layout gives it a nicely finished look. There are over 500 trees in the forest area alone. Highly detailed SD-7s with working Mars lights highlight the motive power. This N scale project has been published in the NMRA Magazine in January 2011 and Model Railroader magazines</p>			

<b>L305</b>	<b>NARROW GAUGE</b>				
Tuesday		July 5	\$20.00	Dep 1:00 PM	Ret 7:30 PM
This tour features seven narrow gauge layouts (two at one location) in a wide assortment of scales. In addition the SMRHS layout has a standard gauge HO layout in an adjoining room.					
<b>HO<sub>n3</sub></b>	<a href="#">Terry Schmidt</a>	<a href="#">Denver &amp; Welch River Southern</a>			
13 x 13	90%	Digitrax DCC	Several steps and/or duck-under(s)		
Terry's freelanced HO <sub>n3</sub> layout is based on D&RGW and RGS equipment and locations. Features include sound equipped locomotives and nearly complete scenery. The modeled yard is based on Chama, Colorado and the layout includes a mirror image of Ophir, Co.					
<b>O On2 On3 On30</b>	<a href="#">Steve Polkinghorn</a>	<a href="#">San Juan Railroad</a>			
22 X 33	60%	DC	Several steps and/or duck-under(s)		
<p>The San Juan Railroad is built in O scale and features four different gauges, O Standard gauge, On2, On3 and On30 narrow gauges. The layout is set in Colorado and is dated in the 1920's with mining as the primary theme. The main yard features both the standard gauge and the start of a 3' line leading to the mountain division and a mining area where there is a 2' mining line. At both ends there are several dual gauge turnouts. There is an area modeled after Georgetown loop with a similar high bridge and a Forks Creek area, named "Spoon Brick". Locomotives are all steam pulling wood cars. Scenery is well along and the backdrop painting is about half done.</p>					
<b>O meter</b>	<a href="#">Joel Segel</a>	<a href="#">Cobre Mining Co.</a>			
40 X 60	100% garden	Battery	No hazards		
0 Meter Gauge [Narrow Gauge] with a 288 foot main line and a small yard and branch line. The Main Line winds and loops through back yard. Track built with Code 148 and Code 160 rail. Trains are Swiss Narrow Gauge & Freelance Narrow Gauge Mining.					
<b>HO<sub>n3</sub></b>	<a href="#">Larry Moll</a>				
16 X 20	50%	DC	Not Handicapped accessible		
<p>The presently under construction freelance narrow gauge layouts are based on the logging and mining areas of the northwestern United States. The HO<sub>n3</sub> layout is a point-to-point design with three different starting locations. There are two logging sites and a mining district with six mines. Passing various rural stops the trains travel downhill to a lumber mill and town at a "Dog Hole" bay on the Pacific Ocean. One of the logging sites utilizes dual gauge track to allow the running of standard gauge geared locomotives. Both the HO<sub>n3</sub> and Std gauge engines are serviced at the main yard and shops using a dual gauge turntable. Logs hauled on standard gauge equipment are not interchanged for shipment to the mill but "dumped" down a bluff similar to the prototypical operations at Caspar Lumber Co, in Mendocino, Ca. The mining district is modeled to represent activity during one of Nevada's boom cycles. Grades to the mining and timber areas are steep, well over 10% on many sections. Trains are controlled by three wireless throttles using nine blocks and DC power. Housed in a separate room, Larry's second layout represents a lush mountainous lumber and mining community. Beginning and ending in a yard, trains run on a half dog bone track plan through scenic timberlands of the coastal regions of Oregon and Washington.</p>					
<b>On30</b>	<a href="#">Bill Iwan</a>				
10 X 20	100%	Lenz DCC	Not Handicapped accessible		
Red Rock Green River is a freelance layout loosely based on the D&RGW maintenance yard in Chama NM, RGS and the Silverton branch canyons of the San Juan mountains. Bill's layout consists of an over and under lazy eight with walk into the center and has multiple animations with ambient sound and lighting. This layout was featured in the 2009 On30 Annual					
<b>HO<sub>n3</sub></b>	<a href="#">SMRHS</a>				
14 X 35	90%	DC	Special adaptations for handicapped		
<p>The Sierra Central Narrow Gauge is a loop to loop railroad with several branches connecting lumber camps, mines, and oil fields to the mainline. The railroad's location is freelanced, but scenes are themed around prototypes such as the East Broad Top Orbisonia Shops, Southern Pacific Narrow Gauge Owenyo Transfer Trestle, and Westside Lumber Camp 7. With most scenes finished and detailed, the layout is in full operation. The main isle of the layout is handicapped accessible. This is one of the largest HO<sub>n3</sub> layouts in California.</p>					

<b>L350 TUESDAY SELF GUIDED - TICKET AND DIRECTIONS PACKAGE</b>					
Tuesday	All Day	July 5	\$4.00	Dep 10:00 AM	Ret 10:00 PM
We are offering non-bus alternative layout openings on a daily basis. In general layouts open on bus tours will not be open for self-guided at the same time. Some will not be open for self-guided at any time, and others will only be available as open self-guided. Except for Friday evening tours, tickets are good for the entire day, but individual layouts are only open in the time window indicated by the layout owner. It is your responsibility to be aware of the hours a layout owner is available before leaving for a particular destination.					
Directions packages will include a listing of addresses for entry in a GPS or internet mapping system, including notations of known system glitches. Pricing for self-guided tours assumes very few people go alone and not everyone requires a directions package. Therefore, two ticket classifications are available for each daily package; a ticket and directions package and ticket only for additional people in your party. The 50 suffix tours include directions packages and the 51 suffix tours are ticket only. A list of layouts open on each day will be available shortly.					

<b>L351 TUESDAY SELF GUIDED - ADDITIONAL TICKET</b>					
Tuesday	All Day	July 5	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Additional ticket for L350. A list of layouts open on each day will be available shortly.					

<b>L401 S Scale Layout Tour and Train Rides</b>					
Wednesday	All Day	July 6	\$55.00	Dep 7:00 AM	Ret 6:00 PM
This tour is comprised of three S-scale layouts and two train rides. It departs Sacramento on Amtrak, transfers to Bay Area Rapid Transit(BART) in Richmond, CA and boards a bus in Fremont, CA to tour the layouts. Although open to all convention attendees, it is limited to 55 participants and priority will be given to NASG members in the event of an oversold situation. Lunch will be on-your-own at a shopping center with multiple restaurant and fast-food options in conjunction with the layout viewing at Don Harper's.					
<b>S Sn3</b>	<a href="#">Edward Loizeaux</a>	<a href="#">New York Central -- Valley Division</a>			
20' x 30'	100%	DCC	Not Handicapped accessible		
This large S scale layout represents the NYC in the Catskill Mountains in 1948. Steam is resisting diesel pressure to retire early, but is losing the battle. Hauling long freights and fast passenger trains over the mountainous terrain is a routine daily task on this layout. Scenery is 95% complete with a detailed backdrop, huge mountains, tall waterfall, long bridges and an unusual lightning/thunderstorm animation. Industrial areas include a coal mine, logging camp, sawmill, oil refinery and a city area. Not only has Ed been featured in Great Model Railroads in 2005, Model Railroader in November 2008, Model Railroad Hobbyist Magazine in October of 2009 and NMRA Magazine in September 2010 his layout was part of PBS TV's program TRACKS AHEAD.					
<b>Sn3</b>	<a href="#">Don Harper</a>	<a href="#">Harper Valley</a>			
13 X 20	100%	Analog	Not Handicapped accessible		
Don's aptly named Harper Valley is a freelanced, fully sceniced bi-level Sn3 layout. Don says he builds what likes. And we like what he builds , especially his fifty plus scratch built structures. The Harper Valley has been seen in Model Railroading in March 1988, Model Railroad Craftsman in April 1990 and June 2004, 3/16 Scale Model Railroading in June 1991, Great Model Railroads in 1999 and Narrow Gauge Gazette in April 2004.					
<b>S</b>	<a href="#">Arden Goehring</a>				
40x40		DC or DCC	Not Handicapped Accessible		
A large 40x40 layout designed to pull long forty car Union Pacific trains behind Challengers, Big-Boys and Turbines between Laramie, WY and Sherman Hill. His mountain scenery runs from 48 to 88 inches in height and is geographically correct for the line he models. This layout has a double track main, with 1% grades and center passing sidings. Layout can run either DC or DCC.					

<b>L402 EAST BAY HALF TRACK</b>					
Wednesday	All Day	July 6	\$85.00	Dep 7:30 AM	Ret 5:00 PM

There are two tours into the East Bay from Sacramento in addition to the layout visit opportunities from the Advance Section. In keeping with the Advance Section philosophy of smaller more intimate tours, both use 24 passenger buses once in the Bay Area.					
L301 uses Amtrak both directions and L402 arrives in Fremont by bus from Sacramento and returns on Amtrak. Three layouts, Kermit Paul, Jack Burgess and Jim Dias are the same both days. L301 stays in the San Ramon Valley visiting Dave Connery, Bob Osborn and Bob Wirthlin. L402 goes into the Oakland hills to visit Otis McGee, Chuck Oraftik and Andy Schnur.					
Both tours will allow for on-your-own lunch breaks in locations with multiple eating options.					
<b>HO</b>	<a href="#">Jack Burgess</a>	<a href="#">Yosemite Valley RR</a>			
400 sq ft	100%	Several steps and/or duck-under(s) <a href="#">www.yosemitevalleyrr.com</a>			
Jack's layout replicates the prototype Yosemite Valley Railroad circa August 1939 via a multi-deck design. The scenery, scenes, vegetation, and details on the layout all match the prototype. All seven of the YV's prototype locomotive roster circa 1939 are modeled. The rolling stock is a combination of scratchbuilt, resin and styrene kit models and the models reflect the types and ownership of freight cars which might have been on the railroad in the time period being modeled. All 100+ buildings on the layout are scratchbuilt from plans based on photos and available information. Jack's Yosemite Valley Railroad has been featured in numerous articles in Model Railroader, Railroad Model Craftsman, Model Railroad Hobbyest and Great Model Railroads, most recently in the January 2010 edition of Railroad Model Craftsman.					
<b>HO</b>	<a href="#">Jim Dias</a>	<a href="#">Western Pacific</a>			
400 sq ft	95%	NCE	Several steps and/or duck-under(s)		
Highly detailed Feather River Canyon in the 1930s, Keddie Wye					
<b>HO</b>	<a href="#">Otis McGee</a>	<a href="#">Southern Pacific</a>			
22 x 53 plus adjacent dispatcher office	80%	NCE DCC	Not Handicapped Accessible <a href="http://www.spshastaroute.com/">http://www.spshastaroute.com/</a>		
This double decked, mushroom style, layout is a model of SP's Shasta Division from Redding, CA to Klamath Falls, OR, located in a purpose-built 1,200 sq ft loft in the Oakland Hills overlooking San Francisco Bay. The Shasta Division is the last large layout designed by the late legendary John Armstrong. Operations follow the prototype using a modified 1952 prototype timetable & train orders and CTC. The layout is faithful to the prototype. Car forwarding is by car card and waybills. Trackside maps document the switching areas, and train briefs are provided. The original John Armstrong design was modified to achieve operational goals. Most significantly, the capacity of the designed hidden staging yards at Redding and Klamath Falls were increased. Additional staging tracks were added at Weed and lengthened from 8' to nearly 20'. And, additional tracks were installed at the visible lower Dunsmuir yard. Track is ME rail on CVP tie strips with hand laid turnouts. All mainline track, nearly 400 feet, is installed. Train control is via wireless NCE DCC. The layout is fully signaled from Redding to Black Butte (the CTC section). Computer interface is accomplished using C/MRI hardware and JMRI software. The tone of the layout is casual but purposeful. The Shasta Division is 40% sceniced with painted backdrops from Redding to Dorris. Many key structures are in place or mocked up, giving the modeled scenes a sense of place For example, the Dunsmuir engine facility and City structures are nearly complete and in place. The layout accommodates 16 operators including a yard crew of 3, two dispatchers (one CTC and one TT & TO, two TO Operators, and road crews.) The SP Shasta Division is featured in the April 2005 Model Railroader and Great Model Railroads 2011.					
<b>HO</b>	<a href="#">Chuck Oraftik</a>	<a href="#">New York Central</a>			
16 X 24	15%	Analog	Several steps and/or duck-under(s)		
Chuck's representation of the New York Central in Eastern New York and Western Massachusetts in June in the early 1950's. Passenger and freight and steam and diesel all run in this transition era. Scenery is a balance of 80% heavily detailed and mostly kit-bashed Urban Pittsfield with the remainder of the layout about 20% detailed. In the midst of scenery building, Chuck is converting from Analog to NCE DCC for control. Although New York Central may seem out of place for a California layout, it represents the owner's childhood memories and his early modeling as a member of the Rensselaer Polytechnic Institute Model Railroad Society in Albany, NY					
<b>HO &amp; G</b>	<a href="#">Kermit Paul</a>	<a href="#">Lone Pine &amp; Tonopah</a>			
27 X 44	100%	Progressive cab control		No hazards	
The Lone Pine and Tonopah is an imaginary railroad operating during WWII. Motive power of					



steam and early diesels run on a single track mainline with reverse loops at both ends and there is a logging branch line. Kermit is the master of animation and lighting effects which have been featured in the November 1993 and October 1999 issues of Railroad Model Craftsman. Some of his animation and lighting features include ballroom dancers, a fireworks display scrap metal loading and logs dumping into a millpond. Kermit also has a Museum of Technology and a Garden Railway for visitors to enjoy while waiting their turn in line for the HO layout.

<b>HO</b>	<a href="#">Andy Schnur</a>		
22' x 48'	90%		
Main line extends from Alleghany, Virginia to Prince, West Virginia with staging representing Clifton Forge, Va and Handley, WV. There is a branch line off the main at Prince leading to the town of Raleigh, WV with three coal mines to work and some industries in the town of Raleigh. Mainline industries include a large power plant, limestone quarry, produce distributor, lumber mill, lumber yard, and coal dealer. Most online towns have a freight station to work. 5 passenger trains operate during a session as well. Operating sessions, last 5 hours with a meal break.			

