

# BRANCH LINE

NMRA'S FIRST REGION

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## President's Message

Gene Mayer

Those of you who are members of the Pacific Coast Region Yahoo Groups have been inundated with a multitude of messages concerning the NMRA Long Range Plan (LRP) and proposed reorganization.

The special committee established by the Board of Directors (BOD) to study the feasibility of establishing PCR as a separate independent corporation has also provoked numerous comments.

I personally believe that it would be a mistake to break away from NMRA at this time. Instead we should work together to make the necessary changes in the organization to reverse the declining membership trend and rectify our financial problems. I urge you all to vote in favor of the proposed new regulations.

The membership decline is

the result of both (1) old members failing to renew or passing away and (2) our failure to attract new younger members.

During the past year two of my long time model railroad

friends: former PCR and NMRA president Paul Shimada and Willard Hamilton of the Napa Club passed away. They both had an impact on my interest in model railroading. Paul appointed me to an NMRA committee to study single membership in 1968. That task got

me started in organizational politics. Willard helped me build my first HO layout in my parents' basement when he was stationed at Alameda Naval Air Station in 1951-52. May God bless them both.

The purpose of the special committee was not to break away from NMRA. Our objective is to study the possibility of PCR surviving as a

**We should work together to make the necessary changes in the organization to reverse the declining membership trend and rectify our financial problems.**

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# CANDIDATE STATEMENTS

## Coast Division

### **Kermit Paul, MMR**

I have been an active member of the Coast Division for about thirty years and presently serve as Division Achievement Program Chairperson. Most or you know me through clinics I have presented over the years and through visits to my Lone Pine & Tonopah railroad, With the many changes underway throughout the NMRA, it is important that Coast Division have effective representation at the Regional level. I believe that both Peter Weiglin and I can provide that representation and encourage you to vote for your choice for Division Director.

### **Peter Weiglin**

Goals:

- To help to make sure that the Pacific Coast Region and its Divisions continue to provide the best interchange of information and fellowship, to attract an increasing number of members, who will get the most from this fascinating railroad hobby.
- To insure that actions of the national organization have a minimal negative impact on the Pacific Coast Region, and to help NMRA become a more positive force, focusing on its members, rather than its internal political structure.

NMRA has been a part of my life for more than forty years (life member), and its recent decline is a tragedy and a disgrace. The situation can be reversed



through greater emphasis on local/regional activities and support projects. Having served as Division Superintendent in two regions, and on many committees, I believe I can help to make better things happen.

## Redwood Empire

### **Ron Plies**

As a Director for the PCR coming from the RED I have tried very hard to listen to the members request and suggestions and a long with my own views present them to the Board for decision and approval. I have been able to introduce the idea of purchasing two digital projectors for use by the PCR and it's divisions at conventions and other types of meetings which was approved at the last Board meeting. This was a direct request of a number of members who have found we can buy these projectors for the same money or less instead for rented them at each PCR conventions and other meetings. I am a very strong supporter of the Branch Line and its Editor Mr. Bill Kaufman and feel this is one of the most important tools we have to work with in reaching our membership. It is also one of the main tools we need to use to bring in new members. A Long with the Branch Line in order to bring in new member I feel that we must fill the post of membership chair ASAP as this is the most important post we have outside of the President. If we are to grow we can not do so unless this position is filled and would like to work with the officers and board to see that this is done. I have been doing some articles in the Callboard on the pro's and con's of contest and I hope to finish up in the next Callboard and share some ideas of my own on this subject. I believe the program needs to have some positive changes

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### President's message

separate corporation should NMRA go bankrupt which appears to be a strong possibility to me at this time. The committee will present its report on the BOD at its April 28 meeting in Napa.

I invited 15 members to comment on the proposal and serve on the special committee. All but two persons responded and seven members volunteered to serve on the committee. The committee is made up of Gus Campagna, Dave Connery, Al Dalchera, John Edginton, Chuck Harmon, Stephen Johnson and Peter Weiglin. As I stated in the last issue we welcome your input on this matter. Please send us your comments by email or "snail mail." We need your help.

My biggest concern is whether PCR can fund our ongoing programs based on the proposed \$3 allocation from NMRA. It currently costs more than \$4 per copy to print and distribute the *Branch Line*. Thus assuming that (1) the new regulations are approved doubling the membership and (2) the proposed \$3 allocation is adopted, PCR will incur an annual deficit of more than \$1,500 to produce the *Branch Line*. Nothing will be left over for our other activities.

During the Sacramento GATS show several non-PCR and former PCR NMRA members stopped by our information booth. I believe two persons joined or rejoined PCR. One person said he would rejoin PCR to attend the Napa convention. Three or four others said they would wait until single membership goes into effect when they will automatically become members of the region.

What's the matter with NMRA and PCR? Many people have complaints, comments and suggestions, but no one wants to do anything about it. An organization fulfills and satisfies the needs of its members in direct proportion to their contributions and participation. We need more people to come forward and play an active role in the Pacific Coast Region

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made to bring more participation by the membership in this activity. I believe it is a very important part of our conventions and would hate to see it just go away. I am looking forward in dealing with the Long Range Plan and appreciate the opportunity to help in seeing positive things happen with the NMRA. It is my hope that I can give back to the PCR some of the good that have come my way for being a member of this fine organization. I thank each and everyone of you who have given me this opportunity to serve the PCR and will look forward in serving another 2 year term on behalf of its members if you so choose.

## Sierra Division

Jesse Menefee

Jesse Menefee is the candidate for Director. He has been a model railroader for more than 40 years. Jesse models the Santa Fe in the 1955-1960's era and likes to scratch-build and kit-bash models. He has been quite active in the division for the past several years manning the PCR information booth at GATS shows and working several shifts at the International Railfair ticket booth each year. Jesse promises to bring some new ideas to the Board of Directors if he is elected.

### Sacramento Model RR Historical Society

Saturday, March 20th, 2004, 10 AM to 4 PM -- come see what's going on with the standard gauge construction project; narrow gauge line will be operating (yes, operating, not running trains).

Standard gauge is in construction and operating from Oakland Pier to Sacramento's SP passenger yard. DCC is up and playing. Come see our special DCC-friendly switches (which meet and exceed NMRA tolerances) - hand built in a custom pattern jig built/ marketed by one of our members (who just happens to be a machinist).

A donation will be requested at the door (suggested \$3/adult) --proceeds are invested in the continued expansion of our layouts.

# VIEW FROM THE LEFT SEAT

By

**Dave Connery, PCR Vice-president**

In my last column I promised to share with you what I believe most modelers are looking for in their hobby organizations. I draw this information from: (1) a survey questionnaire completed by a large number of Coast Division members in the spring of 2000; (2) discussions with model railroad acquaintances over nearly 25 years of membership in the NMRA and PCR; (3) discussions at PCR Long Range Planning Committee meetings; (4) my own personal feelings.

What model railroaders want globally (nationally) and what we want locally is sometimes quite different.

The most critical element is the ability to know what is available and be able to obtain models and modeling materials.

Today, local hobby shops meet much of this need, based on extensive advertising copy and product reviews in the commercial press. While mail order has long been a part of the hobby scene, the Internet now provides almost unlimited access to every product in the market place and auctions such as E-Bay enable a vibrant commerce in out-of-production items. Locally sponsored swap meets and auctions are a way to get hands-on inspection before purchasing some of these hard-to-find items.

We also need information about railroads and modeling. Thankfully we have a volume of books available on the subject of railroading that is truly awesome. In addition, the commercial press of modeling magazines is more than almost anyone can completely

absorb. Finally, we have a series of modeling "How To" books, mostly produced by Kalmbach, that cover nearly every aspect of railroad model building.

Locally, the most important function is to provide opportunities to meet other modelers and share in modeling fellowship. Building a model is usually a very solitary activity. To compensate for this, most of us crave some level of sharing of information, inspiration and acknowledgment of accomplishment that

comes through talking with other modelers. Many of us also hope to learn from others, seeing how they do things and what materials and techniques they use.

We also want to find out what is happening that is of interest to modelers and railfans. We enjoy seeing others modeling efforts at both the individual model level (contests and show and tell) and an entire layout (tours). Local Clubs and Divisions are especially able

to meet these needs. Having a chance to enjoy the operating of a miniature railroad is important to many and is being met through both formal and informal clubs and SIG activities.

Getting together with modelers (other than just those in our local area) is also fun and many of us enjoy Regional and National Conventions. While these also provide some of the same functions as Clubs and Divisions,

**What model railroaders want globally (nationally) and what we want locally is sometimes quite different.**

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their drawing power (due to the time and expense involved) means they can only reach a minority of modelers.

On a national or international level, many of us want to feel the hobby has something or someone to hold it all together. We want to be a part of the big picture. At one time, standards and manufacturing conformance were important. Large scale has proved manufactures will rally around a standard (i.e. 45 mm gauge track) as a way of assuring there is a large enough market place, without anyone “setting the standard”.

While conformance inspections sound like a good idea, most of us would have hardly a single model on our layouts if we got rid of everything that did not have a “football” conformance seal – yet somehow they all seem to work together. Of growing concern is “prototypical correctness” but past conformance programs completely ignore this aspect.



There are several ways our hobby could be organized. In one model (A) there is a strong national organization that everyone joins, resources are concentrated near the top and local organizations may or may not be important. This is the paradigm we have traditionally used for the NMRA and is similar to the AARP and NRA models.



At the other end of the spectrum (B) are organizations like youth groups (i.e. scouts), fraternal and civic organizations and some churches, where a person joins at the local level, resources are concentrated locally but in the process, everyone is associated with the national organization.