<b>L403</b>	<b>PETALUMA AND SANTA ROSA</b>				
Wednesday	All Day	July 6	\$25.00	Dep 8:00 AM	Ret 4:00 PM
<b>HO</b>	<a href="#">Dave Croshere</a>	<a href="#">The A B and old C</a>			
25 X 13	10%	MRC Wireless DCC	No hazards		
Dave has a basement dedicated to his train operation. 165 feet of hand laid mainline and turn-outs. The turntable is his own design and is powered and aligning. He has a yard at either end of his point-to-point operation. Steam is king on this layout set in 1936.					
<b>On3</b>	<a href="#">Steve Skold</a>	<a href="#">Whiskeytown &amp; Shasta</a>			
18X19	100%	NCE DCC	Several steps and/or duck-under(s)		
Steve's narrow gauge Whiskeytown and Shasta is set in the area West of Redding, California along Clear Creek from Old Shasta through Whiskeytown to French Gulch. It services the mines of the Tree Frog Mining Company and the livestock from the OC Cattle Company. The line connects with the standard gauge Anderson & Bella Vista with a further connection with the SP to the outside world. Quartz is mined and shipped to the copper smelter at Kennett. On the West end is the connection with the Trinity Southern which provides mine timbers and lumber. Trains are short with 4 or 5 cars and a caboose and small engines -4-6-0 and 2-8-0.					
<b>HO</b>	<a href="#">Ed Merrin</a>	<a href="#">NWP</a>			
12 x 17	50% complete	Lenz DCC	Average house (1-2 steps)		
Layout is a depiction of the NWP running through Sonoma and Mendocino counties about 1958. It is double decked, connected by helix, with staging yards on a third level underneath. It is designed to be operated in a prototypical fashion, with trains and scheduling based on a prototype timetable. Most motive power are SD7s as per the real NWP of the time. Scenery is about half finished, with painted backdrops and blue foam covered with drywall "mud" and Sculptamold. Power is through a Lenz DCC system. Some locomotives are sound equipped.					
<b>HO</b>	<a href="#">Ernie Simard</a>	<a href="#">Western Pacific</a>			
12 X 30	90%	Digitrax	Average house (1-2 steps)		
Ernie's Western Pacific HO layout represents that railroad's operation from Bieber, California to Salt Lake City. It occupies a three car garage and is designed for operations.					
<b>HO</b>	<a href="#">Verne Alexander</a>	<a href="#">Colville, Republic and Palouse (CRAP)</a>			
13 X 13, 5 levels	65%	NCE Radio DCC	Not Handicapped Accessible		
The CRAP is a walk-in HO scale proto-freelance linear railroad representing Eastern Washington during the wartime harvest season of 1944. The layout is contained within a 13' X 13' air-conditioned room constructed within a two car garage. It consists of five levels of track, on 2.3 decks. The vertical rise is from 32" in Pullman to 68" in Republic. Industrial areas of the city of Spokane occupy two decks, connected by a helix, along one side of the room. The track North out of Spokane resembles Great Northern's Kettle Falls branch, running through mountains and forests and servicing the mining, logging and cattle industries. The track South out of Garry (Lower Spokane) resembles Northern Pacific's Palouse and Lewiston branch. It rambles through nearly treeless rolling hills of wheat, and services the many trackside elevators and canneries along the line. Thirty cars per operating session are interchanged off the layout, and are replaced					

by thirty cars of processed food, manufactured goods and machinery from the other railroads. Motive power is small steam of early 20th century vintage and is nearly all equipped with sound. Train length is six cars, and all trains have a lot of switching to do. There are ten towns in addition to the two large areas of Spokane. Passenger service is by two motor cars. Control is by NCE radio. The layout's maximum use of vertical space, 30" deep decks and use of outside-of-the-room staging and industries make it one of the largest small layouts in existence. Aisle space is very limited. An operating crew of six pretty well fills it up! The environment is rustic.

<b>HO</b>	<a href="#">Angus McDonald</a>	<a href="#">Petaluma Valley</a>		
20 X 40				
Angus MacDonald's HO scale Petaluma Valley RR, is a freelance RR in its own 20' x 40' handicap accessible building. Trains run around the outside walls on a triple folded loop ending at the entrance to the inner peninsula (the 18' x 5' yard). Completely scened, with more super detailing being added, The scratch built automatic bascule bridge is only one of the many scenes that shouldn't be missed. Check the interior of the winery warehouse, farm and stock yards!				

<b>L404</b>	<b>MODESTO</b>				
Wednesday	All Day	July 6	\$25.00	Dep 8:00 AM	Ret 4:00 PM
Two of the layouts on this tour were built by professional railroaders and one is undergoing a major expansion giving this trip a unique flavor. Lunch is on-your-own at a location TBD.					
<b>HO</b>	<a href="#">Dave Stanley</a>	<a href="#">Morada Belt</a>			
20 X 20	50%	DCC	Average house (1-2 steps)		
Dave's Morada Belt is HO scale, set in the 1950s with 360 feet of mainline (not all of it installed yet) as well as a 35-foot branch line (yet to be installed). Track is commercial code 83 and code 70, a "point to loop" design with 30" minimum radius on the main track, one staging and two working yards. The main yard is still under construction. Scenery ranges from Tehachapi-style semi-arid to sandstone cliffs (reminiscent of Eagles Nest, Montana on the Milwaukee Road) to the Sierra Nevada foothills. Backdrops were painted by noted artist and book author John Signor. It is a trackage-rights operated bridge line used by several of the large western carriers of the 1950s, utilized when their own corridors are congested. This is a model railroad designed by a real-life railroader for operating sessions, without sacrificing the scenic beauty of the west.					
<b>HO</b>	<a href="#">Mike McReynolds</a>	<a href="#">Hangtown and Grizzly Ridge</a>			
20 X 20	100%	Digitrax DCC	Several steps and/or duck-under(s)		
A freelanced layout with an emphasis on tongue and cheek humor based on 28 plus years of prototype railroad experience. The Time frame is 1960's to 1970's. The layout is on two levels and includes industrial areas, logging and desert scenery. There is a continuous loop with islands for industries. Mike uses a computer generated switch list for operating sessions.					
<b>HO</b>	<a href="#">Les Gregory</a>	<a href="#">Central Sierra Pass Railway</a>			
21 X 24	21 X 24	NCE radio DCC	Average house (1-2 steps)		
Not too long ago, Les acquired a neighboring room for his railroad to expand and evolved a mature, nearly complete model of a Sierra inspired railroad into a very strong representation of much of the Sierra Railroad. The trackage grew from approx. 150 ft to approx. 350 ft of main line, and the railroads 4 or 5 regular operators gained a heightened sense that they are repeating history on the Sierra Railroad. Les' layout has areas of interest to almost all visitors.					
<b>HO On3</b>	<a href="#">Tom Milam</a>	<a href="#">Wolf Creek Railway of California</a>			
10 X 24	70%	NCE DCC	Several steps and/or duck-under(s)		
An HO scale Shortline steam railroad set in 1927, Tom's Wolf Creek Railway of California is located in the foothills of California. He has many scratch built structures, wooden truss rod cars and a few custom built brass locomotives following Sierra Railway prototypes. Tom has a strong interest in operations using JMRI's (DecoderPro) switch list program. His point to point design, interchanges with his son's Buffalo Creek & Grizzly Ridge Railway, another small point to point layout. Some dual gauge trackage. Above the Wolf Creek HO layout is the start of an HOOn3 layout, the Nevada County Narrow Gauge Railroad (Nevada City, track only no scenery) All in all this is an HO scale empire, short trains battling steep grades, floods, fights, Indian raids and sometimes not being able to leave the station at all.					

L406		ROCKLIN ROCKET			
Wednesday	July 6	\$20.00	Dep 1:00 PM	Ret 7:00 PM	
A six layout tour with a wide range of geographies and unique features that is enhanced by the proximity to the convention center and minimal travel time.					
HO	<a href="#">Dave Houston</a>	<a href="#">Southern Pacific Rocklin Sub</a>			
500+ sq ft	90%	Digitrax DCC	Accessibility unknown/not entered		
This fully scened "Rocklin Subdivision" layout features a double deck design with reverse loop staging yards at both ends. Soundtraxx Tsunami sound decoders fill the room with realistic prime movers and SP light packages. The layout was designed both for operations and long passenger trains. The impressive passenger terminal is home to many western name trains. Focuses on the transition era. Digitrax DCC. Dave's layout was featured in NMRA Magazine December 2010.					
HO G	<a href="#">Hugo Solano</a>	<a href="#">Santa Fe</a>			
11 X 20	Both analog and digital		Accessibility unknown/not entered		
This HO layout features three main functions for viewers to see; passenger train service and operations, logging and milling representation, and lumber and mining operations. Lumber Mill Company is named "Falling Timber Lumber Co." The mine name is "Cash Mine Operations". The owner and modeler's motto is: 'The Unlimited possibilities of a free lancing layout and limitless use of imagination to recreate Real Life.' Both analog and digital. Special "bonus feature" in the backyard.					
G	<a href="#">Sandy Wilson</a>				
		Analog DC	Accessibility unknown/not entered		
This G Scale layout has several draw and lift bridges running throughout the interior of Sandy's home. Computerized automation control is run from a laptop and routes are forwarded and digitally choreographed. Computer controlled speed by detecting analog voltage through I/O cards. Runs from staging in family room down the hallway, through the kitchen, and back into staging. Is a must-see for modelers interested in electronic train forwarding. Analog DC.					
HO	<a href="#">Mark Brown</a>	<a href="#">Southern Pacific Third &amp; Townsend</a>			
		Digitrax DCC	Accessibility unknown/not entered		
The Southern Pacific Third and Townsend St. Depot located in San Francisco has been replicated by award-winning SP Prototype Modeler Mark Brown. Mark has replicated the depot, platform tracks, and the fourth street tower in his garage. The diorama is almost to scale and features custom double slip switches and crossovers to match SP prototype. Structures are scratch built.					
On30	<a href="#">Scott Robertson</a>				
		Digitrax DCC	Accessibility unknown/not entered		
Scott's freelanced "Never Done and Always Changing" railroad moves freight, passengers and various commodities from the mountains to the sea. His layout includes fully detailed mountain scenery, small towns, and a port city, with emphasis on scenery and structures. Lots of details and mini-scenes around the layout. Simple loop track plan using code 100 PECO On30 track. Digitrax DCC. Featured in the Nov-Dec 2010 Narrow Gauge Gazette and the 2011 On30 Annual.					
HO	<a href="#">Errol Spangler</a>				
		NCE DCC	Accessibility unknown/not entered		
This is an HO scale layout that centers in The Dalles, Oregon running both East and West from that point. It is a single track railroad with passing sidings. All trains running from The Dalles wind their way into the hidden staging area located directly under the yard at The Dalles. While not specifically scened for the prototype, place names are taken from the area modeled. Industries along the way include a large lumber mill with its own railroad climbing into the forest, an oil refinery, a rock quarry, and a rail barge load out. Most scenes are highly detailed and extra care has been put into making sure most structures are lit and have interior detail such as the saw mill and log pond. Errol's layout focuses on the transition era. NCE DCC.					

L450		WEDNESDAY SELF GUIDED - TICKET AND DIRECTIONS PACKAGE			
Wednesday	All Day	July 6	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Wednesday Self-Guided Tours. See Tour L350 for Tour description.					

L451		WEDNESDAY SELF GUIDED - ADDITIONAL TICKET			
Wednesday	All Day	July 6	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Additional ticket for L350. A list of layouts open on each day will be available shortly.					

L455		LD SIG SELF-GUIDED LAYOUT TOURS			
Wednesday	All Day	July 6	\$35.00	Dep 9:00 AM	Ret 10:00 PM
Leaves immediately after the LDSIG business meeting. A selection of 15-20 layouts of special interest to layout designers. Carpooling strongly encouraged so you can discuss the unique features of these layouts as you travel. Includes commemorative polo shirt. No lunch is provided so you and your carpool buddies can eat what and when you want (there are plenty of good restaurants in all categories and price ranges along the route). A summary map and list of addresses will be provided so bring your GPS. The layout list is pending.					

L501		VALLEY BLOSSOM SPECIAL			
Thursday	All Day	July 7	\$20.00	Dep 8:00 AM	Ret 2:00 PM
This tour will visit 5 especially nice garden railways that not only provide interesting railways, but all are in exceptionally fine gardens. Anyone interested in horticulture will appreciate.					
Fn3	<a href="#">Frank &amp; Ruby Andrews</a>	<a href="#">Maple Rock Garden Railway</a>			
3 plus acres		Battery and Live Steam	Special adaptations for handicapped		
The Maple Rock Garden Railway is unique because the railway is part of a nationally recognized three acre private garden. The railway is intended to represent a believable, small narrow gauge railway serving people and industries typical of this part of California in the 1920s to 1940s time. The Maple Rock Railway serves several small towns and small industries. Locomotives, cars, buildings, industries, and structures are necessarily small and compact. Locomotives include both live steam and onboard battery powered locomotives, each radio controlled. Battery powered locomotives also have electronic sound systems. Freight cars are typical 8 wheel freight and log cars or short, 4 wheel, ore cars. Passenger business is chiefly handled by combines run as mixed trains. The railway also runs periodic excursion trains for special occasions. Formed partly from graded and built up earth and partly following natural contours of the site, the railway is modeled in FN3 Scale, and has about 900 feet of track, or about 3.5 scale miles. Track is Llagas Creek code 215 rail, ties, and switches laid on granite "dust" ballast. Originally built as two sections, the lower section is built in a area of about 60 x 40 feet, has 450 feet of track in a large loop. The upper section has 120 feet of track, also a loop, is located 12 to 15 feet higher than the lower section. Later, a connector section was built between the two sections with 320 feet of track that climbs the 12 feet difference in height on 4% grades. A single "out and back" train trip from the lower section to the upper section is a bit over 3 scale miles and climbs and descends about 300 scale feet (15 actual feet) of elevation. Train trips continuing with a loop run around the lower section add another 2 scale miles, or a total of over 5 scale miles for a trip. Foliage in and around the railway are "in scale", living Dwarf Alberta Spruce, Juniper, and Japanese Maples, and ground covers. Also "decorating" the railway are several large Bonsai trees as old as 50 years and moss rocks as large as seven tons. This is a railway not to be missed.					
G	<a href="#">Jerry Abreu</a>				
		Scenery: 100%	No hazards		
G	<a href="#">Ron Titus</a>				
		Scenery: 100%	No hazards		
G	<a href="#">Gary &amp; Chrisi Phillips</a>	<a href="#">Arden Park and Eastern / La Sierra Shortline</a>			
		Scenery: 100%	No hazards		
The Arden Park & Eastern and its associated La Sierra Shortline is a western Sierra foothills narrow gauge railroad that was built in a Japanese garden so the railroad and the garden are well integrated. The project is still being developed but you will see the railroad and the garden are equally important to the owners.					
G	<a href="#">Chuck &amp; Sue Maley</a>	<a href="#">Coyote Pass Railroad</a>			
30 X 100		Scenery: 100%	Track Power and Live Steam	No hazards	
The railroad is about 8 years old and was built in a naturally rugged, rocky, area using numerous fills and bridges to follow the natural land contours - much like the real thing. It depicts a					



standard gauge mountain division line with rustic narrow gauge characteristics. The motive power ranges from kit bashed steam relics to late steam and early diesels of the 1950s and '60s as well as a completely out of place GG1. The 700 feet of mainline is Llargas Creek code 250 rail, bent for broad curves. The ruling grade is 2%. There is also a 90-foot short line with sharp curves and a 6% grade that services a lumber camp. Trains are track powered by Crest's RC Train Engineer. There is also a large live steam track connected to the mainline in a wye configuration. Interesting features include a 5-track car barn, cascading water flumes for a no muss, no fuss water feature and a working turntable. The over 75 structures, bridges and trestles are mostly scratch built and include animated features for the coaling tower, lumber mill and steam donkeys. Most of the structures light up for night time operations. Some of the rolling stock is also scratch built including a long, logging consist with handmade disconnects.