If you believe a type A organization is best for model railroading in our country, then approval of

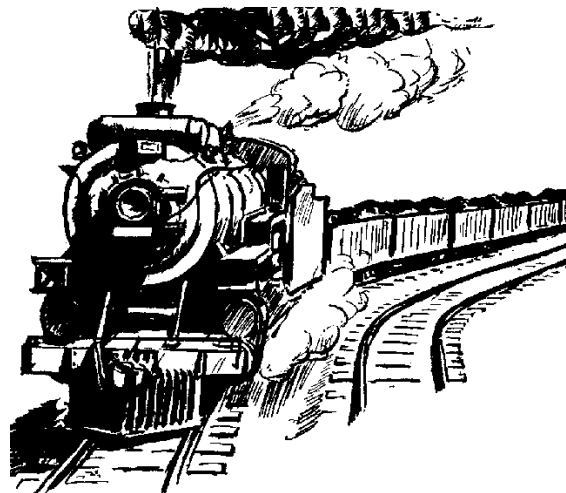
the new regulations is a solid step forward. If you think a B type organization is more suited then a different approach might work better.

In Canada the modelers (all NMRA members) have recently formed an independent organization with a type B structure in mind (see [www.caorm.org](http://www.caorm.org)). Another approach for this direction would be to elect national leaders committed to moving the NMRA in this direction.



Shortly (possibly by the time you read this Branch Line) we will be asked to vote on a set of changes to our National organization. I urge you to think about what you feel is needed in the hobby and then vote for changes that bring us closer to that image.

How you vote should reflect what you want your organization to look like and do. Regardless of what that is, I urge you to vote -- as the outcome is important for our hobby. If you don't understand how changes will affect you or your hobby, ask your Club, Division, Region or National representatives.



# WRITTEN IN THE PCR

Book Review by Dave Connery

## The Birth of California Narrow Gauge By Bruce MacGregor

I had been hearing for some time Bruce MacGregor was coming out with a book about the Carter Brothers (well known narrow gauge railroad car builders located in the SF Bay Area). Once I heard it was available I went to get it but instead of finding a book just on the Carters, I found a tome about all the early attempts to build narrow gauge railroads in Central California.

This is a large book! The pages are 9" X 12" and there are some 695 of them – not something you will read in an evening. The book is published by Stanford University Press and in many ways seems more like a

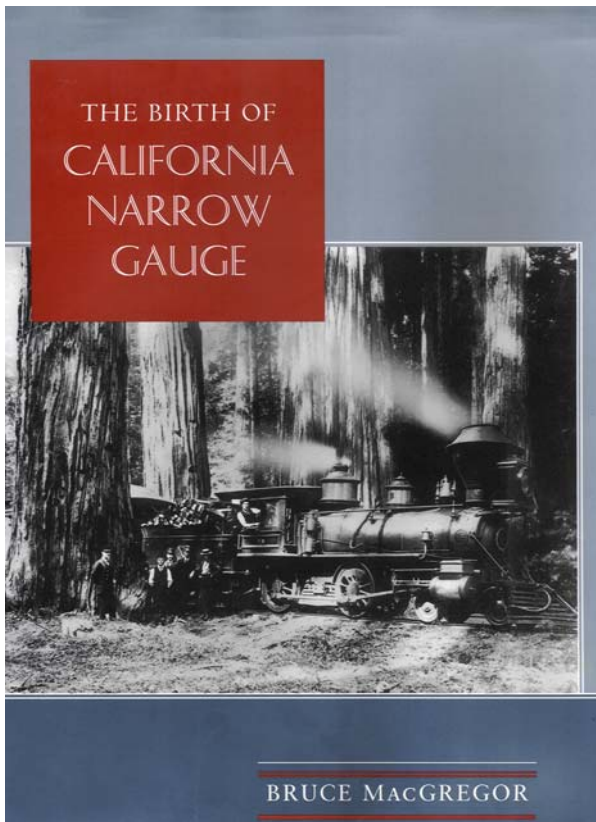
graduate level text than a railroad book. The printing and production is beautiful, using very high quality paper and is devoid of irritating typos.

An oddity is that while the center margin is  $\frac{3}{4}$ " the outer margin is  $3\frac{1}{4}$ ". Ideal for making margin notes as graduate students are so prone to do. The good news is that on many pages this outer margin is not wasted – it is often used for photos, on pages full of photos the outer margin is only  $\frac{3}{4}$ " and on many pages there is a series of side bars in this margin referred to as "The Field Notebook", providing great detail to topics covered on the accompanying pages.

The book is not like any railfan book you have ever seen, nor is it like any history text I am familiar with. MacGregor covers nearly the entire history of narrow gauge railroad development in Central California through the eyes of Thomas Carter. As you read the book you realize that Tom Carter was in some way connected with, or at least around the entire narrow gauge effort that took place in the San Francisco Bay area.

We see Carter's involvement from the early 1860's when he started work for the Sacramento Valley Railroad in Folsom to the point where he left the position of Superintendent of the South Pacific Coast. The Carter Brothers and their company lasted another two decades, but this book concentrates on the period of narrow gauge railroad building (from about 1872 to 1880).

The book is not presented in time line order but rather grouped into chapters that explore specific railroad ventures and themes from start to finish. While this can become confusing at times, as you pass through



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certain periods in each of several chapters. I found it a very interesting approach.

I also appreciated the way MacGregor puts you into Tom Carter's shoes on an in-depth look at certain key events. It is as if you were riding on Carter's shoulder as he walked the streets, thinking his thoughts at what he saw and hearing the discussions he probably had with other key players in the railroading industry.

There are almost too many unique features in this work to comment on all of them.

- One entire chapter is devoted to the day-by-day diary of Fowler Pope, the first engineer on the Santa Cruz and Felton Railroad during the centennial year of 1876.
- There is a chapter on the North Pacific Coast Railway – where Carter was a bridge designer, car builder and ran a shop where he both created “car kits” for other railroads and erected cars from “kits” of Eastern manufacturers for the NPC.
- Another chapter describes how Carter constructed cars for the Monterey & Salinas Valley Railroad during this same period.
- There is a chapter describing the development of the Santa Cruz Railroad and the Santa Cruz & Felton, with evidence of Carter's involvement or at least strong influence on both.
- Five chapters are devoted to the early origins of the South Pacific Coast, the period of Carter car construction in San Francisco, the making of the SPC into a profitable and regional carrier of considerable financial importance and the growth and development of Newark, CA.
- A special 16 page section is devoted to the building of Carter's well received narrow gauge cars, with color diagrams

and heavy dependence on the Carter car rebuilding projects undertaken at Ardenwood Regional Park.

- The book has a full index and extensive footnotes, documenting the sources for MacGregor's information.
- It also has over 600 photos and numerous maps and diagrams, including a number of car plans.

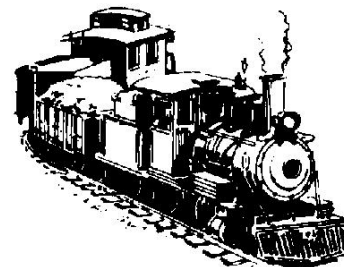
Despite this obvious usefulness in research and modeling, I found the book most valuable in defining the business forces at work in the development of narrow gauge railroads in the far west.

The book is especially useful in understanding the inter-relationship of the several diverse efforts, the ever present heavy hand of the Central Pacific-Southern Pacific, and how many joined the ranks of the narrow gauge effort as a reaction to the monopoly of the Big 4. I learned a great deal from reading this book.

The photos were especially interesting to me, because I don't recall having ever seen more than one before, although I have read most of the previously available books about these lines.

I think the book is an absolute must for anyone who is interested in the history of railroading on the west coast. It goes without saying, it will be needed by those who model any of the covered railroads.

Further, reading this book is a great way to get you ready for the National Narrow Gauge Convention in Santa Clara this September. The book retails for \$80 but I have seen it available from discount sources for 10 to 15 % below this figure.



# EDITOR'S NOTEBOOK

By Bill Kaufman

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I don't usually run much on the Rock Island. There aren't many guys who model it around here, but, if I can run Les Dahlstadt's stuff on the Old and Weary, I can certainly run a review of a "Rock" prototype in this issue. Besides, it gives me a good way to introduce the Reverend Mister Douglas Harding ("Doug") to the PCR. He is coming out to do a clinic on meatpacking for the convention. I've known him since Bill Schaumburg dragged the "Dead Railroad Society" up to Duluth making Doug drive. (Doug's lovely wife Linda got dragged along too. Bill can be very persuasive.) Doug is a United Methodist minister and has to be able to move his large HO scale layout whenever the church moves him. Somehow it has survived moves to 6 houses over the last 2 decades and continued to be a home to operating sessions every other month. He is a member of the Operations and Layout Design SIGs and more Midwestern railroad Technical and Historical Societies than I can remember.

This led me to think I should run a few biographies of some of the out-of-towners. You know Burgess, Biondi, Connery and a lot of those other guys. Even Schaumburg counts as a local, but the guys who fly in are less well known.

Within three hours of meeting Richard and Venita Lake, I was in their basement slathering paint and flinging ground foam all around. Such misplaced trust. Richard's another Rock Island fan 'cause his father was CRI&P management and he grew up all over the Rock Island. His summers from 1957 to 1961 were spent working for the Rock Island railroad on the section gang, speeder crew, freight dock, and 2 summers as a diesel locomotive fireman and finished as foreman of the train yard job. The two of them (She's a world class modeler too.) are modeling a

fictional prototype railroad, the El Dorado (pronounced "Dough" "Ray" "Dough") and El Reno, running northwest from El Dorado, Arkansas to Howe, Oklahoma. Moreover, Richard has spent the past five years working for the St. Louis Zoo's Zooline Railroad, three years as an engineer and two more as dispatcher.

I don't actually know Trevor Marshall, but he's member of the "Dead Railroad Society" from Toronto, Canada. The meetings I miss he gets to, the meetings I get to he misses. (There are no scheduled meetings of the DRS so that is not hard to do. [In fact there is no membership. If you say you are a member, you are unless Uncle Guido says you aren't.]) He is a Maine two-footers kind of guy, modeling in O scale, but he's also keen on New England railroading in general, and - curiously - California shortlines such as the CCT, M&ET and SMVRR.

Jim Hertzog credits an early interest in railroading to locomotive cab rides with a grandfather who was an engineer for the Reading Railroad. Jim's main railroad interest is in the "fallen flag" anthracite roads of eastern Pennsylvania though he admits a fondness for the Clinchfield as well. Jim's basement layout is 30x40 feet of Reading Railroad during the steam/diesel transition era.

Unless you have had your head in a bucket for the last twenty-five years, you already know who Andy Sperandio is. On the staff of Model Railroader since 1979, founding editor of the annual Great Model Railroads Magazine, editorial director of Model Railroad Planning, and author of Easy Model Railroad Wiring, now in its second edition. He's has been a model railroader since his teens, and models the Santa Fe's route through Southern California's Cajon

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Pass (he started building his basement layout in April 1995). Operating on layouts is one of his current passions. He likes to run the yard.

Paul Dolkos is a long time modeler. He has just finished a medium size layout based on Boston & Maine operations in New Hampshire. His other hobby is photography. Using this interest he contributes articles and photos regularly to Model Railroader. Paul's Boston and Maine is featured in the latest Allen Keller "Great Model Railroad" videotape released in January, 2004.

Jim Long sent me an email reminding me of the Coast Division's Layout Tour Weekend March 20 & 21, 2004. The tour will include layouts in Santa Clara and Santa Cruz counties on Saturday, March 20th and layouts in San Mateo and San Francisco counties on Sunday, March 21st. They've currently got about ten layouts signed up but they're not finished yet. If you would like to have your layout open contact Jim at 510-651-3467 or [JimCLong@aol.com](mailto:JimCLong@aol.com). The list of layouts and maps to the locations will be available at the March 7th Coast Division Meet at Buscher Middle School, 111 Bellamy Dr., Santa Clara.

Finally, the following was a note I wrote for the PCR Yahoo board. Next month I'll publish at least one response.

All of the Hoo-Haw about the changes in the NMRA has set me to thinking about the other "revolutions" that have hit model railroading recently.

DCC is the most obvious but clearly not the only one. It has made a difference not only in how we wire our layouts but what we expect of them. Now we can concentrate on the trains rather than the electrical blocks. We can change lights, ring bells, blow whistles and animate any number of features both on the locomotives and the layout on the fly from our throttle.

Operations didn't come in with DCC, but it sure has helped people operate their layouts in a

prototypical manner. Now all you have to focus on is how the railroad operated. The growth of "Operations" as a driving force in layout building is another revolution that has changed the hobby for the average modeler.

Prototypical operations have fueled at revolution in research and research driven modeling. There seem to be fewer and fewer generic transition era hodgepodes around any more. Almost every one I know who is building has a prototype in mind. They may be freelancing but underlying it is a concept of the SP&S or Chama or Conrail (God forbid.)

Research has spawned a whole generation of prototype specific rolling stock. Sure there are "shake the box" kits around, but there are mass-market plastic kits that put the "super-detailed" cars of a generation ago to shame. Tony Thompson, Richard Hendrickson and other "Friends of the Freight Car" have done all of us a great favor.

"Friends of the Freight Car" is typical of another revolution, the growth of active interest groups in the hobby. The vitality of the Layout Design SIG, the Operations SIG, the Narrow Gauge Conventions, the "Op `till you drop" weekends, FREEMO, ntrak, all say there is a need for people to get together in focused groups.

Better rolling stock seems to have also driven much better structures. Clearly the offerings from Walthers and the like are wildly better researched and designed than similar mass market oriented materials of twenty years ago and laser cutting has made true wooden structures much more available to the masses and not so much the province of the "craftsman." DCC, Prototypical Operations, Research, Prototypical Rolling Stock, Interest Groups and Better Buildings for the Masses, those are the revolutions I have seen while I have been in the hobby.

What have you seen?

# ROCK ISLAND STANDARD WOOD CABOOSE

## Mike Porter's Crummies

By Doug Harding

Mike Porter's Crummies has produced a kit for an HO scale "Rock Island Standard Wood Caboose". This is a Laser cut kit done by American Model Builders, for a wood sided caboose with off set cupola first built in 1904/5 for the RI by several different companies. The RI placed 15 different orders between 1915-1921 for cabooses numbered 17900-18807 (not all numbers used). Mike used actual RI blueprints, along with photographs, to produce this kit. It represents a rebuilt steel framed caboose (18000 series only) with 4 windows on one side, 5 windows on the other side, which the RI began producing in the late 20's. AMB's laser cut ladders and decals by Rail Graphics are included with the kit. The builder provides trucks, couplers & paint.



Construction is standard AMB caboose: build an inner body, peel and stick the sides, ends, windows, trim, etc. which is all cut out of adhesive backed wood. Kit-bash the included Athearn caboose frame with the included pre-cut parts. Form and install grab irons from the included brass wire. Paint and letter.

This is not a shake-the-box assembly. But even a first timer can build one. I use Elmer's wood glue applied with a straight pin (a toothpick will work) for inner body and roof assembly. Liquid styrene cement was used for the underframe/floor. ACC was used for grab

irons and ladders. Everything else is peel and stick.

Here are some hints for sub-assemblies:

1) The roof is a radial, or curved roof.

Assemble the roof frame and let dry. Wet the pre-cut plywood roof to ease bending, apply glue to the roof ribs, and clamp the roof along one side of the frame lots of clamps. I use spring clothes pins. Curve the plywood roof over the frame being sure to line up all the nibs on the ribs with the notches cut in the roof, and clamp along the second side. Set this aside to dry. I have done these kind of roofs using both ACC and wood

glue. I prefer the wood glue on the radial roof as it allows time for bending and adjustments as you set the clamps. On flat or peaked roofs ACC works great.

2) The kitbash underframe is

easy. Use a miter box to make square cuts in the Athearn parts. I leave a little excess and sand/file to length. The laser cut styrene parts have an angled edge that needs to be filed square for a good glue joint. This will shorten the pieces slightly, thus the need for extra length on the Athearn parts. I do my gluing on a piece of glass for a truly flat surface. I install couplers and then glue the frame to the floor. After the assembly is dry fill the holes in the end beams with putty, let dry and sand to shape. I wait to paint till after I install the end railings and brake wheels.

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3) The ladders are laser cut wood sides with brass wire rungs. A word of caution: the sides are very fragile until assembled. The key to quick and easy assembly is to tape the included jigs on a flat surface (a piece of masonite works) along a straight edge, with one flat and the other so it will hinge. Place the two ladder sides in the jigs, placing the hook end in the jig you hinged. This will hold the sides in place without falling over. Thread the brass wire through the holes, just like threading a needle. (Use an opti-visor). I use a straight pin to touch each wire with ACC. After assembly trim the wires with flush cutting pliers and lightly file, then paint. While still fragile, the ladder assemblies are quite sturdy.



4) Grab Irons: if you do not wish to “bend your own” Detail Associates makes a grab iron kit for AMB cabooses. You may need to bend some modifications to get correct lengths or curves. I bend my own, using a small screwdriver shaft to get the correct curvature on the side grabs. I soak the finished grabs in Blacken-It. I still paint the grabs after they are installed, but I don’t have to worry about a bright brass spot showing through a spot I missed with that tiny paintbrush.

In building my model I found only a couple of minor issues with the well done instructions. 1) The inner body sides are inter-changeable, but if you mixed them up, the window openings will not match the stick-on sides. The window spacing is the clue, they are closer together at one end. Check the drawings and photos to orient the sides correctly before gluing. 2) install the weight before gluing in the floor (not after as stated) 3) you need twice the number of grab irons, as

noted. It appears they only counted one side. And the included history is brief. An excellent history of RI wood cabooses was published by Steve Hile in the 1980 issue of the RI Digest of the Rock Island Technical Society.

I prefer water based acrylic paint, and use Model-Flex. The Rock Island originally painted these cabooses boxcar red for the body and black for roof, underframe, grabs, ladders and hardware. In the mid 50's the paint scheme changed. I model 1949 so I used Model-Flex Light Tuscan Oxide and Weathered Black. I airbrushed the body after assembly, then decaled, installed grab irons, touched up paint, and finally sprayed with Model-Flex Clear flat, all before applying the roofing paper or inserting the floor/underframe. Window glass was inserted after the clear overcoat and before final assembly.

The roof walk supports and roof walk were installed after the roof paper is applied. Touch up the white edges of the roofing paper using a tiny paintbrush. The wood roof walk was not originally painted, so I stained the pieces with an alcohol dye mix.

Trucks are the new Tichy Bettendorf Cabooses truck, not 100% accurate for this cabooses, but the closest we can get in HO plastic. Trucks were painted Weathered Black, journal holes cleaned with “The Tool” and then I installed InterMountain metal wheelsets. This makes for a very free rolling assembly.