L502		MARIN			
Thursday	All Day	July 7	\$25.00	Dep 8:00 AM	Ret 3:00 PM
This tour will visit five layouts in the Marin area, several of which have received extensive coverage in the model railroad press. Lunch will be on your own at a local shopping mall with multiple fast food opportunities.					
HO	<a href="#">Jim Providenza</a>	<a href="#">Santa Cruz Northern</a>			
21 X 22	95%	Lenz DCC w/CVP wireless throttles		No hazards	
Jim's Santa Cruz Northern is a point to point, double deck, walk around style layout that shares a two car garage with a compact car. The SCN is single track with about 240 feet of mainline, of which 45 feet is in a three level helix. The maximum grade is 2.25%; minimum mainline radius is 26.5". The SCN is a jointly owned Western Pacific/Santa Fe subsidiary, running from a connection with the WP in San Jose California south to Santa Cruz on the Pacific Coast. As such it shares many of the characteristics of similar lines in the area such as the Central California Traction Company or the Northwestern Pacific. Five major sidings have been extended to average 15 feet in length. All of the visible mainline and most of the switches are hand laid. Set in the early 1970's, motive power is either second hand or leased, quite often from the parent roads. Traffic has traditionally centered around industrial products in San Jose, agricultural products from the Santa Clara Valley and wood products and cement from the Santa Cruz Mountains. The layout has appeared in numerous model railroad magazines most recently in the March 2010 issue of Railroad Model Craftsman.					
HO	<a href="#">Bill Kaufman</a>	<a href="#">State Belt RR</a>			
200 sq ft	60%	Lenz DCC, CVP wireless throttle		No hazards <a href="http://www.statebelt.org">http://www.statebelt.org</a>	
The State Belt ran for 100 years along piers and into warehouses of the San Francisco waterfront. Bill has taken important elements like a car float, interchange at King St. (where the Giants play today), street running, and switching areas under Telegraph Hill and built them into a 12' x 12' layout using interesting modular techniques. Operations follow the prototype State Belt with 2 crews each working their own division. The railroad is totally functional, and signature buildings like the Ferry Building and Merchants Ice and Cold Storage are being worked on. Control is Lenz DCC with wireless throttles. The State Belt was written up in the April 2007 RMC.					
HO	<a href="#">Bill Horstmeyer</a>	<a href="#">Union Pacific</a>			
400	33%	Easy DCC, radio		Average house (1-2 steps)	
Layout has a 300 foot long mainline, some branch lines and a few yards. The prototype is contemporary times of modern trains running on the Union Pacific over the Cascades in Oregon. This is a large layout with lengthy trains running well on steep grades and relatively tight curves.					
HO	<a href="#">Paul Weiss</a>				
11 X 14	40%	NCE DCC		Average house (1-2 steps)	
Penn Central deep in the urban jungle of 1974 Boston. This double decked switching layout provides a switching experience with the curves and obstacles typical of urban switching in a true urban context. Buildings that are not simple rectangles, roads and trackage crossing and overlapping, and blocked sight lines. With no main line here to speak of, Paul enjoys complicated and lengthy op sessions. RTR code 83 is slowly converting to hand laid turnouts as Paul moves to a premier standard of reliability and appearance. Structures are scratchbuilt or kitbashed.					
G	<a href="#">Dart Rinefort</a>	<a href="#">OS&amp;F RR</a>			
30' X 60'	100%	AirWire, DC and on-board Battery		Not Handicapped accessible	

An outdoor G Scale Garden Railroad with two train operation on a single main line utilizing both battery power with AirWire control and conventional track power. A full-scale Watchman's shanty serves as the operations center and provides a home for out-of-service equipment. Due the success of the local gold mine in the early 1900's, the town of Loganville has grown rapidly with new commerce and industry. Winding its way through tunnels and canyons and across scratch built bridges spanning rivers with cascading waterfalls, the OS&F RR provides both passenger and freight services as it travels over the rugged terrain of the California foothills. The scratch built HOTEL SISTERS overlooks the town and provides guests with vistas of the MOCO mining activities. Many other building are scratch built complete with lighted interiors. An outfitters cabin, located in the heavily forested landscape, provides services for hunters. In addition to the main line, the mining operations feature both 'O' and HO gauge trains to transport ore from the mines to the stamp mill. Limited handicap access (stairs).

L503		COMSTOCK EXPRESS			
Thursday	All Day	July 7	\$40.00	Dep 8:30 AM	Ret 5:30 PM
All of the layouts on this tour are within easy reach of the Comstock Lode, but only one deals with mining as a theme. The others are transplants modeling their roots in the Bay Area or Colorado. The tour will include an on-your-own buffet lunch in Reno.					
HO	<a href="#">Jim Petro</a>	<a href="#">Denver Rio Grand Western</a>			
20 X 30	20%	Digitrax		Average house (1-2 steps)	
The rarely modeled Rio Grande Joint-Line is represented well on this operating layout. Many of the buildings are scratch built including a model of Denver Union Station. Jim focuses on the transition era and has many steam and diesel engines for prototype operations. Even though most scenery is just beginning, the unique topography of the layout will please the tour visitors					
HO	<a href="#">Jim Price</a>	<a href="#">SP and WP</a>			
50 X 70	20%	Digitrax		Special adaptations for handicapped	
The SP from Oakland Pier to Sparks is usually not modeled town by town, but on Jim Price's 1950s SP empire, the plan is to make it as realistic as possible. Even though the layout is still under construction, Oakland Pier to Stockton is built and operating under warrants car card and waybills. The Oakland 16th St depot and Desert Yard is fully scened and detailed while trains pass by on their way to the Oakland Mole, or the Western and Sacramento Divisions of the SP in Jim's 50x70 garage. This impressive layout also caters to LDSig interests.					
HO	<a href="#">Nevin Wilson</a>	<a href="#">Tonopah &amp; Tidewater Railroad</a>			
14 X 14	100%	MRC DCC		Several steps and/or duck-under(s)	
Nevin models the Tonopah and Tidewater RR along with the Bullfrog Goldfield RR and the Las Vegas and Tonopah RR. All were pre-WWI mining railroads in the deserts of Nevada and Calif. The high desert scenery and attention to detail in this teens-era layout is superb. The layout is built so it can be relocated and valence lighting gives the railroad a very well scaled dimension.					
HO O	<a href="#">Charlie Lix</a>	<a href="#">Pacific Traction &amp; Harbor Terminal RR</a>			
12 X 33	100%	NCE		Not Handicapped accessible	
This transition era freelance waterfront layout features a lot of operations and realistic freight industry. Set around the East Bay area of California, there is heavy interchange with Western Pacific, Tidewater Southern, Sacramento Northern, Southern Pacific, Napa Valley interurban, and the Mare Island Naval railway. Charlie was inspired as a teenager by the Sacramento MRR Historical Society and his freelancing abilities have built a wonderful operating layout					

L504		SACRAMENTO - ELK GROVE			
Thursday	Afternoon	July 7	\$20.00	Dep 1:00 PM	Ret 5:00 PM
This tour visits four layouts in Sacramento and Elk Grove, immediately south of Sacramento. At under four hours it is a perfect tour for balancing a high quality and diversity of layout styles without spending a lot of time away from the convention center.					
HO	<a href="#">Bill Burg</a>	<a href="#">Sacramento Northern Beltline</a>			
11 X 24	30%	DC		Average house (1-2 steps)	
Bill's Sacramento Belt Line portrays Sacramento Northern Railway's industrial belt line within the city of Sacramento, during 1953-1965, set in the summer peak harvest/canning season.					

Operation focuses on industrial switching and interchange between multiple Class 1 railroads (SP and WP), using a modified "wheel report" operation scheme. Scenery is urban/suburban, running between heavy industrial areas and tree-lined residential neighborhoods. Industries are primarily agricultural processing (canning, almonds, dairy, lumber milling, grain milling) and interchange between railroads, warehouses, trucks and riverboats/barges. Motive power consists of small diesel-electric switchers operating on city streets and tight curves, formerly electric interurban right-of-way. The railroad is freight-only, aside from occasional chartered fan trips. HO, standard gauge, set up as a point-to-point shelf that will eventually circle the room.			
<b>1/12 scale</b>	<a href="#">Matt Mason</a>	<a href="#">American River Navigation &amp; Railway</a>	
120 X 140	100%	Steam and on-board battery	No hazards
The American River Navigation and Railway is a home railroad that is 1" scale, or 1/12 size. It is a rideable railroad that performs work for Matt moving firewood, landscape materials, and of course his two boys. The 4 3/4" gauge track winds from the front yard to the back with many sidings. A branch-line goes over to the neighbor's yard (a relative) and skirts the pool to a fruit-packing shed where fresh oranges are loaded in the winter. The layout is laid out roughly like a self-type switching layout, except folded over on itself twice. The railroad uses battery-powered GP9s, freelance 4-wheeled switchers, and steam locos to switch the 430' long railroad. You are also welcome to visit the railroad's machine shop where repairs are done and new locomotives built. An article on the layout was in the Summer 2006 issue of The Home Railway Journal.			
<b>HO</b>	<a href="#">Robert Hoffman</a>	<a href="#">Santa Fe Hereford Sub</a>	
400 sq ft	33%	Digitrax	Average house (1-2 steps)
The layout represents the 104 mile Hereford Subdivision of the Santa Fe from Clovis, NM. to Amarillo, TX in 1983. The layout features one active junction as well as interchange with the Burlington Northern at Amarillo and was designed with prototype operations in mind. The primary commodities transported include; TOFC, automobiles, grain, and manufactured goods. Scenery is specifically patterned after the prototype where possible. An article on this layout appeared in the January 2011 Railroad Model Craftsman			
<b>HO</b>	<a href="#">Greg Austin</a>	<a href="#">Chicago, Ohio &amp; Eastern</a>	
12 x 19	20%	DCC	Several steps and/or duck-under(s)
Greg's layout depicts a Mid-western railroad and is being modeled in the 1948 to 1955 steam to diesel transition period. The layout is designed to support up to 4 trains running simultaneously and signaling of the layout is underway. One of the scenic features is a 10 foot wide valley with steel bridges and wood trestle work spanning it with a maximum height of 150 scale feet.			

<b>L550</b>	<b>THURSDAY SELF GUIDED - TICKET AND DIRECTIONS PACKAGE</b>				
Thursday	All Day	July 7	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Thursday Self-Guided Tours. See Tour L350 for Tour description.					

<b>L551</b>	<b>THURSDAY SELF GUIDED - ADDITIONAL TICKET</b>				
Thursday	All Day	July 7	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Additional ticket for L350. A list of layouts open on each day will be available shortly.					

<b>L601</b>	<b>BAY AREA CLUBS - NORTH</b>				
Friday	Evening	July 8	\$25.00	Dep 5:00 PM	Ret 11:00 PM
This tour will visit three model railroad clubs in the San Francisco Bay Area. <a href="#">East Bay Model Engineer Society</a>					
The East Bay Model Engineers Society / Golden State Model Railroad Museum is home to three large layouts in O/HO/N scales with broad curves and long trains in a warehouse-sized building. All three layouts can operate on either DC or DCC and the club has been featured in Model Railroader magazine. Each of the layouts makes use of the high ceilings in the building to provide majestic mountain scenes.					
<b>N</b>	<a href="#">East Bay Model Engineer Society</a>				
25 X 70	90%	DC and DCC	Special adaptations for handicapped <a href="http://www.gsmrm.org">http://www.gsmrm.org</a>		
The N scale (no name) layout features the SP in Sacramento yard and icing docks, Tehachapi					

Loop, and magnificent snow-capped Sierra Nevada mountains.					
<b>HO</b>	<a href="#">East Bay Model Engineer Society</a>		<a href="#">Port Richmond and Truckee</a>		
120 X 35	80%	DC and DCC	Special adaptations for handicapped <a href="http://www.gsmrm.org">http://www.gsmrm.org</a>		
The HO/Hon3 Point Richmond & Truckee features prototype based familiar places including Oakland, Sacramento, Roseville, Elvas Wye, Martinez, Colfax, and Truckee. Tracks gain over 6 feet in elevation as they move from the San Francisco Bay to the Sierra Mountains. Prominent features include Oakland Mole, Oakland 16th St. station, Elvas Wye, and in the Sierras; Long Ravine Bridges, snow sheds and Chinese Wall. Trains 20' in length and more are common sights.					
<b>O</b>	<a href="#">East Bay Model Engineer Society</a>				
165 X 30	60%	DC and DCC	Special adaptations for handicapped <a href="http://www.gsmrm.org">http://www.gsmrm.org</a>		
The O/OOn3 (no name) is a more free lanced layout and features long mountain bridges, a mine scene and trains which are over 40' long are common!					
<b>HO</b>	<a href="#">Napa Model Railroad Club</a>		<a href="#">Napa Valley Northern Railway</a>		
125 x 15	100%	DC and DCC	Several steps and/or duck-under(s) <a href="http://www.nvmrc.org">http://www.nvmrc.org</a>		
The Napa Valley Northern is a north-south bridge route from Stockton, CA to Portland, OR competing with the SP Cascade Route and the WP-GN/BN Inside Gateway route. The layout itself is the trackage from the Port of Napa, CA north through the Napa Valley then through the Mayacmas Mountains past Clear Lake to Ukiah, CA. Many of the past and present industries of the Napa Valley region are included in the local freight collection/distribution system. Connecting with the AT&SF/BNSF, SP and WP/UP through Stockton plus the BN/BNSF, GN, NP, MILW, and UP at Portland, the NVN hosts various eras of run-through trains from 1940-era steam freight and passenger through 1970-era pool power freights to 2000-era Amtrak and double-stack inter-modal trains. The club was featured in Scale Rails in early 2004.					
<b>HO</b>	<a href="#">Crocket Model Railroad Society</a>		<a href="#">Crockett Central</a>		
30 x 60	30%	DCC	Several steps and/or duck-under(s) <a href="http://www.cmrstrainclub.org">http://www.cmrstrainclub.org</a>		
The layout represents a portion of the original transcontinental railroad and old Southern Pacific Railroad running between Oakland, CA and Sparks, NV. The timeframe varies from the 1950's to present, allowing both steam and diesel locomotives to be operated through time appropriate scenery on the layout. The double track mainline allows swift runs between destinations without waiting on sidings for trains to meet and pass. The track is constructed on three levels with two helixes on opposite corners providing a connection. The "mushroom style" layout is narrow with long tabletops that are stacked like bunk beds. This design provides maximum linear track plan avoids the older "spaghetti bowl" design. Code 100 track is used on the 1st level and helixes only, and Code 83 track is used on the rest of the layout. Nominal minimum track radius is 48 inches. Maximum 2% grade is found on the helixes. The club consists of 50 members, is growing and welcomes new members. The UP mainline passes adjacent to the club's second floor location.					

<b>L602</b>	<b>BAY AREA CLUBS - EAST</b>				
Friday	Evening	July 8	\$25.00	Dep 5:00 PM	Ret 11:00 PM
<a href="#">Tidewater Southern Historical Society</a> <a href="#">Tidewater Southern</a>					
20 60	Scenery: 80%		No Hazards		
This is a large club layout depicting the Tidewater Southern between the Port of Stockton and Modesto, California with two Branch lines to Turlock and Manteca. In addition to the layout, the club has an extensive display of Tidewater Southern artifacts on display.					
<b>HO</b>	<a href="#">Walnut Creek Model Railroad Society</a>		<a href="#">Diablo Valley Lines</a>		
54 X 32	100%	No hazards <a href="http://www.wcmrs.org">www.wcmrs.org</a>			
The Walnut Creek Model Railroad Society got its beginnings to 1948. The original group began meeting in member's homes. Their display of a 4x8 foot portable layout at special events such as Walnut Creek's annual Walnut Festival led to their first permanent railroad in a freight shed on a leased site near the Walnut Creek SP depot in 1950. This location served to house an impressive 20 x 40 foot layout until 1970 when flood control work required relocating the SP track and, of course, the WCMRS clubhouse. WCMRS solved their clubhouse problem by reaching an					

<p>agreement with the City of Walnut Creek for the present site with a structure that was the first in California (and one of very few in the world) to be designed and built specifically to house a model railroad, with construction work done by members of the Society and upon completion in 1974 the building was donated to the city of Walnut Creek and the building of the Diablo Valley Lines Railroad commenced.</p> <p>The current Diablo Valley Lines has over 4,300 feet of hand laid track on 175,000 individual ties with more than 340 turnouts. The entire road is HO scale and has standard gauge, narrow gauge, freight and interurban trolley lines. Under normal operating conditions it requires about 45 minutes for one train to complete a single circuit of the mainline.</p>					
<a href="#">Antioch Model Railroad Society</a>		<a href="#">Black Diamond Lines</a>			
No Hazards					
<p>The Black Diamond Lines Model Railroad Club began in July 1981 as a group of model railroaders who gathered in the back of a local hobby shop. Later that year, they incorporated as a non-profit organization and in December began work on their first layout, located in the Contra Costa County Fairgrounds. In December of 1985, the fairgrounds decided not to renew the club's lease and they were forced to move to a location obtained through the City of Antioch in May 1986, where the layout remains to this day.</p> <p>The Black Diamond Lines is an HO scale layout layout that occupies approximately 1500 square feet of space. Track elevation ranges from 46 to 82 inches above floor level. All track is hand-laid on wooden ties, and all turnouts and crossings are hand made in place.</p>					

L603 SACRAMENTO AREA CLUBS					
Friday	Evening	July 8	\$15.00	Dep 6:00 PM	Ret 10:00 PM
HO & N <a href="#">Roseville Roundhouse Model RR Club</a>					
30 X 17	Scenery: 70%	MRC DCC	Special adaptations for handicapped		
<p>The Roseville Roundhouse Model Railroad Club was founded in 1977 by a small group of modelers in the hometown of Southern Pacific's Jennings Yard. Over time, the group moved several times before coming back to the Placer County Fairgrounds where they started. The HO layout is approximately 30x17 and is built in the shape of a "Z" for the membership to operate trains. The N scale layout is fully scenicked and is both DC and DCC by operating one mainline per control system. The club's Western Sierra Lines Railroad is freelanced on both layouts.</p>					
HO	<a href="#">26th Street Model</a>				
30 X 50	Scenery: 95%	NCE DCC			
<p>The 26th Street Model Engineers have built their layout in the basement of charter member Keith Brownfield's home. The layout is freelanced, but scenes are modeled to depict the Pacific Northwest in the transition era. Subdivisions divide the railroad and each one has a unique theme that focuses on various industries. Scenery is mostly complete, and the club uses Railops to prototypically move freight cars.</p>					
HOn3	<a href="#">SMRHS</a>				<a href="#">Sierra Central Narrow Gauge</a>
14 X 35	90%	DC	Special adaptations for handicapped		
<p>Since 1948, the Sacramento Model Railroad Historical Society has been the premier model railroad club in the Sacramento region. A new layout was started in 2002 to represent the Southern Pacific from Oakland Pier to Sacramento, and the Western Pacific from Sacramento to Keddie, CA. The society also has one of the largest HOn3 layouts in California featuring prototype scenes of the East Broad top, Colorado and Southern, and the SP narrow gauge. The standard gauge is Digitrax DCC interfaced with CMRI and Panel Pro. The club operates a prototype tri-color CTC signaling system featuring an original WP US&amp;S Sacramento dispatching panel.</p>					

L650 FRIDAY SELF GUIDED - TICKET AND DIRECTIONS PACKAGE					
Friday	All Day	July 7	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Friday Self-Guided Tours. See Tour L350 for Tour description.					

L651 FRIDAY SELF GUIDED - ADDITIONAL TICKET					
Friday	All Day	July 7	\$4.00	Dep 10:00 AM	Ret 10:00 PM
Additional ticket for L350. A list of layouts open on each day will be available shortly.					

L701 PENINSULA GARDENS					
Saturday	All Day	July 9	\$35.00	Dep 7:30 AM	Ret 6:30 PM
<p>This tour has been expanded to visit seven really interesting garden railways in the San Francisco Bay Area. Each of these railways features well built outdoor railroads in garden settings that are sure to be of great interest to those into gardening as well as garden railway aficionados. Lunch will be on your own from a selection of fast food restaurants available at a local shopping area.</p>					
G	<a href="#">Frank Schwarb</a>	<a href="#">Vallejo Valley RR</a>			
			Track power	Average house (1-2 steps)	
<p>The Vallejo Valley RR features Western California 1880-1930 with mining &amp; lumber industries along with cattle and sheep, orchards and vineyards - a small agricultural town servicing local California industry. Many scratch built, kit and kit bashed structures including all of those made by Railroad Avenue are on Frank's railroad.</p>					
G	<a href="#">Richard Murray</a>	<a href="#">Greenhills Railroad</a>			
			Live Steam	No hazards	
<p>This is a lushly landscaped railroad built in a 30 year old Japanese style garden. Nicely trimmed Ffull size and Dwarf Trees. Water features include a Koi pond and two separate waterfalls built by Jack Verducci. Live steam trains start at a waist-high and run over 14 highly detailed bridges.</p>					
G	<a href="#">Robert Smith</a>				
			Track Power	No hazards	
<p>This 12 year old railroad has had several changes over the years. Three separate layouts travel throughout the backyard. The features include 60 buildings, 350 feet of track, 2 tunnels, 80 trees, 4 bridges and a life size potting shed built to look like a small railroad station. This railroad is well integrated into the backyard landscape.</p>					
G	<a href="#">Jack Verducci</a>	<a href="#">Crystal Springs Railroad</a>			
			Live Steam	No hazards	
<p>Jack's Crystal Springs Railroad represents a narrow gauge railroad that might have been. It is located on the SF peninsula. The line starts at the ocean shore town of Fog Harbor and climbs the coastal range to San Mateo and other points west. This garden has been featured in hundreds of articles in Garden Railways Magazine and several Garden Railway books. The owner is the premier garden railway builder in the country.</p>					
G	<a href="#">Bill Allen</a>				
			Live Steam	& Track Power	<a href="#">Bill, Virginia &amp; Truckee Railroad</a>
<p>Bill Allen runs both live steam and electric. The garden has miniature trees and plants and lots of scratch built items. The layout depicts the Truckee and Virginia City's gold and silver era. Seven hundred feet of layout with four looping and two back &amp; forth tracks, and a 33' Koi pond with waterfall and river separate Virginia City from Truckee. The layout also has eight bridges, seven tunnels, 4% grades and a 40' mountain range. Lots of scratch built structures and rolling stock. There is a second elevated oval 21' X 31' designed for Live Steam with dual tracks and turnouts.</p>					
G	<a href="#">Don Watters</a>	<a href="#">Lake Tahoe &amp; Truckee Railroad</a>			
			Battery & Track Power	No Hazards	
<p>This railway is integrated into the existing tall Redwood landscaping. It runs along the back and side fence in a specially constructed raised rock area. One end is a sparsely populated mountain setting. An over and under figure 8 loop crosses a waterfall over a long high trestle. The line travels by small settlements en route to a hillside town and rail yard in the middle of another over and under elevation loop. There are approximately 30 buildings and many special details. This railroad was featured in Garden Railways magazine</p>					
G	<a href="#">Chip Gierhart</a>	<a href="#">Rhatische Bahn West</a>			
			DCC	No hazards	
<p>The RhB West models the Rhaetian Bahn (RhB) Bernina Express from the Chur area in Switzerland over the Alps to Italy. Four tunnels and four waterfalls are surrounded by both Alpine and Mediterranean flora. Plants include varieties of dwarf cypress, spruce and pine at the "Swiss" end of the layout, complemented by colorful perennials at the "Italian" end. Fifteen types of thyme are available for "sniffers" to smell, along with several oregano and other herbs. DCC powered engines and switches allow several concurrent trains to run. About 1500 sq ft. The track</p>					



is stainless steel with LGB ties, powered by a Massoth central station and wireless handhelds. All engines and most rolling stock are LGB. The engines have mostly Massoth decoders, including one with remote-controlled couplers. The automation is done with decoders from Zimo and Digitrax. Several features with remote control are also controlled via Gravel loading building loads gravel into hoppers. Hoppers deliver and dump gravel around the track; Barrel cars dump the barrels; "Hot Metal" car dumps water; and A cheap thrill of the day.

## General Interest Tours

These tours and events are geared for enjoyment of the whole family.

AG11 MILITARY VEHICLE TECHNOLOGY FOUNDATION					
Saturday	Morning	July 2	\$40.00	Dep 8:00 AM	Ret 12:00 PM
The Military Vehicle Technology Foundation is one of the largest and most significant collections of historical military vehicles in the world. It is the legacy of Jacques Littlefield and includes both domestic and foreign combat vehicles fully restored to operating condition. The display includes tanks, armored cars, self-propelled artillery, and many other technically significant machines of war. We will have a very special private tour of this facility. See <a href="http://mvtf.org">mvtf.org</a> . <b>Advance Section registration is required to attend Advance Section events.</b>					

AG12 USS POTOMAC					
Saturday	Evening	July 2	\$125.00	Dep 5:00 PM	Ret 10:00 PM
The former Presidential Yacht of Franklin D. Roosevelt has been chartered for an evening cruise on the Oakland-Alameda Estuary and San Francisco Bay. Guests can wander through the private quarters of the president and experience the ambience of this fully operational historical museum. Evening meal includes prem. wine, beer and soft drinks. See <a href="http://usspotomac.org">http://usspotomac.org</a> . <b>Advance Section registration is required to attend Advance Section events.</b>					

AG21 DISNEY MUSEUM AND PIER 39					
Sunday	All Day	July 3	\$40.00	Dep 9:00 AM	Ret 3:00 PM
The Walt Disney Family Museum presents the real story of Walt Disney, the man, his work, his legacy of entertainment and love of trains. The Museum is located in the historically preserved Presidio of San Francisco, a former U.S. Army base and now a National Park. The galleries are rooted in an architecturally preserved 19th century barracks. Early animation techniques are shown and historic equipment for movie making is on display. See <a href="http://disney.go.com/disneyatoz/familymuseum/">http://disney.go.com/disneyatoz/familymuseum/</a> . The tour will continue for a self-guided visit for lunch, shopping or strolling on the waterfront of San Francisco's Pier 39. Its location in the heart of a fisherman's area allows us to sample shops, historic ships, an aquarium, Ghirardelli Square and may other sights, sounds and smells of this famous venue. Our whirlwind visit only allows you to eat and absorb the ambience before we head for the Oakland Amtrak station for those taking the train to Sacramento. The bus then continues back to the Newark/Fremont Hilton Hotel. See <a href="http://pier39.com">http://pier39.com</a> and <a href="http://ghirardellisq.com">http://ghirardellisq.com</a> . <b>Advance Section registration is required to attend Advance Section events.</b>					

AG21A AMTRAK TO SACRAMENTO - VIA OAKLAND JACK LONDON SQUARE					
Sunday	Afternoon	July 3	\$30.00	Dep 3:25 PM	Ret 6:00 PM
Arrive Sacramento Station 5:23 PM on Amtrak 736. Transfer from Disney Tour AG21 provided. This sched. <b>may not</b> allow adequate time for connection with some Sacramento evening tours. <b>Advance Section registration is required to attend Advance Section events.</b>					

G101 SACRAMENTO RIVER DINNER TRAIN					
Sunday	Evening	July 3	\$80.00	Dep 4:30 PM	Ret 9:00 PM
The Sacramento River Train operates on the 16-mile "Woodland Branch" between Sacramento and Woodland constructed in 1911 by the Northern Electric Company as the Sacramento and					

Woodland Railroad to link the fertile farmlands of Yolo County with Sacramento. The line was electrified by third rail except in Woodland where overhead power was used. Passenger operations came to an end in 1940 with the advent of World War II, but the Sacramento Northern Railway continued to move freight over the line until the early 1960's. The Sacramento Northern was acquired by the WP which in turn was merged with the Union Pacific in 1984. The Yolo Shortline Railroad Company, created in 1991, purchased the Woodland Branch from the UP, and today continues to operate freight service out Woodland, California as well as the Sacramento River Dinner Train. Out trip on the Sacramento River Train will include a buffet dinner, beer tasting featuring historic California beers and musical entertainment.

G102 RIVERCATS BASEBALL GAME *HA*					
Sunday	Evening	July 3	\$45.00	Dep 5:30 PM	Ret 8:00 PM
Alumni of the Sacramento River Cats, the Oakland Athletics AAA farm team, have played on every winning World Series team since 1999. The River Cats traditional July third sell-out event includes a BBQ dinner before the game and fireworks after. So for a change of pace from train rides - we have at least one available every day - come out and join the festivities at Raley Field.					

G201 JELLY BELLY FACTORY TOUR *HA*					
Monday	Morning	July 4	\$15.00	Dep 8:15 AM	Ret 11:30 AM
As Governor of California Ronald Reagan began sharing Jelly Belly® candies at meetings in 1967. He later wrote that "we can hardly start a meeting or make a decision without passing around the jar of jelly beans." When he became President, Jelly Belly® candies became a staple in the Oval Office and Air Force One. Reader's Digest once called The Jelly Belly Factory® tour the best factory tour in America. See how Jelly Belly® and other candies are made, taste free samples, view the amazing art created from Jelly Belly® candies, and explore the gift shop. Tour G201 will run on July 4th, when the factory is not in production. The Jelly Belly® people have a special treat prepared for people who visit on days when they are not working. So if you want the whole "watch-em-work" experience you'll want G601. If the thought of dancing robots is more your style, you want G201.					

G202 FIREWORKS AT RANCHO CORDOVA					
Monday	Evening	July 4	\$20.00	Dep 7:30 PM	Ret 10:40 PM
The Sacramento Valley Live Steam Railroad Museum is a group of live steam enthusiasts that call Rancho Cordova, California's Hagen Park home. The City of Rancho Cordova has used Hagen Park as the location of their annual Fourth of July festivities for over 25 years. This lucky combination created an opportunity for us to join the SVLSRM in viewing the evening's fireworks from a unique viewing area accessed by their loop of track.					