I used the new Kadee #58 scale couplers in the standard Athearn coupler box. 2 oz’s of stick on weights were installed and painted weathered black before gluing the floor in place.

This kit builds into a beautiful model of a RI cabooses. Order yours from Mike Porter’s Crummies at PO Box 12004, Parkville, MO 64152-0004. Cost is \$41.95 plus \$2.50 for shipping.

# Elsie Report

by Steve Wesolowski

We came from North/South/Central CA and Middle AZ, to Bakersfield, CA for the Elsie Annual Pilgrimage and Grazing, on January 17th-19th. The LCHOn30 -- Left Coast HOn30 Modular Group, gathered at our Virtual Ancestral Homeland and Favorite Feeding Trough for the Kern County Model RR Show. We unloaded and set up our modules Friday before a French Basque feast at Benji's (No, not named for a cute dog). Although I was Very Skeptical, I finally tried the sliced beef tongue: it was so tasty I ate at least 4 helpings! No Cow Brains were served.

We had several new and improved modules setup this year. Keith G. brought 2 new waterfront modules from AZ with especially nice rigging on his sailing ship, and many other interesting features, including two other ships, and maybe the world's strongest HOn30 trestle. Next to that was another new module with Sharon L.'s first track-laying, of which Sharon was (Justifiably) very Proud! Sharon said Bert wired her module, and that worked out well.

Bill W. had helped Tom O. complete more of his two modules, with nicely modeled cliffs, and Bill setup his corner with a tunnel. Tom was also helping his Kern County Live Steamers buddies outside the building with 1.5" scale/7.5" gauge trains many people really enjoyed riding. Siles B. set up his highly detailed HOn30 and HOn2 module next to my '83 Us Festival module, which had many more new figures streaming in for the pre-concert Sound Check, including 4 skiers pulled across a grassy meadow by the Mercedes

NuBus; everyone was trying to get closer to the sounds of the Dead, Daltry and Woodstock.

Al S. set up several of his nicely built modules beside Roberto L.'s Maine two waterfront modules, which now include a working lighthouse and appropriate sounds. Thanks to Al's trees shedding so many branches during setup, I had many small bushes on my

module, their smaller size very appropriate for Glen Helen Regional Park..

Keith W. debuted his new corner module, which beautifully showcased his scratchbuilt St. Joseph's Church, complete with 8 different gorgeous Stained Glass Windows, dedicated to his son Joseph's memory.

With less than half it's scenery started when we set up Friday, by Sunday

Keith had pretty much finished his module, with little more, mainly fences and a small building left to add. It was the fastest translation from bare foam to finished module I had ever seen: WOW!

Before the meet, another UFO had arrived at Keith's other module, with a multicolor transporter ray beaming up what I first thought was an elusive WMD, which it was: a White Male Doofuss! Maybe now I know where so many WMD's are: somewhere off planet? Inquiring minds want to know.... We ran trains, including at one time Sunday a 32 car train headed by Four F&C steam locomotives, all day Saturday and Sunday, while we also enjoyed hunting neat bargains at the many tables set up at the show,



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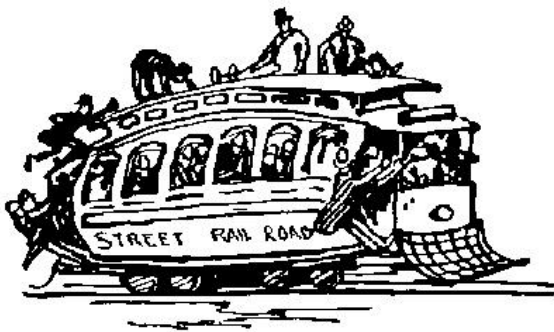
and during field trips to B&F Hobby. Near the show's end Sunday afternoon, two other modular groups were competing with the PA announcing them running 90, 100, 110, 120 and even 130 car trains. Wow!

If you missed the Kern show (which I saw Jim Long and Terry Taylor both did NOT miss, along with a many hundreds of other happy people), all the above and MORE new modules should be at the NNGC in Santa Clara this Fall, including Ken L's new corner and Annie O's module. Please stop by if you attend the NNGC to see our trains or swap recipes, since next to running trains, Elsie's LOVE to eat Good Food best, lots of it and often.

I later learned from Bruce at The Train Shop that returning on I-5 instead of 99 Sunday, Keith Wandry and I missed at least 7 (!) Very long trains from 5 to 7 PM running alongside 99. That was too bad, but a dinner at Harris Ranch is pretty hard to beat, especially after 2 long days running trains.

Life will always be full of hard choices, but attending the Kern Show in Mid January is an easy one, as fun as the San Luis Obispo show in the fall. We don't know if we'll have enough energy left for SLO this year so soon after the NNGC, but I can also recommend it, too. Both Kern and SLO are fun in smaller, more intimate ways than Bay Area GATS shows, where I hope to be next helping out at the PCR table in the Cow Palace.

Happy Modeling to everyone, until we meet again...



## COAST DIVISION REPORT

By Rod Smith, Chief Clerk

Coast Division's December meet was held at the California School for the Deaf in Fremont. 135 members and friends attended, and enjoyed the activities. We had four clinics to choose from, as well as the ever popular Roundtable Discussion hosted by Dave Connery, PCR Vice President.

The clinics included Developments in DCC by Don Fiehmman, Exploring Proto 87 by Andy Reichert, Designing Model Railroad Bridges, by Harold Mentzer, and Basics of Backdrop Painting, by Dave Biondi. All the clinics were well worth attending and those who took advantage of them came away with new knowledge of the topics.

Of course, it was impossible to get to all of them, since presentation times overlapped. Oh well, perhaps they'll be repeated in the future. We also were treated to an operating modular railroad in On30 which ran during the meet.

The business meeting began at noon, and Supt. Jim Long introduced the new members attending. Nominations were held for Coast Division Director. Peter Weiglin and Kermit Paul were nominated.

Jim announced the next Layout Tour Weekend will be March 20-21. These tours will cover the Peninsula to Santa Cruz area. We also were informed of various business issues with NMRA by our officers and committee chairs. It was announced a roundtable discussion about the NMRA Long Range Plan will be held at the March meet.

The auction was a very big one this meet. There were 650 lots in the auction, including over 50 brass locomotives and cars! Many went home with new owners who got really good buys. Door prizes and raffle winnings were distributed. Contest winners were announced and received their ribbons. And, of course, the Rainbow Girls kept us fed with their snack bar.

The next Coast Meet will be March 7, 2004 at Buchser Middle School in Santa Clara. Mark your calendar. It will be another great one. See you there.



## “NAPA VALLEY ‘04” PCR CONVENTION

By Harold Mentzer

The 2004 PCR Convention, the Pacific Coast Region’s 60<sup>th</sup> birthday bash, will be held April 28-May 2 in Napa, at the Embassy Suites, hosted by the Napa Valley Model Railroad Historical Society and the Redwood Empire Division. A full program will keep the conventioner busy the whole time..

JIM PROVIDENZA has prepared an exciting list of Clinics, featuring well known local and nationally known presenters. If you are new to Conventions, clinics are workshops and seminars on various aspects of model and prototype railroading. A balanced array of clinics on modeling subjects, and Layout Design SIG (Special Interest Group) and Operation SIG workshops will be held in the morning, afternoon, and evening, Wednesday through Saturday.

STEVE SKOLD plans a full schedule of model, photo, and switching contests. For more information or entry forms, contact Steve at: [SandCSkold@aol.com](mailto:SandCSkold@aol.com), or 5306 Yerba Buena Rd., Santa Rosa, CA 95405.

ED ZAKARECKIS has some great Prototype Tours in line for us, including the Napa Pipe Co. railcar loading facilities (featuring lots of prototype possibilities); a tour of the California Northern Rwy. yards at Napa Jct. (a fascinating little shortline); the Napa Valley Wine Train maintenance and restoration shops; and a special Wine Train champagne dinner on a Vista Dome car run up the Valley.

PAT WATKINS has assembled Layout tours featuring outstanding home and club layouts in Marin County one evening, Sonoma County the next, and Napa & Solano Counties the following night. Some layouts will also be open on Sunday.

Non-Rail Tours and activities will also be available under the direction of MARY MOORE-CAMPANGA.

The Napa Valley ‘04 Convention Car is a custom built and finished HO Accurail Trailer Train Flatcar with the distinctive aqua color Napa Pipe load, including custom laser cut wood pipe bunks and prototypical strapping. Ready to run, less couplers, and all individually numbered, the cars and loads have been specially produced by the Napa Club members for us. The cars are priced at \$25.00 each, plus tax.

Registration for the Napa Valley ‘04 Convention, in advance or at the door, is:

Full Fare Adult	\$65.00
Day Fare Adult	35.00
Youth Fare	30.00
Non Rail Fare	25.00

For more registration information and forms, contact GUS CAMPAGNA at:

Napa Valley ‘04, P.O. Box 758, Soda Springs, CA 957228, or

Phone 415-990-3777; fax 530-426-9530; or email [gus@campagna.com](mailto:gus@campagna.com)

The convention site is the EMBASSY SUITES Napa Valley Resort, 1075 California Blvd., a block east off Hwy. #29 at the First St. Exit in Napa. Rates per day for a spacious two room suite, including a cooked to order breakfast and an afternoon complimentary cocktail hour, are single or double occupancy: \$154.00; triple occupancy: \$174.00 The facility also offers an indoor pool, sauna and an exercise room. To reserve rooms, phone 707-253-9540, fax 707-253-9202, or email [www.embassynapa.com](http://www.embassynapa.com). These are special rates, so be sure to state that you are with the “PACIFIC COAST REGION/NMRA”.