G301 AEROSPACE MUSEUM OF CALIFORNIA *HA*					
Tuesday	All Day	July 5	\$25.00	Dep 8:45 AM	Ret 12:15 PM
The Aerospace Museum of California features 40 civilian and military aircraft, a motion ride simulator, and numerous special exhibits. Aircraft on display include a wide range of military fighters, trainers, and other planes flown by the US Air Force and Navy from 1940 to 2000. After our docent led tour, participants will have the opportunity to revisit their favorite portions of the museum for more a leisurely photo-op or visit the museum gift shop.					

R040 NON-RAIL LUNCH					
Tuesday	Mid Day	July 5	\$40.00	12:00 PM	Location TBA
As our convention tagline states we are the unconventional convention. What could be more unconventional than a free lunch! All Non-Rail registrants are invited to join us on Tuesday, July 5 for lunch. Our speaker will be Julie Riley from the Sacramento Convention Bureau. She has a wealth of information to share with us. She will give a short history of Sacramento, a list of sights to see, places to eat and shop. Come join us. The non-rail lunch is included in all spouse registrations. The Extra fare tickets if for others who wise to join us.					

G302		DAYLIGHT SALES			
Tuesday	Mid Day	July 5	\$5.00	Dep 9:30 AM	Ret 11:30 PM
If you've been to railroad conventions before, you have seen manufacturer Daylight Sales silkscreen and embroidered shirts, hats, and other railroad items. On this tour, you will see how silkscreen and embroidered products are made. Items will be available for purchase and shipped home if you wish. A free shirt will be given to each attendee, hot off the press.					

G303		DONNER SUMMIT			
Tuesday	All Day	July 5	\$40.00	Dep 8:00 AM	Ret 5:00 PM
The summit is legendary; both for a party of pioneers and a pioneering railroad using immigrant labor to build roadbed over the treacherous Sierra Nevada Mountains. The Central Pacific Railroad's building of track from Sacramento, California to Promontory, Utah is beyond the scope of our tour, and even just the construction of the roadbed, tunnels and snowsheds over Donner will be difficult to cover in one morning. Our guide, from the Truckee Donner Railroad Society will do that and more. The Truckee Donner Railroad Society is a group of individuals who recognizing the importance railroads played in the formation and development of Truckee and the surrounding area, formed a not-for-profit corporation in 2000. Their mission is to perpetuate the study, advancement and knowledge of the working railroad in the Truckee Donner area. On May 8, 2010, the TDRS opened a museum in a former SP caboose adjoining the Amtrak station in Truckee. That museum, along with on-your-own lunch in downtown Truckee will be the final stop before heading back to the convention center. <i>This tour involves a significant amount of difficult walking at high altitude (7000') and is definitely not for those not physically able to contend with that effort.</i> Due to track re-alignments by the Union Pacific, the exact routing of the walking portion of the tour is unable to be determined at this time, but rest assured it will be enjoyable (and strenuous) whatever the final routing.					

G304		CAL-FIRE AIRCRAFT MAINTENANCE FACILITY			
Tuesday	Mid Day	July 5	\$20.00	Dep 10:15 AM	Ret 12:30 PM
CAL-FIRE is responsible for fire protection of over 31 million acres of California's wild lands. One key to controlling wildfires is getting air tankers and tactical aircraft to the scene as quickly as possible. CAL-FIRE's fleet of 23 air tankers, 11 helicopters, and 14 tactical airplanes are stationed at 13 air attack and 9 helicopter bases statewide, but all are maintained at the McClellan facility. Join us in learning about how Cal-Fire keeps their aerial tankers ready to respond in protect the state's residents from wildfires.					

G305		CAL-FIRE AIRCRAFT MAINTENANCE FACILITY			
Tuesday	Afternoon	July 5	\$20.00	Dep 1:45 PM	Ret 4:00 PM
CAL-FIRE is responsible for fire protection of over 31 million acres of California's wild lands. One key to controlling wildfires is getting air tankers and tactical aircraft to the scene as quickly as possible. CAL-FIRE's fleet of 23 air tankers, 11 helicopters, and 14 tactical airplanes are stationed at 13 air attack and 9 helicopter bases statewide, but all are maintained at the McClellan facility. Join us in learning about how Cal-Fire keeps their aerial tankers ready to respond in protect the state's residents from wildfires.					

G401		BURBANK HOUSE AND SHULZ MUSEUM			
Wednesday	All Day	July 6	\$45.00	Dep 8:15 AM	Ret 4:30 PM
Santa Rosa was home to Luther Burbank, the famed horticulturalist, and more recently Charles Schulz, the cartoonist who created the Peanuts gang. At the Burbank House we will have a docent led tour of the home, gardens and greenhouse. Our tour of the Schulz Museum and Research Center will also be docent led but will also allow time to visit the center's hockey rink where Mr. Schulz used to play. Our on-your-own lunch stop will be at Railroad Square in Santa Rosa where tour participants can also visit the Northwestern Pacific Railroad Historical Society's display the restored Northwestern Pacific Depot, or visit the antique shops around the square. For dedicated antique shoppers, the Warm Puppy Café at the Schulz Museum offers an alternative to the Railroad Square dining establishments.					

G402		GRANGE RESTAURANT LUNCHEON EXTRAVAGANZA			
Wednesday	Mid Day	July 6	\$45.00	Dep 10:45 AM	Ret 2:15 PM
This is a very special and unconventional event at the Grange Restaurant, one of Sacramento's premiere dining destinations. Chef Michael Tuohy a 31-year veteran of the restaurant industry and leading proponent of the Slow Food Movement, will take attendees to Sacramento's farmer's produce market where he will explain what he looks for in selecting items. Back at the restaurant, attendees will watch preparation of a meal using the produce selected at the farmers market. AND FINALLY, enjoy the meal they have seen prepared.					

G414		SHERATON KITCHEN TOUR			
Wednesday	Afternoon	July 6	\$5.00	Dep 2:00 PM	Ret 3:00 PM
Every wondered how a hotel kitchen prepares for a banquet? Well, we will get to see this first hand. The Sheraton Hotel's chef will take us on a tour of his facility while they are prepping for a banquet. We will be able to ask questions and see his crew in action. Closed toed non-slip shoes are required for this tour. This event is limited to 20 participants.					

G403		GOLD COUNTRY			
Wednesday	All Day	July 6	\$45.00	Dep 9:00 AM	Ret 4:00 PM
This tour of California's Gold Rush country includes a trip to the site on the South Fork of the American River where James Marshall discovered gold in 1848 triggering the Gold Rush of 1849. The Gold Discovery State Park includes a replica of Marshall's original sawmill, a museum featuring period relics and displays, over 20 historic buildings and a monument marking the actual discovery site. After leaving the Discovery Site State Park we will travel to Placerville, California. There we will visit two underground mines, one not normally open for public viewing, and their associated stamp mill. These mines are representative of the hard rock mining that followed after the great hordes of 49ers had panned out most of California's gold-bearing streambeds. At the restored stamp mill, tour visitors will witness a replica of the stamping machine in operation. This tour includes a box lunch at the gold discovery site.					

G501		WINE TASTING			
Thursday	Afternoon	July 7	\$40.00	Dep 12:30 PM	Ret 6:45 PM
The Napa Valley is the best known of California's wine regions. Although not as well known, or flashy, as Napa the Lodi area in Amador County just south of Sacramento is the home of over 50 wineries. Join us in a tour of some unique facilities and taste a variety of wines from the Lodi wineries. Our wine tasting is planned to stop at three locations. We will visit the Woodbridge Winery where we will have a tour of the grounds with a discussion of wine making in addition to the tasting and the Oak Ridge Winery where the tasting room is a converted 50,000 gallon barrel. Time permitting we will make a third stop at the Lodi Wine and Visitor Center where you can sample wines from multiple Lodi area wineries.					

G503		FOLSOM OUTLET MALL SHOPPING			
Thursday	All Day	July 7	\$0.00	Dep 9:00 AM	Ret 3:00 PM
This is largely an on-your-own tour on Sacramento Regional Transit rather than by bus, and is designed to provide the maximum flexibility to attendees. The mall provides a group discount book for savings in addition to the traditional outlet store discounts. In order to receive the book, tour participants must arrive together. After that, you are free to spend an hour, all day or shop till you drop. Return home or take Sacramento Transit into the Folsom Historic District first. Check out <a href="#">their website!</a> If there is enough interest in a trip on a different day or time we will arrange a second discount book arrival. Inquire at the tour desk.					

G601		JELLY BELLY FACTORY TOUR *HA*			
Friday	Morning	July 8	\$15.00	Dep 8:15 AM	Ret 11:30 AM
As Governor of California Ronald Reagan began sharing Jelly Belly® candies at meetings in 1967. He later wrote that "we can hardly start a meeting or make a decision without passing					

around the jar of jelly beans." When he became President, Jelly Belly® candies became a staple in the Oval Office and Air Force One. Reader's Digest once called The Jelly Belly Factory® tour the best factory tour in America. See how Jelly Belly® and other candies are made, taste free samples, view the amazing art created from Jelly Belly® candies, and explore the gift shop. Tour G201 will run on July 4th, when the factory is not in production. The Jelly Belly® people have a special treat prepared for people who visit on days when they are not working. So if you want the whole "watch-em-work" experience you'll want G601. If the thought of dancing robots is more your style, you want G201.

G602 GUIDE DOGS FOR THE BLIND					
Friday	All Day	July 8	\$25.00	Dep 9:00 AM	Ret 2:00 PM
<p>Guide Dogs for the Blind was formed in 1942 in Los Gatos, California by Lois Merrihew and Don Donaldson who recognized the need to help wounded servicemen who would return from World War II without their sight. In 1947 the school relocated to their primary campus in San Rafael, California, and in 1995 opened a second facility in Boring, Oregon. Since 1942 Guide Dogs for the Blind has graduated over 10,000 teams, over 2,200 of whom are currently active. The organization is supported by 140 puppy raising clubs and 1,400 puppy raising volunteers. Staff and volunteers at the training facilities number 265 employees and 950 volunteers. During the HOUR LONG WALKING TOUR of the 11 acre campus, you'll see how the dogs are cared for and trained.</p>					

G603 WINE TRAIN					
Friday		July 8	\$120.00	Dep 4:00 PM	Ret 10:45 PM
<p>The Napa Valley wine country lies about 60 miles southwest of Sacramento and is one of the premier travel destinations in the world. There are picturesque rolling hills planted with vineyards lining the valley while wineries of every stature dot the landscape. The track used by the Napa Valley Wine Train was originally built in 1864 to provide freight and passenger service to the Napa Valley. Passenger service was discontinued in the 1930s, and by the mid 1980's Southern Pacific was down to running a single freight train a week. A group of concerned citizens founded the Napa Valley Wine Train in 1987 and acquired the line from the SP, restoring 25 miles of track for its current use. Motive power is FPA-4 diesel locomotives built by the Montreal Locomotive works. The dining cars were extensively restored when the Napa Valley Wine Train acquired the cars. The fare on this tour includes the train and bus transportation, dinner and the gratuity on dinner. There is no wine included in the tour price, but an extensive collection of local wines are available for purchase on the train.</p>					

GNQ NONQUET					
Saturday	Evening	July 9	\$5.00	Dep 7:30 PM	Ret 11:45 PM
<p>Saturday evening social hour. Instead of the usual NMRA banquet, we are taking the unconventional route and holding instead what we have coined as the Nonquet. Dessert will be served, a no-host bar will be open, and you will be able to socialize with all your old friends and make some new friends. Then there will be entertainment. WinteRail is a professionally done railroaders show and photo exhibition. It has been held each March, for about 30 years, in Stockton, CA. The producers of WinteRail have graciously agreed to put on a show for us Saturday night. NMRA awards will be presented during intermissions. This is going to be a true highlight of the convention. Don't miss it.</p>					

R010 LD SIG BANQUET					
Friday	July 6	\$62.00	Roundhouse at Cal St RR Museum	6:00 PM	
<p>Enjoy a catered dinner in the Round House of the California State Railroad Museum with fellow SIG members (no SIG membership requirement, all convention attendees with an interest in layout design are welcome!). No Host bar from 6:00 PM. There will be an after-dinner presentation by a prominent layout designer. A great opportunity to discuss everything you've seen during X2011W and reflect on how to apply your learnings to your layout!</p>					

## Prototype Tours

Prototype and industrial tours are offered to provide attendees with views of current or historical prototype industries related to railroading, and rides on vintage equipment. Many of the prototype and industrial tours require personal safety precautions. Long pants and hard soled shoes are required. In some cases hard hats and safety glasses will be required and, if so, will be provided as part of the tour. These tours do not have facilities for persons with physical challenges so please be prudent when booking. Some facilities may restrict or prohibit photography.

AP01 UNION PACIFIC RAIL – OAKLAND FACILITIES					
Friday	Morning	July 1	\$25.00	Dep 8:30 AM	Ret 12:00 PM
<p>Union Pacific has promised us an interesting tour of their facilities in the northern bay area. UP activity centers on the Oakland waterfront where the primary container port resides. UP has inherited all the former SP and WP facilities in the area. Some are only historic bones, but the waterfront remains an important source of traffic. The mainline still runs down the center of the city street at Jack London Square. This tour may also include BNSF facilities, but approval is still pending. See <a href="http://portofoakland.com">http://portofoakland.com</a> and <a href="http://jacklondonsquare.com">http://jacklondonsquare.com</a>. <b>Advance Section registration is required to attend any Advance Section events.</b></p>					

AP02 LEHIGH SOUTHWEST CEMENT - CALTRAIN MAINTENANCE FACILITY					
Friday	Afternoon	July 1	\$25.00	Dep 1:00 PM	Ret 6:00 PM
<p>Lehigh Southwest is one of the largest cement quarries and factories on the west coast. The plant was originally constructed in 1939 to supply materials for the Shasta dam. Today it provides more than half of all cement needs for the greater bay area. It is served by Union Pacific Railway with frequent trains grinding up the hill to the Cupertino facility. See <a href="http://lehighpermanente.com">http://lehighpermanente.com</a>. The Caltrain Maintenance Facility (CEMOF) is the bay area service and repair focus for California's state owned passenger train system. It was formerly operated by SP and has been expanded and upgraded to the latest technology and machines. Our tour host will be the Valley Transportation Agency that partners with Cal Trains and Amtrak to provide a top grade regional heavy rail service. Capitol Corridor trains provide frequent service between San Jose and Sacramento. The CC can be used by those wishing to take the train to the main NMRA convention. See <a href="http://www.capitolcorridor.org/">http://www.capitolcorridor.org/</a> and the <a href="#">CEMOF Wikipedia Article</a>. <b>Advance Section registration is required to attend Advance Section events.</b></p>					

AP23 NILES CANYON RAILWAY - AMTRAK TO SACRAMENTO					
Sunday	All Day	July 3	\$55.00	Dep 10:30 AM	Ret 4:00 PM
<p>In 1987 The Pacific Locomotive Association entered into an agreement with Alameda County and began rebuilding the line through Niles Canyon that Southern Pacific had abandoned three years earlier. Operating as the Niles Canyon Railway, association volunteers worked for over a year on the first part of the track reconstruction between Sunol and Brightside and on May 21, 1988, almost 122 years after the first Western Pacific passenger train ran in the canyon, the Pacific Locomotive Association brought railroad passenger operations back to life in Niles Canyon. Since that time, the Pacific Locomotive Association has extended the line as far as the town of Niles and now boards trains at both ends of the line, at Niles Station and the 1880's depot in Sunol. After our ride from Niles to Sunol and back, we will return to the Hilton prior to moving on the Fremont Amtrak station and train trip to Sacramento. <b>Advance Section registration is required to attend Advance Section events.</b></p>					

P201 WESTERN PACIFIC MUSEUM PORTOLA AND FEATHER RIVER CANYON					
Monday	All Day	July 4	\$80.00	Dep 7:15 AM	Ret 6:15 PM
<p>The Western Pacific Railroad Museum located at Portola in California's majestic Feather River Canyon has one of the largest and most complete locomotive and equipment collections in North America, with over 35 locomotives and 80 cars of various types. The museum encourages visitors to climb up in the cabs of locomotives, sit in the engineer's seats, and browse through</p>					



the many cabooses and passenger cars on display, including cars from the California Zephyr, one of the nation's most famous passenger trains. Our trip to (P202) or returning from (P201) Portola will travel via the Feather River Canyon, an excellent locale for railfanning, with planned stops at Serpentine Canyon, Virgilia Siding and the Pulga Trestle. Stops will be adjusted to allow photography of detected train traffic. There will be no stop at the Keddie Wye where highway traffic is too dangerous to permit stopping and unloading the bus for photography. We regret this omission from the trip, but safety is critical. Lunch from a local deli will be provided at the Museum.