Come join us for the Region’s birthday party, and who knows, you may come away with something that will enhance your enjoyment of the hobby.

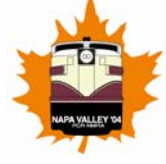
## PCR '04 Clinics Update

By Jim Providenza



## PCR '04 Prototype Tours Update

By Ed Zakareckis



Well actually, this is more like Clinic [Almost] Wrap! We're that close. We've had some ups and downs in getting clinics lined up for the convention since I last wrote to you, but many more ups than otherwise.

On the plus side we've added Ted Culotta with his "Essential Freight Cars" clinic based on his ongoing series in RMC, Tony Thompson has a new version of his "Penny Modeling without Brain Damage" clinic to go along with his "SP Caboose" clinic, Bob Clark will preview a 2 part clinic on "Passenger Trains" that he will give at PSX in Seattle this summer and Trevor Marshall will give a second brand new clinic, "British Bridge Benchwork" which will look at a new design for lightweight portable benchwork.

We have several clinic threads shaping up this year, some planned and some occurring naturally. Dave Connery and Co. will spend all day Thursday in one clinic room building a layout and their clinics will cover 7 major topics in the process. Another clinic room on Thursday will follow a layout design and operations track. An unplanned grouping of clinics will focus on freight yards: Richard Lake will have his clinic on working at Armordale Yard in Kansas City in the late 1950's, Dave Bayless will give a clinic entitled: "Workin' Gemco: We Don't Need No Stinkin' Yardmaster" and Andy Sperandeo will have a clinic on freight yard design and operations both prototype and model.

I am still working on bringing a number of other clinics into the fold in time for Napa '04. As these firm up they will be posted on the convention web site: <http://pcr.nvmrc.org/>, as will a clinic matrix as we get closer to the convention itself. In the meantime, take a look at the clinic information in this issue. With all these great folks giving such good clinics my only regret is that there is not two of me! See you in Napa,

WED 12:30 PM. to 4:00 PM Cal. Northern Tour. We will tour the dispatch and office facilities and the Napa Junction yards and Engine service area. This will include a presentation by Mr. Bob Jones on the history of the California Northern and a look at the dispatch system they use by Kevin Jones. We will then proceed to Napa Junction for a tour of the engine service area and picture-taking excursion of the numerous loading facilities. This area is a great place to get some modeling ideas for small railroads.

THUR 8:00 AM to 12:00 PM. Napa Pipe Tour. This tour will include a Presentation on the history of Napa Pipe and a tour of the pipe making and loading facilities for loading railroad cars and semi trucks. This is a very interesting tour in that they developed the present process for making pipe from sheet steel. We will also be able to take pictures of the facilities.



FRI. 8:00 AM to 12:00 PM Napa valley Wine Train Facilities.. Today we will tour all the facilities at the Wine Train yard. This will include the train, shops, cooking facilities, and the restoration areas. It will be interesting to see how the wine train personally prepare all the foods to serve so many people in such a short time. Then those of you who bought a dinner ticket will get to enjoy a wonderfully scrumptious Champaign dinner on this train.

## PCR '04 Clinics List

By Jim Providenza



**Anatomy of a Junction: Smithville, Ontario** Trevor Marshall Level: All. A junction on the Toronto Hamilton and Buffalo Railroad in southern Ontario in the late 1970s, with an eye to modeling it. Smithville and how the trains interacted working the town.

**Anthracite Primer** Rob Mantler Level: Beginner. Anthracite mining, the railroads that served it and the industry's place in industrial America. An overview of the hard coal country's features and how to model them. A companion clinic to Jim Hertzog's Modeling the Reading's Shamokin Division.

**Backdrop Painting Basics** Dave Biondi Level: Beginner. Simple methods for painting a backdrop: distance (where the land meets the sky), the middle ground, which links your layout to the backdrop, color mixing, color transition, and painting equipment.

**Basic Operations** Bill Kaufman Level: Beginner. What is this "Operations?" How do the big railroads do things? What does this mean for modelers? Could it be fun? Could it be at least interesting? Answers to these questions and many more about the arcane sport of "Operations" in simple language, beginning at the beginning.

**British Bridge Benchwork** Trevor Marshall Level: All. Benchwork sections become their own shipping crates. Sections light enough for two people to carry yet sturdy enough to survive in a shipping container. Weight control without sacrificing strength. Lighting and wiring considerations.

**Building and Finishing Structures** Jim Vail Level: Intermediate. Tools important to model structure construction, kit assembly, scratch building, finishing and weathering

techniques and tips. Structures of all types in wood, styrene, Hydrocal and card stock.

**Contest Judging Forms** Bill Scott Level: Beginner / Intermediate. Filling out contest entry forms correctly, giving contest judges the information they need to understand the work you have put into your contest entry, and doing it in a concise and easily readable form, goes a long way to getting you all the points you deserve. Would you would want to be a contest judge – the answer may surprise you!

**DCC Demystified** Don Fiehm Level: Beginner / Intermediate. The mysteries of DCC revealed. How DCC works, an overview of layout and decoder wiring, Configuration Variables (CVs), addressing and special lighting. Based on the 24 part series "Demystifying Command Control" in Railroad Model Craftsman.

**The Decker Meat Plant** Doug Harding Level: All. The Decker Meat Plant in Mason City, Iowa was one of the largest shippers on the M&St.L (5,400 cars in 1952). History and operations, and how to model Deckers and other meat plants. Photos of the prototype and the under construction Decker's Meats on Doug's HO Scale Iowa Central RR

**Detection Circuits – History and Current Practice** Kermit Paul Level: Intermediate / Advanced. Train detection circuits for signal systems and CTC type block occupancy displays. Historical development, the differences in train detection circuits used on analog and DCC layouts, and how to reliably detect locomotives and individual cars.

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**Details Make the Difference** Dave Connery & Brad Lloyd Level: Beginner. Greatly enhance typical scenes using simple and effective detailing methods. Rural scenes, farm scenes, residential scenes, downtown scenes and industrial scenes. Methods that bring your layout to life!

**Double Sheathed Milk Cars of the NYO&W** Les Dahlstedt Level: Intermediate. For a half a century the New York Ontario & Western dominated the milk transport business in New York State. This clinic profiles their historically unique double sheathed wooden milk cars, examining their construction and configuration and discusses the evolution of these cars as time and events dictated.

**Freight Yard Design for Model Railroads** Andy Sperandio Level: Intermediate. A self – confessed “yard-aholic” on the basic functions and elements of a freight yard, a track-by-track description of what a yard needs to include, some favorite model railroad freight yards, designing yards based on prototypes, the relationship of staging yards to freight yard design, and tips for operating freight yards.

**“If I Had a -\$\_\_\_\_\_ (you fill in the blank)”- Building a John Armstrong Designed Layout** Otis McGee Level: All. His model railroading background and how he built a layout room (with an adjoining residence); working with John Armstrong, the Dean of Model Rail Planning; Otis’ “Givens & Druthers”; and the resulting layout plans. Layout construction techniques; suggestions for modifications to the plan which were presented, considered, accepted or rejected; and the progress of layout construction beginning the day his family moved into their new house.

**Layout Design Forum** Jim Providenza, Moderator Level: All. The annual Layout Design Forum hosted by the Layout Design Special Interest Group at the PCR convention. Open to all convention attendees. A place to exchange ideas, make new friends or renew acquaintances, and ask questions of other knowledgeable modelers.

**Layout Design for Operations** Les Dahlstedt Level: Beginner. This clinic will focus on the basic considerations for modelers desiring to design a small to medium size layout with an aim toward running organized operating sessions.

**Meatball Scenery** Bill Kaufman and Jim Providenza Level: All. “This is meatball surgery. We’re not trying to hit a home run. We’re only trying to get to first base.” Hawkeye Pierce, *MASH* 4077, Korea, 1952. It’s not about trying to hit a (scenery) homerun. Rather, it’s a hands-on clinic that demonstrates, cajoles and does everything just short of physical force to get you to try your hand at effective methods of creating simple “first base” scenery.

**The Reading’s Shamokin Division** Jim Hertzog Level: Beginner / Intermediate. The concept, track planning, construction and train operation on his HO scale Reading Railroad – Shamokin Division, set in the steam to diesel transition period of 1952 – 1956. Three helper districts over mountainous graders though the depressed anthracite or hard coal regions of eastern Pennsylvania, numerous mines, loaders and collieries. A companion clinic to Rob Mantler’s Anthracite Primer.

**Nn3 Locomotives** Thomas Knapp Level: All. Scratch-built, kit-built, parts-built and ready to run Nn3 locomotives, a survey of all currently available commercial products, and a tour of an Nn3 modular layout where many of the discussed products will be demonstrated.

**Nn3 Trackwork** Thomas Knapp Level: All. Currently available commercial track products in N-scale narrow gauge modeling – both 6.5mm (3 foot) and 4.5mm (2 foot) gauge. Installation, ballasting and weathering of sectional, flex and hand laid track and commercial and hand laid turnouts and a guided tour around an Nn3 modular layout to show the products in use.

**Op Session Design – Freelance and Prototype** Byron Henderson Level: All. You've built a layout and you're ready to start operating

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trains in a realistic manner. But which trains? In what order? Straightforward steps to creating a successful plan for operations, examples from freelanced and prototypical layouts. Three key goals: creating a unique *personality* for each train and operating role, developing the *interaction* of trains and operators, and striking the *balance* that makes for smooth op sessions. We'll also see how operations can (and should!) begin well before the layout's finished and explore ways to "phase in" operating sophistication over time.