P202 WESTERN PACIFIC MUSEUM PORTOLA AND FEATHER RIVER CANYON					
Monday	All Day	July 4	\$80.00	Dep 7:30 AM	Ret 6:30 PM
See Tour Description on Tour P202					

P203 SIERRA RAILWAY AT RAILTOWN 1897					
Monday	All Day	July 4	\$60.00	Dep 9:30 AM	Ret 6:30 PM
<p>Known as "The Movie Railroad," the Sierra Railroad's survival has long been aided by the film industry. The first known filming on the railroad was the 1919 silent serial <i>The Red Glove</i>. Since then, the preserved historic buildings, locomotives, and railroad cars have appeared in more than 200 films, TV shows and commercials. Railtown 1897 has been called "the most photographed railroad in the world." <i>Petticoat Junction, The Wild, Wild West, High Noon, The Virginian, Unforgiven, and Back to the Future III</i> were all filmed on the railroad. In 1982 the Sierra Railroad sold its Jamestown complex, steam locomotives and other equipment, to the State of California, which now runs that facility as a California State Park called Railtown 1897 State Historic Park. The three locomotives: Sierra Rwy No. 2, a Lima 1922 103-Ton Shay; Sierra Rwy No. 3, a Rogers 1891 4-6-0, used for movies and specials and the oldest surviving Rogers 4-6-0 and Sierra Rwy No. 28, a Baldwin 1922 2-8-0 is currently inactive. Our tour will travel down the Mother Lode highway from Placerville to Jamestown, passing through Gold Rush era towns. At Railtown 1897 State Historic Park, we will have a Texas Style BBQ in the park's picnic grounds, a docent lead tour of the historic shops and grounds and take about a 50 minute ride behind one of the park's steam locomotives. Although the locomotive used will depend on their status at the time, it is currently expected our train will be pulled by the Sierra #3, star of innumerable movies and TV series, that has recently returned to service. Our return trip on the less scenic interstate system is designed to have participants arrive back in Sacramento around 6:00 pm, in time to join one of the evening's fireworks events.</p>					

P211 WESTERN PACIFIC WITH LOCOMOTIVE OPERATION					
Monday	All Day	July 4	\$115.00	Dep 7:15 AM	Ret 6:15 PM
<p>Tours P211 and P212 will share transportation with P201 and P202 and attendees will be able to participate in all activities noted for those tours. Additionally, participants on these two tours will operate Southern Pacific GP9E #2873 for approximately 15 minutes and share the cab with three other participants for the balance of the one hour window each group of 4 will receive. Tours P211 and P212 are limited to 12 participants each.</p>					

P212 WESTERN PACIFIC WITH LOCOMOTIVE OPERATION					
Monday	All Day	July 4	\$115.00	Dep 7:30 AM	Ret 6:30 PM
<p>Tours P211 and P212 will share transportation with P201 and P202 and attendees will be able to participate in all activities noted for those tours. Additionally, participants on these two tours will operate Southern Pacific GP9E #2873 for approximately 15 minutes and share the cab with three other participants for the balance of the one hour window each group of 4 will receive. Tours P211 and P212 are limited to 12 participants each.</p>					

P301 MODESTO AND EMPIRE TRACTION					
Tuesday	All Day	July 5	\$20.00	Dep 8:00 AM	Ret 12:45 PM
While the names of the original railroad and the current M&ET both seem to imply that the					

railroad was built as an interurban, wires were never strung and passenger service was initially provided by a gasoline railcar and later by a battery-powered street car. Passenger service ended in 1917, but freight operations continued and were handled by a variety of steam engines. Steam was replaced with GE 70-tonners beginning in 1947. The M&ET now serves its customers with a fleet of seven Railpower GenSet 2000-HP locomotives. Our tour will include a history of the railroad, a shop tour with photo ops of the locos and shops, and a narrated tour through the railroad' switching district. We will see and hear about the types of switching maneuvers, the businesses served, and the challenges of the railroad.

P303 CENTRAL CALIFORNIA TRACTION					
Tuesday	Morning	July 5	\$20.00	Dep 3:30 PM	Ret 7:20 AM
<p>The Central California Traction Company was incorporated in 1905 and was originally conceived as a streetcar line for Stockton. By September 1907, electric passenger train service began between Stockton and Lodi. By August 1910, the passenger line had been extended northerly to Sacramento. Freight service began on the line about the same time. Interurban passenger service made its last run in February 1933 at the height of the Depression. CCT's freight operations continued under electricity for another decade until the CCT made the switch from electricity to diesel after the arrival of a pair of GE 44-tonners in 1946. Today, the CCT has two unconnected lines. One runs from Sacramento to Stockton with a connection to the city of Lodi. A second line serves the Port of Stockton, the second largest inland port on the West Coast, which serves the vast agricultural area of the San Joaquin Valley. This tour will give you an up-close view of this thriving shortline railroad. p Our visit will include a shop tour and photo session of classic CCT equipment.</p>					

P304 HAYES TRUCK MUSEUM /HEIDRICK AG HISTORY CENTER *HA*					
Tuesday	Afternoon	July 5	\$25.00	Dep 1:00 PM	Ret 4:50PM
<p>The Hayes Antique Truck/Heidrick Ag History Center consists of two historical collections housed in a single 130,000-square-foot interactive exhibit. The cornerstones of these exhibits are the Fred C. Heidrick Antique Ag Collection, the world's largest and most unique collection of one-of-a-kind antique agricultural equipment, and the Hayes Antique Truck Museum, recognized as the largest collection of antique trucks in the world. The Heidrick collection in addition to farm implements and tractors ranging from an 1890 Deering Reaper to numerous Caterpillar, Holt, Fordson, and John Deere tractors from the 1920s, this exhibit includes a restored City of Woodland horse drawn street car. The Hayes Truck collection includes over 100 different makes of old trucks representing 94 different manufacturers including the one and only 1916 Breeding Steam Truck. And an ALCO Diesel - truck not locomotive.</p>					

P311 SF TROLLEY AND CABLE CAR MUSEUMS *HA*					
Tuesday	All Day	July 5	\$65.00	Dep 7:00 AM	Ret 7:00 PM
<p>San Francisco is one of the few places where you can get the actual experience of riding vintage rail transit in its "natural habitat" by riding on the historic trolleys maintained by the Market Street Railway and operated by the San Francisco Municipal Railway on their F-street line. Muni, operates the forty plus trolleys in regular service on a dedicated line that runs from Fisherman's Wharf along the waterfront past the famous Ferry Terminal and along Market Street through the city's Financial District to the end of the line in the Castro District. Although visually unchanged from their historic appearance all of these "museum in motion" vehicles have been modified internally to be wheel-chair accessible, and many of the stops on the line, including the one at the Museum, have ramps. The San Francisco Railway Museum, located across the street from Ferry Building is designed to complement the historic rail vehicles of the F-line and cable car lines by serving as an information and interpretation center for them. The museum features a full-sized exact replica of the motorman's platform of a 1911 San Francisco streetcar, unique historic artifacts, illustrative and informative displays, rarely seen archival photography, and audio-visual exhibits to bring rail transit in the 19th and 20th centuries to life. We will travel via Amtrak and Bay Area Rapid Transit (BART) to the San Francisco Railway</p>					

Museum. The tour fee includes a day pass on Muni, so once our docent led tour of the Museum is over you will be on-your-own for the rest of the day. Ride the trolleys, take pictures as they go by the Museum (all 20 have to pass in each direction in a traffic safe location) dine at either end of the F-street line at Fisherman's Wharf or the less touristy Castro.

As a side trip, catch a Cable Car, the fare is included in the day pass. Go for just the ride or get off at the Cable Car Museum to view their exhibits and the operating wheel that pulls the cable. The Cable Car option is not handicapped accessible, and can involve extensive waits to board at either end of the line. Additionally, re-boarding at the Cable Car Museum can be difficult (they are always full and in the middle of heavy traffic) and you should be prepared to walk down a steep hill to the F-street trolley line.

The last of Amtrak's Capitol Corridor trains from Richmond to Sacramento leaves at 8:30 pm. and you need to catch BART from San Francisco to Richmond at least an hour before that. The convention shuttle running on Thursday will provide transportation from Old Town Sacramento (at the end of the Amtrak station) to the Convention Center until 7:00 pm. See the tour desk prior to departure for more details on pick-up on Tuesday and after 7:00 pm Thursday. This is a great tour for trolley fans, photography buffs, historians and anybody else just looking for an unconventional day.

**P321 PHOTOGRAPHY SESSION - CSRM \*HA\***

Tuesday	Morning	July 5	\$5.00	Dep 8:30 AM	Ret 10:00 AM
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The California State Railroad Museum has a lot of wonderful equipment to photograph. All of which can be done during normal museum hours, with flash and lots of people to shoot around. This tour gives you the unique opportunity to use a tripod in a limited attendance environment of only convention attendees before normal Museum hours. Tour is limited to 50 attendees.

**P401 NWP HIST. SOCIETY AND PETALUMA TROLLEY RESTORATION SHOPS**

Wednesday	All Day	July 6	\$35.00	Dep 8:00 AM	Ret 4:05PM
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The Northwestern Pacific Historical Society and Petaluma Trolley share a facility in which both are working on projects restoring equipment. Our trip starts with a visit to that facility where we will meet with representatives of both organizations. After leaving the facility in Petaluma we will travel to Santa Rosa where participants can visit the NWPHS' display in the Santa Rosa Depot prior to or after lunch in one of Railroad Square's dining establishments. Before leaving Santa Rosa to return to Sacramento we will stop and visit local NWP themed layouts.

**P403 WESTERN RAILWAY MUSEUM - RIO VISTA**

Wednesday	Afternoon	July 6	\$25.00	Dep 1:00 PM	Ret 5:30 PM
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The Western Railway Museum has over 50 historic cars on display in its 2,400-square-foot display and exhibit hall. Our docent led tour will view cars in exhibit halls and ride approximately ten miles of track in one of the museum's restored trolleys. Afterwards tour participants will have time to visit the museum's photographic displays and gift shop before returning to the Convention Center.

**P404 UNION PACIFIC ROSEVILLE YARD**

Wednesday	Morning	July 6	\$20.00	Dep 8:30AM	Ret 12:00 PM
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The Union Pacific Railroad is North America's largest railroad, covering 23 states with over 32,000 miles of track. The Union Pacific has almost 42,000 employees and over 8,300 locomotives. For fallen flags followers the UP now incorporates the Missouri Pacific, Western Pacific, MKT, Chicago and Northwestern and the Southern Pacific. The Union Pacific's Davis Yard in Roseville, California is the largest and most modern Classification Yard on the West Coast. Approximately 98% percent of all UP traffic in Northern California moves through the Davis Yard. The Davis Yard greatly improves the UP network to and from Northern California for manifest carload traffic. Davis Yard blocks all cars for Northern California into zones for satellite yards such as Oakland, San Jose, Sacramento, Fresno, Stockton, Tracy, Warm Springs, Milpitas and Modesto to avoid additional switching at these yards. The yard encompasses 915 acres. It has 2 mainlines, 8 receiving and departure tracks

and 55 bowl tracks with a capacity for 6,500 cars. There are also 247 switches and a repair facility capable of repairing damaged cars in a single day.

During our tour we will visit with the yard's mechanics and the main control tower.

**P405 SIERRA PACIFIC LUMBER**

Wednesday	Morning	July 6	\$20.00	Dep 7:30 AM	Ret 11:45 AM
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Sierra Pacific Industries is a family-owned forest products company based in Anderson, California that owns and manages nearly 1.9 million acres of timberland in California and Washington. It is the second largest lumber producer in the United States. In addition to the forests, SPI operates sawmills and plants to produce products from finished lumber, to windows and even decorative landscaping bark.

Our tour will visit the Sierra Pacific Industries facility Lincoln, California. This saw mill complex consists of two band mill head rigs with conventional carriages, band re-saw, edgers and trim saw/sorting line plus a small log mill consisting of a twin band mill head saw to break down logs together with re-saw, edger and trim saw/sorting complex. The complex is supported by log yard, de-barking operation, electrical power generation on site, dry kilns and a lumber/timber planning mill for finishing lumber for the retail market.

Our bus guide on this tour will be a name many of you may recognize. Jim Zeek has been a frequent presenter at both Regional and National NMRA conventions, most recently at the 2008 in Anaheim. Jim is also a former SPI employee with extensive experience in the mill processes. A follow up session is planned for Friday evening where both Jim and SPI Community Relations Manager, Mark Luster will be on hand to answer questions about the plant in a quieter environment than the plant.

**P408 FOLSOM HISTORICAL SITES**

Wednesday	All Day	July 6	\$20.00	Dep 9:00 AM	Ret 4:00 PM
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When the Folsom Powerhouse opened in 1895 it was the first power system to transmit high voltage alternating electric current over long distance power lines by sending power to Sacramento, twenty-two miles away. That feat has earned it a spot in the National Register of Historic Places. Our docent led tour of the Powerhouse is one of four stops we will make after arriving in Folsom. Our other stops, also docent led, are the Folsom Railroad Museum operated by the El Dorado Historical Society Railroad, the Folsom History Museum and the Folsom History Museum's Pioneer Village Annex adjoining the Railroad Museum. This tour will travel via Sacramento Transit's Light Rail System from the Convention Center to end of the line in Downtown Folsom. All of our stops in Folsom are within walking distance of the light rail stop.