**Passenger Trains: Eras, Consists, Car Types, Part 1: Passenger Cars** Robert Clark Level: All. A series on passenger trains and terminals, the cars that carry passengers. Passenger services and consists – heavyweight and lightweight - from the 1930s to AMTRAK. Slides of sleepers, coaches, diners, observations, and lounges chronicle the rise and fall of passenger traffic as a result of market shifts.

**Passenger Trains: Eras, Consists, Car Types, Part 2: Head End Cars** Robert Clark Level: All. Cars on the head end of passenger trains: the rationales for the sequences of cars, focusing on road and terminal switching. Car types discussed include baggage, railway express, express refrigerator and box cars; mail storage and railway post office cars; and milk cars. Slides from the 1930s to AMTRAK, for heavyweight and streamlined cars.

**Pennsy Modeling without Brain Damage** Tony Thompson Level: All. By far the largest freight car owner in the U.S. before 1968 was the PRR. Thus a realistic layout should include a number of Pennsy cars; but the unique and specific PRR car designs have long been a stumbling block to those who are not specialists. This clinic by a non-Pennsy modeler shows which cars you need, and how to model them correctly and reasonably easily.

**Prototype Yards: Adapting Prototype Yard Operations to Model Railroads** Richard Lake Level: All. Yard crew members in the days of five man crews (circa 1960). The jobs and

crew assignments in a large yard, the CRI&P yard in Armourdale, Ks. Adapting jobs, crew size and crew assignments for model railroad operations.

**Research, Development and other Fun Things** Ron Plies Level: All. Why we model the prototype and how we get the information to develop a realistic prototype scene. Methods of research used in building the Port Costa modules. Also researching Schellville, Hopland, Longvale, Fernbridge and Eureka and sharing the progress of the Eel River Valley Model Railroaders.

**Southern Pacific Caboosees** Tony Thompson Level: All. The SP caboose designs over the years were usually distinctive, making these cars “signature” SP equipment. An overview of the history of the SP caboose from 1871 to the end of caboose construction in 1980 is presented. Particular emphasis is placed on steam and steam-early diesel era cars. A few comments about modeling these cars are also included.

**Styling Structures for Model Railroads** Paul Dolkos Level: Intermediate. Many wonderful structure styles abound. Choosing the appropriate period and regional architectural styles for layout structures helps set the time, place, and look and feel on a model railroad. Paul will discuss structure building techniques and the use of references and will use photos of his Boston & Maine railroad to illustrate.

**Superdetailing Steam Era Freight Cars** Ted Culotta Level: All. An in depth look at how the cars in the “Essential Freight Cars” series in Railroad Model Craftsman are detailed. All aspects of freight car detailing will be covered.

**Trackwork: Doing It Right** Rich Kolm Level: Beginner / Intermediate. A smoothly operating model railroad without derailments is very satisfying and fun and is dependent on proper design and construction of trackwork. This clinic covers the basics of trackwork design---curves, tangents, turnouts, grades, and clearances, the compromises in modeling, minimum standards, layout planning considerations, spiral easements

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# Railfanning

By Jim Radkey

A few days before Christmas I just happened to be out and about being dad with my two kidlets, 4 year old Alison and 3 month old Ryan. We just ate dinner (yummy Burger King) so Alison was happy and now Ryan decided it was his turn.

As luck would have it we were right by the Emeryville Market. It is right next to the UP mainline with the Emeryville Amtrak station on the other side of the tracks. So we pulled into the parking lot and low and behold there is a long northbound UP train of flat cars. Each one had a slightly used, slightly dirty, camouflaged 5-ton military truck. And at the Amtrak station there was a southbound California Amtrak.

Quickly grabbing a bottle (of milk), blanket and two kids we all head for the pedestrian bridge that connects the station and the market by spanning the tracks.

From the top of this bridge you can see the signals in both directions. When I looked at the signals from the first landing they were all red. By the time I made it to the top one had magically turned green. The freight with the trucks revs up and goes north and then the California Amtrak goes south and within a few minutes another southbound Amtrak pulls into the station. A few minutes later the Amtrak goes on its merry way and I ask Alison if she wants to go see the Xmas tree in the station. (I can't carry both of them, so I have to be sneaky) As we are admiring the tree a northbound freight pulls up just one track away. The power consisted of a AC4400, C44-9 and what appeared to be a 8-40B.

As I was standing on the passenger platform admiring the huge yellow beasts I started to get a bold railfan idea. Let's get closer!!! This turns out to be quite a task with a tired four-year-

old. With the promise of a treat, I get my daughter to come hold my hand and all three of us start to approach the huge machines.

Every few minutes an engine would let off a blast of compressed air. With each blast my son wiggles and my daughter pulls on my hand. As we walk by the engines I notice a plaque on the cab, under the crew window of the AC4400. It has been dedicated to the unsung hero of the railroad, the maintenance of way crew or worker.

As I am reading the plaque to my daughter two BNSF engines come by. One looking quite sharp and colorful in a heritage scheme and the second looking like it had seen better days in the blue and gold freight scheme. They just motored through on their way to Richmond with no cars in tow.

After the two BNSF engines went by the UP freight lays on the horn, two long blasts. Now Alison is grabbing my leg, Ryan is gasping for a breath to make a blood-curdling scream. I guess I would to if I was woken up by those horns. The signal had changed a few minutes earlier so I couldn't understand why the train wasn't moving? And what did the horns mean? I just thought to myself, "It is the UP, I guess I don't need to understand". Oh well time to go home.

As we're crossing the pedestrian bridge I stop and point out the engineer's arm and face to Alison, which can be seen through the windscreen (the engine stopped just short of the bridge). Just then a man runs by with a bag full of food and says, "I'll be leaving in about two minutes".

Sure enough he runs down the other side of the pedestrian bridge, cuts across the passenger platform, jumps down to the tracks and runs

*(Continued from page 18)*

and superelevation, helixes, limitations of grades, examples of different types of roadbed and track construction, and some pointers to ensure smooth and realistic train operation and comments about DCC-friendly turnouts.

**Town Talk Tunnel, Part IV** Bill Schaumburg Level: All. He has been researching the Nevada County Narrow Gauge for the better part of 20 years. Bill continues to make progress on portions of his NCNGRR layout but the layout does take a back seat to his editorial duties at Railroad Model Craftsman. . Bill has given several clinics at PCR conventions over the last 10 years about his research and modeling of the Town Talk Tunnel. Bill promises the fourth and last installment of this multi-part clinic for this year's convention!

**Wiring Your Layout - the Basics** John Marshall Level: Beginner. This clinic is a basic primer for the model railroad layout builder. The clinic will outline the basics of layout wiring and the skills and techniques necessary to successfully wire and run your first or second layout. This clinic is presented as a part of the "Connery & Co. Layout Clinic".

**Workin' Gemco: We Don't Need No Stinkin' Yardmaster!** Dave Bayless Level: All. A railroad engineer for many years in and around Southern Pacific's Gemco Yard in the Los Angeles area tells all about switching 300 - 500 cars each day for General Motors' Van Nuys plant and the Budweiser just up the line without a yardmaster to be found. Come learn how this was done and how to simulate this in a yard on your railroad.

**Yosemite Valley Railroad...in Color!** Jack Burgess Level: All. Those who model the early 1940s to late 1940s tend to think of their prototypes in black and white due to the limited color photography of the period. But there were some railfans of the era who put up with the slow, ASA 10 film speed to record their favorite prototypes. Yosemite Valley Railroad expert Jack Burgess has just completed a new book on



## PCR '04 Model Contest

By Steve Skold

The Contest Room will be open at 10 AM on Wednesday April 28<sup>th</sup>. It will be open until noon and then from 1 PM to 5PM and from 7 PM until 9 PM. The other days it will be open at 9 AM until noon and then 1-5 and 7-9. Bill Scott will be running the Model Contest, Jim Providenza the Photo Contest and Mary Moore-Campagna the Non-Rail contest.

For information and entry forms please refer to the following web site. [Pcrnmra.org/convention/conv.shtml](http://Pcrnmra.org/convention/conv.shtml) and click onto contest information. You can download the Contest Directory and the Contest Forms. Judging will be done on Saturday at a time to be determined. A lunch will be provided for the contest judges.

If you have any questions, please contact me at 707-539-1782 or at [SandCSkold@aol.com](mailto:SandCSkold@aol.com) Contact information for the other contest people are in this issue of the Branch Line.

*(Continued from page 19)*

across to the engine. He climbs up into the engine via the front door. Two minutes later off they go. I guess you don't have to bring your dinner on that run.

If you've never been to the Emeryville Market to rail fan you ought to give it a try one day. No need to bring dinner.

the YV and was able to scan several dozen color images of the YV, circa 1940-1945, as part of the research for his book. These stunning, period photos will be combined with maps and layout photos to take viewers on a gorgeous trip on the YVRR from Merced to El Portal on the boundary of Yosemite National Park.

National Model Railroad Association  
**PACIFIC COAST REGION**  
**PCR OFFICERS BALLOT**

**Instructions for Election:**

1. Election starts with receipt of ballot (Branchline mailed approximately February 20, 2004).
2. All ballots must be postmarked no later than April 15, 2004.
3. Vote only for a candidate from your division.
4. You may write in a candidate of your choice. However, the candidate must be willing to serve if elected.
5. Voting in more than one division will void your ballot.
6. Do not make any other marks on the ballot.
7. Fold in thirds so that the return address is showing, and tape the ballot closed.
8. The ballot is considered a first class letter, and requires 37¢ postage.

PLACE  AFTER YOUR CHOICE FOR EACH OFFICE.

<p style="text-align: center; font-weight: bold;">Coast</p> <p>Kermit Paul <input type="checkbox"/></p> <p>Peter Weiglin <input type="checkbox"/></p> <p>_____ <input type="checkbox"/></p>	<p style="text-align: center; font-weight: bold;">Redwood</p> <p>Ron Plies <input type="checkbox"/></p> <p>_____ <input type="checkbox"/></p>
<p style="text-align: center; font-weight: bold;">Daylight</p> <p>_____ <input type="checkbox"/></p>	<p style="text-align: center; font-weight: bold;">Sierra</p> <p>Jesse Menefee <input type="checkbox"/></p> <p>_____ <input type="checkbox"/></p>
<p style="text-align: center; font-weight: bold;">Hawaii</p> <p>_____ <input type="checkbox"/></p>	

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PCR Ballot Chairman  
Jim Providenza  
16 Drake's Cove  
San Rafael, CA 94903

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together for dinner at Smokey's and had some good eats. There were over 30 of us there with our own room and great service. The next morning we were invited back to the Sagebrush Shortline and enjoyed another ride around the "layout".

On the way home we went by Searles which is the interchange between the Trona Railroad and the Union Pacific.



We met a crew from Trona bringing out empty hoppers and picking up a string of coal cars for the power plant that supplies the processors in Trona. Even the engineer on one of the Trona engines asked if we had been to George Pruitts!

At the conclusion of a great day of prototypical and model railroading, the gang retired to the Texas Cattle Company Restaurant for some great food---steak, chicken and ribs!

The next meet also promises to be another great one. The next Daylight meet will be in Fresno, February 21<sup>st</sup>, and hosted by Mel Norwood's Santa Fe Grand Canyon layout--complete with thunder and lightening show--and Marlin Costello's HO scale layout, where Marlin will be having an operating session—and he's even trusted us to run on his layout!

Future meets scheduled for this year are: San Luis Obispo on May 22<sup>nd</sup>, and hopefully in Santa Barbara on August 14<sup>th</sup>. And all you members check with your bosses (i.e., wives!) to see if you can make it to these meets. And it is OK to actually cross over your city limit's to attend these meets!

(Report by Doug Wagner and Bruce Morden.  
Photos by Bruce Morden)



## Redwood Empire Division Report

by Steve Skold

This issues deadline puts us just before the February meeting in Napa. I will have to report on that in the next Branch Line. We have the PCR Convention in Napa coming up in April and many of us are working hard to make it a success. We are having our nominations for PCR Director at the Napa Meet with incumbent Ron Plies running for a second term.

The May meet will be held on May 16<sup>th</sup> at the Vallejo Model Railroad Club at the Vallejo Fair Grounds. It will be strictly a play day running trains on the club layout. Bring your favorite engines, cars or an entire train. Just be sure that they meet NMRA standards.

The Summer Picnic meet will be held on August 8<sup>th</sup> and is tentatively set for Ron Kaiser's ranch on the Russian River between Guerneville and Healdsburg. There will be more information on this in the next Branch Line and RED Call Board.

RED is hosting the 2004 PCR Convention which is the 60<sup>th</sup> Annual Event. It will be from April 28<sup>th</sup> to May 2<sup>nd</sup>. If you have not registered, please do so. A registration form is in this issue. If you would like to help put on the convention (no experience required) please contact Harold Mentzer at 707-226-5153 or at [HSMentzer@aol.com](mailto:HSMentzer@aol.com), he would love to hear from you.

The next RED Staff Meeting will be at the home of Steve Skold. It will be at 7:00PM on April 13<sup>th</sup>. Contact me at 707-539-1782 or [SandCSkold@aol.com](mailto:SandCSkold@aol.com) if you would like to attend and need directions.



# EMBASSY SUITES

By Bill Kaufman

Jim Providenza and I put on the 1996 PCR convention at the Embassy suites in San Rafael and I wanted to see how this one stacked up. I took my camera along.

The entry was well done and the main courtyard had a lovely lake with real swans in it. They're not much as selling points for a model railroad convention, but they are nice touches.



The gazebo below is in the middle of a large building with an inside atrium. It holds the restaurant and about half the rooms. The large comfortable bar is to the right of this picture and beyond the bar are the clinic rooms. (Some of that does seem important to a model railroad convention. I will let you select your own priorities.)



The rooms all looked quite comfortable with two rooms, bed in one and sofa/sleeper in the other. Lots of amenities, wet bars, tables, the whole nine yards. Call them at 707-253-9540 or



email at [www.embassynapa.com](http://www.embassynapa.com). They aren't cheap but you get breakfast. Tell them you are with the "PACIFIC COAST REGION/NMRA" to get a special rate.







# Daylight Division Report

By Doug Wagner

The Eastern Sierra Railroad in Ridgecrest hosted the Daylight Division fall meet. They had their layout open and operating for us. Their layout is HO scale and is presently having scenery installed, but the track-work is in, and they were running lots of trains. After the introduction to the layout, we were entertained to two great slide presentations. The first one, presented by Chris Stark, was on his February 2003, trip to China, where they still run real steam locomotives. Chris had some great shots of steam locomotives at work. As an addition to Chris's China steam locomotives slides, he also showed some steam locomotive action in Chama, New Mexico, in October 2002, and at the Grand Canyon, in August 2002. After Chris's presentation, Tim Broadley presented his slides on his visit to a Cairns, Australia, 2-foot gauge railroad that used for harvesting and milling sugar.



Meeting in the club's layout room, we enjoyed photos of steam railroads in China and Australia. Had a short but informative business meeting culminated with the white elephant auction. A big thanks go to Roger Nickell and the Ridgecrest crew, who did a wonderful job hosting. They had arranged for three tours - Terry Haven's Sierra Western (HO), George Pruit's Sagebrush Short line (1/6 live steam), and Trona Railroad (12 inch to the foot).

The Trona Railroad shops were actively rebuilding several former SP and UP engines including "Tunnel motors" and "Kodachromes".



The Sagebrush Shortline had over 45 operators from all over Southern California with all sorts of large engines from DD40's to vertical boiler equipped geared engines.



The Sierra Western had a full crew and no one got to visit without operating Terry's beautiful layout.



Those who stayed over Saturday night joined

*(Continued on page 23)*

## TALES OF THE SANTA CRUZ NORTHERN

By  
Jim Providenza

### The Water Heater

I mentioned to my wife Terri this evening as I sat down to write this, "You know you'll be featured prominently in this one." She smiled wryly. I could tell she was thinking about last month. I told her, "No, not just now, but you and your mom and, who was it anyhow, two of your friends helped install it with the helix." This led to a discussion, trying to figure out who had been here in September 1988 visiting...

The SCN had just moved (twice actually) from its original home in the garage of our house in Livermore. It was designed to come apart in pieces and about ¾ of the mainline was in and operating at the time of the move. It took about 40 hours to take it apart and about 120 hours to put it back together. It was well worth it.

The helix was one of those 14 pieces. Not the largest but certainly the most interesting in terms of "will it survive?" The SCN is designed to fit into a standard 20x20 foot two car garage; it can (and has over the years) expand to fill a larger space. While garages have a pretty standard size, the placement of such things as doors and utilities are all over the map. Thus it was that I found the new home of the SCN had the house's water heater and radiant heat boiler in a closet in the area where the helix needed to be!

Well, the closet posed no significant problem.

It was gone in no time. But the heater and boiler were different issues. I saw right off that I didn't want to mess with the boiler. But, if I adjusted the length of the tracks leading to and from the helix I found I could place the water heater in the open center of the helix. Not a course I would recommend to a friend, but I was sure John Armstrong would understand!

I went in search of Terri, her mom, and two other of the Wild Women who were visiting from Southern California.

So I wandered off to Sears and purchased their very best 12 year guarantee 50 gallon water heater. I removed the old one and then moved the new one into its place. I laid the helix legs nearby and went in search of Terri, her mom, and two other of the Wild Women who were visiting from Southern California. I had the ladies lift the helix up over the water heater and then temporarily clamped the legs in place. I adjusted the height and

reconnected the legs. I used flexible water and gas connections and had hot water by the time I had a test train running from the lower level onto the helix!

Over the years I have made a number of changes and additions to Doughertys which is located at the top of the helix. There is now a full height backdrop and storage shelving above it; the complicated mill tracks at Beroldingen Lumber covers half of the top like the proverbial bowl of spaghetti.

Along the way I've lost count of the number

*(Continued on page 27)*

(Continued from page 26)

of people whom I have discussed the helix / water heater relationship with. Most have accepted with a bland smile my assertion that everything would be okay if the water heater ever gave out – and that I had gotten the best one I could. I don't know how often I've told the story of Terri, her friends and her mom to explain how easy it will be to remove the helix if I ever have to replace the water heater. Of course "along the way" is only another way of saying "over the years since..." Recently I had been contemplating the fact that if I replaced the heater in 1988 and it was then 2003, my water heater was living on borrowed time. I told myself I would deal with it in "Rev. 2" of the SCN's ongoing betterment projects, blissfully ignoring the fact that Rev. 1 had so far taken only 3 years to get a little over 2/3 of the way done!

As it turned out, "was", as in living on borrowed time, was the correct verb tense. I had just returned from my three months training back in Quantico, VA (and no, I have not joined the Marines or become an FBI agent!) Terri and the kids had joined me for a week's vacation in D.C. and we had been back two full days when on a Tuesday morning Terri walked out to the garage to get something. "What's all this water on the floor?" she called out.