**P413 PETALUMA TROLLEY AND WESTERN RAILWAY MUSEUM SELF GUIDED**

Wednesday	All Day	July 6	\$15.00	Dep 9:30 AM	Ret 5:00PM
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As our trolley enthusiasts know, tours for their interest are slim at our conventions, largely due to the limited number of members interested in that aspect of our hobby. Tour P401 is primarily Northwestern Pacific themed, but includes the Petaluma Trolley restoration project which is housed in the same facility as the NWPHS restoration project. Tour participants on P401 will not be back in time to participate in tour P403. Therefore, as SELF DRIVEN ONLY we are offering both locations as an alternative tour. Self driving participants need to arrive at the Petaluma Trolley Restoration facility by 9:30 a.m. and can arrive at the Western Railway Museum as early as noon.

**P500 MUSEUM SHUTTLE**

Thursday	All Day	July 7	\$5.00	Dep 8:00 AM	Ret 8:00 PM
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On Thursday the convention will hold a number of special events in the California State Railway Museum and run a shuttle to and from Old Towne to accommodate the need of attendees to move between the convention center and Museum. Additionally the shuttle will operate between the Convention Center and other California State Parks and privately operated museums such as the Governor's Mansion, Sutter's Fort and the Crocker Art Museum. Admission to the museums other than the CSRM will be your own responsibility but the tour desk will have discount

coupons available and will help arrange group and docent led tours as requested. We anticipate the shuttle schedule will include trips to local hobby stores mid-day. The shuttle fare is good for unlimited rides, and will only operate on Thursday. A detailed schedule of times at the Convention Center, CSRM and other interim stops will be available at the convention.

<b>P501</b>		<b>SIERRA PACIFIC LUMBER</b>			
Thursday	Morning	July 7	\$20.00	Dep 7:30 AM	Ret 11:45 AM
For Tour Description, see Tour P405 on Wednesday					

<b>P502</b>		<b>SETZER FOREST PRODUCTS</b>			
Thursday	Morning	July 7	\$5.00	Dep 9:45 AM	Ret 11:35 AM
<p>The Setzer family has owned and operated various lumber operations in Sacramento since 1927, starting as an agricultural box manufacturing plant. They added a sawmill in 1933, the first in the Central Valley rather than in the actual timber cutting areas, but in the 1950's the sawmill lost much of its log pond to the newly constructed Interstate 5. After that much of the operation was moved to Oroville. Today the Sacramento plant produces moldings from medium density fiberboard (MDF). Many portions of the previous operations are still standing. The facility has had rail service from the beginning, and was served by both SP and WP. Rail service is now provided by the CSRM's Sacramento Southern Railroad. Our tours will be divided into two groups, with half visiting the actual molding cutting operation. The other half will visit the historic portions of the complex, where photography is not only permitted, but encouraged, especially for people who model the lumber industry. The groups will then switch before returning to the Convention Center or other stop on the shuttle route.</p> <p>The molding cutting operation is an active wood shop and is an environment with particulate matter in the air. Participants with respiratory issues may want to avoid this portion of the tour.</p>					

<b>P503</b>		<b>SETZER FOREST PRODUCTS</b>			
Thursday	Mid Day	July 7	\$5.00	Dep 11:45 AM	Ret 1:35 PM
For tour description, see Tour P502					

<b>P512</b>		<b>SF TROLLEY AND CABLE CAR MUSEUMS *HA*</b>			
Thursday	All Day	July 7	\$65.00	Dep 7:00 AM	Ret 7:00 PM
<p>San Francisco is one of the few places in the world where you can get the actual experience of riding vintage rail transit in its "natural habitat," by riding historic trolleys maintained by the Market Street Railway and operated by the San Francisco Municipal Railway on their F-street line. Muni, operates by rotating twenty of the forty plus trolleys in regular service on a dedicated line that runs from Fisherman's Wharf along the waterfront past the famous Ferry Terminal and then along Market Street through the city's Financial District to the end of the line in what is known as the Castro District. Although visually unchanged from their historic appearance all of these "museum in motion" vehicles have been modified internally to be wheelchair friendly, and many of the stops on the line, including the one at the Museum, have ramps. The San Francisco Railway Museum, located across the street from Ferry Building is designed to complement the historic rail vehicles of the F-line and cable car lines by serving as an information and interpretation center for them. The museum features a full-sized exact replica of the motorman's platform of a 1911 San Francisco streetcar, unique historic artifacts, illustrative and informative displays, rarely seen archival photography, and audio-visual exhibits to bring rail transit in the 19th and 20th centuries to life.</p> <p>We will travel via Amtrak and Bay Area Rapid Transit (BART) to the San Francisco Railway Museum. The tour fee includes a day pass on Muni, so once our docent led tour of the Museum is over you will be on-your-own for the rest of the day. Ride the trolleys, take pictures as they go by the Museum (all 20 have to pass in each direction in a traffic safe location) dine at either end of the F-street line at Fisherman's Wharf or the less touristy Castro.</p> <p>As a side trip, catch a Cable Car, the fare is included in the day pass. Go for just the ride or get off at the Cable Car Museum to view their exhibits and the operating wheel that pulls the cable. The</p>					

Cable Car option is not handicapped accessible, and can involve extensive waits to board at either end of the line. Additionally, re-boarding at the Cable Car Museum can be difficult (they are always full and in the middle of heavy traffic) and you should be prepared to walk down a steep hill to the F-street trolley line. The last of Amtrak's Capitol Corridor trains from Richmond to Sacramento leaves at 8:30 pm. You need to catch BART from San Francisco to Richmond at least an hour before that. The convention shuttle running on Thursday will provide transportation from Old Town Sacramento (at the end of the Amtrak station) to the Convention Center until 7:00 pm. See the tour desk for more details on pick-up on Tuesday and after 7:00 pm Thursday. This is a great tour for trolley fans, photography buffs, historians and anybody else just looking for an unconventional day.

<b>P521</b>		<b>SOUTHERN PACIFIC SHOPS TOUR - CSRM</b>			
Thursday	Morning	July 7	\$5.00	Dep 8:30 AM	Ret 11:00 AM
<p>The Southern Pacific's Sacramento Shops began construction in 1867, and grew to become the largest single-site industrial complex west of St. Louis. It served as the technological innovation center for the nation's first transcontinental railroad, and as time passed, it also emerged as the Central Shops for the mighty Southern Pacific Railroad and the Harriman railroad empire. Last used by SP successor UP in 1999, two of the remaining structures at the site are planned to become the Railroad Technology Museum, a major expansion of the CSRM. Our tour will begin in the Museum auditorium of with a presentation on the history of the Shops and plans for the future. We will then walk to the site for a behind-the-scenes guided tour. Closed-toe shoes must be worn by all participants. The tour will include walking approximately one-half mile over uneven/unpaved surfaces, and is not recommended for persons with limited mobility.</p>					

<b>P522</b>		<b>SOUTHERN PACIFIC SHOPS TOUR - CSRM</b>			
Thursday	Morning	July 7	\$5.00	Dep 9:30 AM	Ret 12:00 AM
For Tour Description, see Tour P521					

<b>P523</b>		<b>GRADE CROSSING WARNING SYSTEMS - CSRM</b>			
Thursday	Morning	July 7	\$10.00	Dep 8:00 AM	Ret 12:00 PM
<p>Almost every layout has at least one grade crossing, and a lot have more than just crossbucks as warning systems. It is fun animation and something our layout visitors enjoy seeing. But have you every seen the inside workings of the real thing, or wondered how our model systems work compared to prototype Warning Systems? The Sacramento Southern Railroad Signal Department has, and they will spend this morning sharing their knowledge with us. The Sacramento Southern Railroad is a working railroad owned and operated by the California State Railroad Museum in Old Sacramento. Staffed by volunteers, the railroad operates steam powered excursion passenger trains with vintage 1920's-era cars every weekend April-September. The Sacramento Southern's Signal Department is a group of volunteers who maintain the railroad's various Grade Crossing Warning Systems. They conduct all the necessary tests and inspections per Federal Railroad Administration rules and regulations, and make any necessary repairs and revisions to the signal facilities.</p> <p>Our morning will start in one of CSRM's presentation theaters, with a discussion of not only how track detection and grade crossing signals work, but also the Federal Regulations that control those activities. The how and why the signals are where they are and operate the way they do. After that we will board a Sacramento Southern train and visit three different grade crossings on the line. We will break into sub-groups with one at each crossing, rotating so each group can discuss the inner workings of each of the three types of crossing protection systems. The trip requires boarding and disembarking from the train in multiple locations, and a half mile walk along the track. The Sacramento Southern Railroad's trains are not fully accessible to persons with disabilities, due to historic, limited doorway widths and steep stepwells. Closed-toed shoes must be worn by all session participants for safety reasons.</p> <p>Note: Specially scheduled trains Thursday evening during the Convention will provide an opportunity to experience the route along the Sacramento River, pulled by vintage steam.</p>					



<b>P701</b>	<b>SPEEDER RIDES</b>				
Saturday	All Day	July 9	\$55.00	Dep 9:00 AM	Ret 1:15 PM
They are noisy, bumpy, drafty and potentially the most fun you can have riding a "train" at this or any other convention. Members of the Amador Central Railroad, a joint venture of the Recreational Railroad Coalition Historical Society and the Amador County Historical Society will provide rides on the Amador Central Railroad trackage out of Ione, California. Round trip out and back to Ione will be approximately 2 hours of speeder operation.					

<b>P702</b>	<b>CARSON AND TAHOE LUMBER FLUME TOUR</b>				
Saturday	All Day	July 9	\$40.00	Dep 8:00 AM	Ret 5:50 PM
The Carson and Tahoe Lumber and Fluming Company was organized in 1873 and operated several flumes to transport lumber, and over 8 miles of railroad. Logging operations ceased around 1896 but the company was not formally dissolved until 1947. The company's center of activity was located around Glenbrook, Spooner Summit, and Clear Creek Canyon, where portions remain to this day. The Truckee Donner RR Society is a group of that recognizes the importance railroads played in the formation and development of Truckee and the surrounding area. This not-for-profit corporation's mission is to perpetuate the study, advancement and knowledge of the working railroad in the Truckee Donner area. In 2010 the TDRS opened a museum in a former SP caboose adjoining the Amtrak station in Truckee. Join us for a tour, lead by a TDRS member that will start in Glenbrook, go up Spooner Summit to follow the old grade to a switchback on a trestle overlooking Lake Tahoe. From there it is a short drive to Spooner Meadow where lumber came off the railroad and was put in a V-Flume to float down to Carson City. After viewing a portion of that 17 mile flume route in Clear Creek Canyon we end this portion of the trip in Carson City with a visit to the Nevada State Railroad Museum. Although the hikes on the Carson and Tahoe Lumber and Fluming Company right-of-way are classified as easy they are still significant walks.					

<b>P703</b>	<b>V&amp;T AND VIRGINIA CITY</b>				
Saturday	All Day	July 9	\$75.00	Dep 6:45 AM	Ret 7:00 PM
The Virginia and Truckee Railroad was an immensely profitable shortline railroad completed in 1872 to connect the Comstock silver mines with the reduction mills at Silver City and along the Carson River. It also provided the mines with needed lumber and fuel wood. It ultimately extended from Virginia City to Reno via Carson City. The decline of the Comstock mines near Virginia City forced the railroad to make its last run in May 1950. But the V&T was not forgotten. In the mid-1970s, Robert Gray began rebuilding the V&T from Virginia City through Tunnel 4 to Gold Hill, as a tourist line. Steam trains began running over this portion of the historic line in 1976. Later, the line between Virginia City and Carson City was rebuilt with the inaugural run over the new line, much of which follows the original alignment, in August 2009. We will ride the reconstructed V&T from Carson City to historic Virginia City where you will have an opportunity to sightsee the old town as well as enjoy an own your own lunch. After lunch we will take the train back down to Carson City for a visit to the Nevada State Railroad Museum. The NSRM preserves the railroad heritage of Nevada including the V&T and other railroads of the Silver State. The museum houses two restored and operable V&T steam locomotives and a V&T McKeen motorcar which was returned to service in 2010. The tour is designed to be back to the Convention Center in time for the Saturday evening event.					

<b>P704</b>	<b>SPEEDER RIDES</b>				
Saturday	Afternoon	July 9	\$55.00	Dep 12:00 PM	Ret 3:45 PM
They are noisy, bumpy, drafty and potentially the most fun you can have riding a "train" at this or any other convention. Members of the Amador Central Railroad, a joint venture of the Recreational Railroad Coalition Historical Society and the Amador County Historical Society will provide rides on the Amador Central Railroad trackage out of Ione, California. Round trip out and back to Ione will be approximately 2 hours of speeder operation.					

## Modeling with the Masters

Get your seat for one of the most exciting NMRA programs. "Modeling with the Masters"! Join a team of Master Model Railroaders as they personally help you build a model. These hands-on sessions will run Monday through Wednesday. Each 5 hours session will begin with a workshop on the project followed by a hands-on session during which you will build a model aided by a team of MMRs who will assist you, answer your questions and share their modeling expertise, skills and techniques. When the session is finished you will be able to take your project home. Please see the order form to pick the scale and price of these clinics.

<b>BUILDING A LASER STRUCTURE KIT</b>	Sunday July 3	6:00 PM - 11:00 PM
<b>Lead Instructor: Clark Kooning MMR</b>	Cost: N & HO - \$48, S - \$60, O - \$75	
This clinic involves building a Laser Structure kit. Students will learn all the basic elements for building any laser kit. Attendance is limited to 28 total students. All students must bring the tools as listed on the tool list for each clinic.		

<b>BUILDING A DPM STRUCTURE</b>	Monday July 4	7:30 AM - 12:00 PM
<b>Lead Instructor: Fran Hale MMR</b>	Cost N & HO - \$48	
This clinic involves building a Design Preservation Models (DPM) building including details and signs. You might think you know how to build DPM kits but after you will know how. Attendance is limited to 28 total students. All students must bring the tools as listed on the tool list for each clinic.		

<b>BUILDING A WHITE METAL VEHICLE KIT</b>	Monday July 4	1:30 PM - 6:30 PM
<b>Lead Instructor: Clark Kooning MMR</b>	Cost is N - \$50, HO - \$65	
This clinic involves building a white metal vehicle and painting it. You will learn how to assemble these very detailed kits, including what glues to use. Attendance is limited to 28 total students. All students must bring the tools as listed on the tool list for each clinic.		

<b>BUILDING PLASTIC WALTHERS MODULAR BLDGS</b>	Tues July 5	7:30AM - 12:30PM
<b>Lead Instructor: John Lowrance MMR</b>	Cost: N or HO (only) - \$48	
This clinic will cover the basics of preparing, gluing and painting plastic as participants use Walther's modular building parts to construct a custom city structure. Participants will build and detail a city structure for their layouts that is not available in any kit form, and take enough additional materials home to get them started with the Walther's modular custom building system. Attendance is limited to total of 28 students in N & HO scales only. All students must bring the tools as listed on the tool list for each clinic.		
<b>Special thanks to Walther's Inc. for their generous donation of the modular parts.</b>		

<b>SCRATCHBUILDING FREIGHT CAR LOADS</b>	Tuesday July 5	1:30 PM - 6:30 PM
<b>Lead Instructor: Miles Hale MMR</b>	Cost: N and HO (only) - \$48	
In this clinic you will scratchbuild three different "loads" for a freight car. In addition to this, you will learn some basic weathering skills to be applied to the freight car, which will be supplied to you. Attendance is limited to 28 students.		

<b>BUILD A TURNOUT WITH COMM. FIXTURE</b>	Wednesday July 6	8:00 AM - 12:30 PM
<b>Lead Instructor: Clark Kooning MMR</b>	Cost: N, HO, HO3, S, S3, On30, O - \$45	
This clinic involves building a turnout from scratch using a commercial fixture from Fastracks. Attendance is limited to 28 total students. All students must bring the tools as listed on the tool list for each clinic.		

## X2011West Order Form

### Advance Section

\* NOTE: Advance Section Reg. required for all Advance Section Events

	Item	Price	Qty	Sub Total
	Advance Section Registration*	\$20.00		
AG11	Military Vehicle Technology Foundation	\$40.00		
AG12	USS Potomac	\$125.00		
AG21	Disney Museum And Pier 39	\$40.00		
AG21A	Amtrak to Sac, Via Oak. Jack London Sq	\$30.00		
AL01	Santa Cruz Bay	\$30.00		
AL03	Southeast Bay	\$30.00		
AL11	Southwest Bay	\$30.00		
AL14	Northeast Bay	\$30.00		
AP01	UP Rail - Oakland Area Facilities	\$25.00		
AP02	Lehigh SW Cement, Caltrain Maint Fac	\$25.00		
AP23	Niles Canyon Railway - Amtrak To Sac.	\$55.00		
AT21	Amtrak To Sacramento - Via Fremont	\$30.00		
AT22	Amtrak To Sacramento - Via Fremont	\$30.00		
<b>Advance Section Total</b>				

### Layout Tours

	Item	Price	Qty	Sub Total
L201	Sierra Sunrise	\$75.00		
L301	East Bay By Rail	\$85.00		
L302	Pony Express Trail	\$20.00		
L303	Auburn and Nevada City	\$40.00		
L304	Colusa Turn	\$25.00		
L305	Narrow Gauge	\$20.00		
L350	Tuesday Self Guided - & Dir. Pkg.	\$4.00		
L351	Tuesday Self Guided - Additional Ticket	\$2.00		
L401	S Scale Layout Tour and Train Rides	\$55.00		
L402	East Bay Half Track	\$85.00		
L403	Petaluma And Santa Rosa	\$25.00		
L404	Modesto	\$25.00		
L406	Rocklin Rocket	\$20.00		
L450	Wed. Self Guided - Ticket & Dir. Pkg.	\$4.00		
L451	Wednesday Self Guided - Extra Ticket	\$2.00		
L455	LD SIG Layout Tours Self-Guided	\$35.00		
L501	Valley Blossom Special	\$20.00		
L502	Marin	\$25.00		
L503	Comstock Express	\$40.00		
L504	Sacramento - Elk Grove	\$20.00		

L550	Thurs. Self Guided - Ticket & Dir. Pkg.	\$4.00		
L551	Thursday Self Guided - Extra Ticket	\$2.00		
L601	Bay Area Clubs - North	\$25.00		
L602	Bay Area Clubs - East	\$25.00		
L603	Sacramento Area Clubs	\$15.00		
L650	Friday Self Guided - Ticket & Dir. Pkg.	\$4.00		
L651	Friday Self Guided - Extra Ticket	\$2.00		
L701	Peninsula Gardens	\$35.00		
<b>Layout Tours Total</b>				

### General Tours

	Item	Price	Qty	Sub Total
G101	Sacramento River Dinner Train	\$80.00		
G102	River Cats Baseball Game	\$45.00		
G201	Jelly Belly Factory Tour	\$15.00		
G202	Fireworks At Rancho Cordova	\$20.00		
G301	Aerospace Museum Of California	\$25.00		
R040	Non-Rail Lunch Extra Ticket	\$40.00		
G302	Daylight Sales	\$5.00		
G303	Donner Summit	\$40.00		
G304	Cal-Fire Aircraft Maintenance Facility	\$20.00		
G305	Cal-Fire Aircraft Maintenance Facility	\$20.00		
G401	Burbank House And Shulz Museum	\$45.00		
G402	Grange Restaurant Luncheon Extrava.	\$45.00		
G403	Gold Country	\$45.00		
G414	Sheraton Kitchen Tour	\$5.00		
G501	Wine Tasting	\$40.00		
G503	Folsom Outlet Mall Shopping	\$0.00		
G601	Jelly Belly Factory Tour	\$15.00		
G602	Guide Dogs For The Blind	\$25.00		
G603	Napa Valley Wine Train	\$120.00		
GNQ	Nonquet	\$5.00		
R010	LD SIG Banquet	\$62.00		
<b>General Tours Total</b>				

### Prototype Tours

	Item	Price	Qty	Sub Total
P201	WP Mus. Portola & Feather River Cyn	\$80.00		
P202	WP Mus. Portola & Feather River Cyn	\$80.00		
P203	Sierra Railway At Railtown 1897	\$60.00		
P211	Western Pacific With Locomotive Oper.	\$115.00		
P212	Western Pacific With Locomotive Oper.	\$115.00		

P301	Modesto And Empire Traction	\$20.00		
P302	Nevada County Narrow Gauge	\$40.00		
P303	Central California Traction	\$20.00		
P304	Hayes Trk Mus/Heidrick Ag Hist Ctr	\$25.00		
P311	SF Trolley And Cable Car Museums	\$65.00		
P321	Photography Session - CSRM (*Ha)	\$5.00		
P401	NWP Hist. Soc. & Petaluma Trolley Sps	\$35.00		
P403	Western Railway Museum - Rio Vista	\$25.00		
P404	Union Pacific Roseville Yard	\$20.00		
P405	Sierra Pacific Lumber	\$20.00		
P408	Folsom Historical Sites	\$20.00		
P413	Petaluma Trly & Wstrn Rwy Mus Sif-Guid	\$15.00		
P500	Museum Shuttle	\$5.00		
P501	Sierra Pacific Lumber	\$20.00		
P502	Setzer Forest Products	\$5.00		
P503	Setzer Forest Products	\$5.00		
P512	SF Trolley And Cable Car Museums	\$65.00		
P521	Southern Pacific Shops Tour - CSRM	\$5.00		
P522	Southern Pacific Shops Tour - CSRM	\$5.00		
P523	Grade Crossing Warning Sys CSRM	\$10.00		
P701	Speeder Rides	\$55.00		
P702	Carson And Tahoe Lumber Flume Tour	\$40.00		
P703	V&T And Virginia City	\$75.00		
P704	Speeder Rides	\$55.00		

**Prototype Tours Total**

**Modeling with the Masters**

	Item	Price	Qty	Sub Total
	Building A Laser Structure Kit - O Scale	\$75.00		
	Building A Laser Structure Kit - S Scale	\$60.00		
	Building A Laser Structure Kit - HO Scl	\$48.00		
	Building A Laser Structure Kit - N Scale	\$48.00		
	Building A DPM Structure - N Scale	\$48.00		
	Building A DPM Structure - HO Scale	\$48.00		
	Building a White Metal Vehicle Kit - HO	\$65.00		
	Building a White Metal Vehicle Kit - N	\$50.00		
	Plastic Walthers Modular Building - HO	\$48.00		
	Plastic Walthers Modular Building - N	\$48.00		
	Scratchbuilding Freight Car Loads - HO	\$48.00		
	Scratchbuilding Freight Car Loads - N	\$48.00		
	Bld A Turnout w/ a Comm Fixture - O	\$45.00		
	Bld A Turnout w/ a Comm Fixture - On30	\$45.00		
	Bld A Turnout w/ a Comm Fixture - S	\$45.00		
	Bld A Turnout w/ a Comm Fixture - Sn3	\$45.00		

	Bld A Turnout w/ a Comm Fixture - HO	\$45.00		
	Bld A Turnout w/ a Comm Fixture-HOn3	\$45.00		
	Bld A Turnout w/ a Comm Fixture - N	\$45.00		

**Modeling With The Masters Total**

**NASG items**

Item	Price	Qty	Sub Total
NASG Roundhouse Revue & BBQ too!	\$65.00		
S Scale Gondola Kit	\$79.00		
S Scale Gondola RT-R (AF wheels)	\$100.00		
S Scale Gondola RTR (scale wheels)	\$100.00		
S Scale Sugar Beet Car Kit	\$88.00		
S Scale Sugar Beet Car RTR AF wheel sets	\$108.00		
S Scale Sugar Beet Car RTR scale wheel sets	\$108.00		
S Scale Sugar Beet Load	\$12.00		
S Scale Swap Meet Table	\$25.00		
S Scale Welcome Gathering	\$20.00		

**NASG Total**

**Convention Merchandise**

Item	Price	Qty	Sub Total
Convention Bulkhead Flatcar	\$40.00		
Convention Tank Car	\$28.00		
X2011 West Polo Shirt - Medium	\$25.00		
X2011 West Polo Shirt - Large	\$25.00		
X2011 West Polo Shirt - XL	\$25.00		
X2011 West Polo Shirt - XXL	\$27.00		
X2011 West Polo Shirt - XXXL	\$29.00		

**Convention Merchandise Total**

**Registration (please attach the form if needed) Total**

**Advance Section Total**

**Layout Tours Total**

**General Tours Total**

**Prototype Tours Total**

**Modeling With The Masters Total**

**NASG Total**

**Convention Merchandise Total**

**NMRA Membership (new or renewal) at \$39.00**

**Total**





# NMRA 2011 National Convention

## REGISTRATION FORM

Please clearly print your name as you want it to appear on your badge(s). Use additional copies of this form stapled together to add additional names.

First, Last Name: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_  
*Primary Registrant*

E-mail address: \_\_\_\_\_

First, Last Name: \_\_\_\_\_  Spouse  Youth NMRA #: \_\_\_\_\_

First, Last Name: \_\_\_\_\_  Spouse  Youth Region Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

International Address Line 1 \_\_\_\_\_

International Address Line 2 \_\_\_\_\_

Check boxes indicating  
 membership in affiliated groups:

NASG

LDSIG

OPSIG

Other \_\_\_\_\_

Country \_\_\_\_\_

### Fare Calculation

Item	Cost	US Shipping**	Other Shipping**	Quan	Total
Primary Registrant Full Fare	<b>\$139</b>				
Spouse Full Fare	\$89				
Youth Full Fare*	\$49				
X2011 West Polo Shirt - Medium	\$25	\$5/ea	① \$10/ea		
X2011 West Polo Shirt - Large	\$25	\$5/ea	① \$10/ea		
X2011 West Polo Shirt - XLarge	\$25	\$5/ea	① \$10/ea		
X2011 West Polo Shirt - XXLLarge	\$27	\$5/ea	① \$10/ea		
X2011 West Polo Shirt - XXXLarge	\$29	\$5/ea	① \$10/ea		

\* Youth must be over 6 and under 18 years of age at the time of the Convention;  
 children under 6 are free except when participating in extra fare events.

\*\* Shirts ordered via mail or the Internet will be shipped upon receipt of the registration  
 form. All mail and Internet orders must include the shipping fee.

① The cost to ship shirts to any address outside the US is \$10/each.

**TOTAL = \$** \_\_\_\_\_

### Payment Information for Mailed Forms

Payment Type:  CHECK CREDIT CARD:  Visa  Mastercard

Card No: \_\_\_\_\_ CVC Code \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Name on Card: \_\_\_\_\_ Signature: \_\_\_\_\_

Complete this form and return it with payment (in U.S. funds only) to X2011 West, 530 Fig Tree Lane, Martinez, CA 94553. Checks should be made payable to "X2011 West." Please do not send cash. For more information, visit www.x2011west.org. For registration information, contact x2011registrar@aol.com

For office use only - Date/Time Rec/Initials



## Reservation Housing Form

### X2011West and National Train Show

**July 3 – July 10, 2011**

**PLEASE TYPE OR PRINT CLEARLY:**

Use one (1) form for each room request. Photocopy additional forms if necessary.

Occupant Name \_\_\_\_\_

Sharing with \_\_\_\_\_

**SEND CONFIRMATION TO:**

Name \_\_\_\_\_

Organization \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State/Province \_\_\_\_\_ Zip/Postal Code \_\_\_\_\_

Country \_\_\_\_\_

Telephone \_\_\_\_\_ FAX \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

Reservations will not be processed without a form of guarantee

Type of Card \_\_\_\_\_

Account # \_\_\_\_\_ Expires \_\_\_\_\_

Signature \_\_\_\_\_

- Check {must accompany form in the amount of \$125 per Room (payable to SCVB) if credit card is not provided} No purchase orders will be accepted.

**CONVENTION HOTELS:**

HOTEL	1 PRS	2PPL	3PPL	4PPL
* Sheraton Grand	\$115	\$115	N/A	N/A
Hyatt Regency	\$109	\$109	\$134	\$159

Note: These rates are subject to occupancy tax.

\*Priority will be given to five night or longer stays (based on availability).

King Bed rooms only are available at the Sheraton.

**HOTEL PREFERENCES:**

First Choice \_\_\_\_\_

Second Choice \_\_\_\_\_

**TYPE OF ACCOMODATION: (check one)**

- Single (1 bed, 1 person)
- Double (1 bed, 2 people)
- Double/Double (2 beds, 2-4 people)
- Require special facilities in accordance with Americans with Disabilities Act.
- If 2 bedded rooms sold out, I opt for 1 king bed at first choice hotel

**ACCOMODATIONS:**

Guestroom reservations at the official hotels are handled on a first-come, first-served basis. Requests for guestrooms should be mailed to the address below. Failure to receive your first choice does not constitute an error. The bureau will accept only written reservations. Please provide your FAX number for a faxed acknowledgement. No telephone reservations will be accepted through the Housing Bureau. If accommodations are not available at the hotel of your choice, comparable reservations will be made at other participating hotels.

**GUARANTEED RESERVATIONS ONLY:**

All reservations must be guaranteed at the time of your request to the housing bureau. Reservations will not be processed without a form of guarantee, you may do so by using a major credit card or sending a cash deposit, in the form of a check, with your housing form. Your credit card is only a form of guarantee.

**DEADLINES:**

The housing bureau requests a response no later than June 1, 2011.

**CHANGES & CANCELLATIONS:**

To cancel or make changes to reservations, contact the housing bureau by email or fax, up until the cut-off date of 6/01/2011. After 6/01/2011 changes can be made directly with the hotel. All cancellations must be received by the assigned hotel at least 72 hours prior to scheduled arrival to avoid a cancellation fee.

**Return this form to: Housing Department - Sacramento CVB**

**1608 I Street, Sacramento CA 95814**

**or FAX 916- 808-8414**

**E-mail: [jreilly@cityofsacramento.org](mailto:jreilly@cityofsacramento.org)**