"Oh, fudge monkeys!" as my son Mike would say. I looked at the water and then at the helix it was flowing out from under with that awful sinking feeling in the pit of my stomach. I realized then just how much work it would take to remove all the scenery, the backdrop and the mill trackage before I could disconnect the helix from its approaches.

I thought about it and decided I had nothing to

lose – I would try to tip the water heater over onto its side and slide it out from under the helix. And I did! It was not a straight shot. I had to keep backing and filling as I only had about six inches of spare space at the front inside of the helix. I would push it forward, tip it back, push forward, tip back, push... again and again. I ran down to Sears and purchased another water heater – essentially the same design but with more insulation and a different control box – but importantly all the water connections were in the same places.



Getting it home I realized what that extra insulation really meant – I would have less room to work with. It suddenly was a much dicier proposition. I once again called on Terri for assistance. We slid the new heater in under the helix. Together we managed to slowly tip it up into place, shifting it a couple of inches at a time. Tip, pull, tip, pull. A real labor of love!

The water fittings were perfect! The old connections went back on without a leak. However, do you remember that new control box I mentioned? Well, it was 6" further away from my gas line than the old one. It was now 9 o' clock in the evening and there was no hope of getting a longer flexible line. And then it finally struck home. This wasn't a model railroad project, this was a plumbing project!

We had to wait 24 hours before I had a chance to buy and install a new gas line, but the helix, and our backs, survived in good shape. We all are once again living happily thereafter, or until the guarantee runs out!

# New PCR Members

Here is Bob Ferguson's latest crop of new members. If you recognize any of them, welcome them to the region.

## OUT OF REGION

Sandy Friedfeld Palos Verdes, CA  
Ed Wilson Centennial, CO

## DAYLIGHT DIVISION

Larry Kirkhart Clovis, CA  
Guy Krivanek Tehachapi, CA  
Robert Sexton Fresno, CA  
Rigoberto Sotomayor Ridgecrest, CA

## COAST DIVISION

Robert Amrine Union City, CA  
Lawrence Casey SN San Francisco, CA  
Robert Czerwinski Fremont, CA  
Bruce Dunn Orinda, CA  
James D Eckman Mountain View, CA  
Robert Evans Carmel, CA  
Doug Fuhriman San Jose, CA  
Chuck Huntington Alamo, CA  
Josh Kessler Santa Clara, CA  
Peter Laubenheimer Foster City, CA  
Dean Lauerman Alameda, CA  
Jack Lucas Pleasanton, CA  
Larry Moore Fremont, CA  
John Ray Iii San Mateo, CA  
Virgil Rittenhouse Foster City, CA  
Mark Schutzer Redwood City, CA  
Michael Trollope Palo Alto, CA

## SIERRA DIVISION

Thomas Campbell Elk Grove, CA  
Jim Elcano Sparks, NV  
Neil Pfafman Placerville, CA

## REDWOOD EMPIRE DIVISION

Bill Laferriere Fortuna, CA  
Jerry Lindelef Willits, CA  
Bill Muylaert Santa Rosa, CA  
Bruce Palmer Cutten, CA  
Bill Raudio San Anselmo, CA  
Jon EN Schmidt San Rafael, CA



# SIERRA DIVISION NEWS

By Gene Mayer

Superintendent Dick Witzens announced the Sierra Division election results at the January 7 division meeting in Natomas. Al Rowe is the new paymaster and Bob Warner is the new chief clerk. Witzens reported that 43 members returned their mail out ballots. The 28% voter participation was the best in recent years—especially since both candidates were unopposed.

During the business meeting Witzens read a letter from Division Director Bob Mountjoy who resigned from his position for health reasons. Jesse Menefee was nominated to run for director in the forthcoming PCR election. PCR President Mayer announced that he would appoint Menefee to serve out the remainder of Mountjoy's term.

The program featured an open loads clinic by Dick Witzens. He displayed and passed around two or three dozen open loads he has constructed over the past several years. The audience participated in making aluminum bales from Hershey kisses wrappers. We all ate the candy and saved the aluminum wrappers. Dick then ground them up in an electric blender. He then pushed the aluminum bits into a metal mold to form cubes and applied white glue to hold them together,

There were three entries in the favorite model contest. The models included Harold Elmore's Amtrak Empire Builder, Gene Mayer's NKP Mikado and Bob Warner's Grain Mill.

The division's annual banquet will be held Saturday March 13 in Sacramento. The price of the catered meal is \$15 per person. For more information see Superintendent Dick Witzens; notice elsewhere in this issue.

## Prototype History

# Napa Pipe

The Napa Pipe Mill occupies 152 acres once owned by the Basalt Rock Company. The Basalt Rock Company bought sheet steel after WW II and decided to make pipe in the early 1940's. In the late forties the Basalt Board of Directors authorized a large diameter pipe facility at Napa. This site was picked because of its access to deepwater ports on the Napa River, major Rail facilities, and the inter-state road system allowing them to ship easily to anywhere in the world.

At the time, the three-roll bending process was the state-of-the-art process used to make steel pipe. A small team of Basalt engineers convinced the company president they could design and build a set of dies that would form a flat sheet of steel into a round pipe. After months of development a perfectly round pipe was produced.

This process became known as the DOE process. This process first forms the sheet into a "D" shape, then presses it into an "O" shape, then hydro-statically expands, "E" it into a pipe. This is now the standard for making large diameter pipe. (16" to 42" OD pipe)

The plant was acquired by Kaiser Steel Corp. in the early 1950's and later by Oregon Steel Mills in 1987 and is owned by them today.

Since the first pipe was built in the mid 50's, this facility has produced enough large diameter pipes to stretch around the globe. It ships the pipe mostly by railcar on 89 ft. flat cars in 40 and 80ft. lengths.

The plant now employs about 300 to 400 workers depending on production requirements. Napa Pipe Company is a major contributor to the economy of Napa and surrounding communities.



## SIERRA DIVISION

The annual Sierra Division, PCR, NMRA banquet will be on Saturday March 13, 6:30 PM at the Arden-Dimmick Branch library in Sacramento, at 891 Watt Ave, just north of Fair Oaks Bl, at the corner of Northrop Ave. We'll be in the community meeting room, after the library closes. That means we'll have the place and the parking lot to ourselves.

The guest speaker will be C. Dudley, a Southern Pacific locomotive engineer on the Western Division for 7 years. The presentation will be about her experiences.

Dinner will be catered by Hannibal's Restaurants and Catering. The menu is Rosemary Chicken and Roast Beef, with Garden Salad and Apple Waldorf salad, red potatoes, and green beans almondine. We'll also have a bread assortment, cookies and brownies, and soft beverages. Coffee will also be available.

The price is \$15.00 per person. Reservations and money must be in by March 1. Send checks to Sierra Division, c/o Dick Witzens, 6764 Will Rogers Drive, Fair Oaks, CA 95628. If there are any questions, please e-mail Dick at witzrr@cs.com or call (916) 966-4592.

The library is on Watt Avenue, about 4 miles south of I-80 and about 1 1/2 miles north of US 50. The intersection at Northrop has a traffic light. The library is on the southwest corner. Parking lot entrances are on both Watt Ave and Northrop. For out of towners, Sacramento has many hotels and motels in all price ranges. None are adjacent to the banquet site though.

## ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

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

The requirements for Master Builder - Cars follows the same general format as for Master Builder - Structures discussed in the last issue of the *Branch Line*. To qualify for this certificate, you must build eight operable scale models of railroad cars. Operable means that they must be able to roll along the track, be pulled by something, etc. and not that parts such as brakes must work. If desired, these eight cars can be of different gauges and/or scales. Four different types of cars must be represented by these

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

Each of these eight cars must be super-detailed with either commercial or scratch built parts. The easy way to super-detail cars is with separate ladders and grab irons, underbody brake

gear, uncoupler levers, etc.

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

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

Once you complete these requirements, you can submit a Statement of Qualifications

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

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 39.

**For those who like scratch building or at least modifying craftsman kits, the Master Builder - Cars AP certificate might be an easy-to-achieve requirement.**

# OPERATIONS SPECIAL INTEREST GROUP NEWS

By

Seth Neumann

Fall gets to be a tough time for operations in Northern California: it's too hot to operate many of the garage layouts and then the holidays are upon us and family commitments make it hard to round up a crew and harder to find time to put on a session. This new year we came roaring back with layouts operating every weekend in January and February. I'm on an operating high about now!

We also had the annual PCR/Layout Design and Operations SIG meet at the Santa Clara Depot on Feb 7. The meet featured operating sessions on the 8<sup>th</sup>, which were aimed at new operators. Over 60 Operating slots were open with priority given to first time operators and out of town visitors.

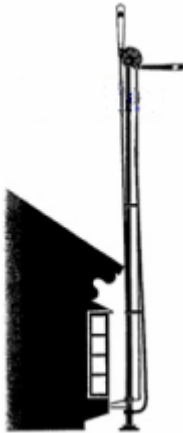
In addition we invited those who couldn't operate all day to visit layouts with operating sessions in progress so they could see what it was all about (of course we'd primed the hosts to lie in wait with throttles handy so as to press the unwary visitors into engine service). As usual a good time was had by all 120 who participated in the meet and operations.

We're planning to have another design/operations track as part of the Napa PCR convention in May. This will include our usual Thursday one-room marathon of clinics and SIG meetings and we hope it will run over to Friday. We'll also have several layouts in the North Bay (Marin, Oakland, Contra Costa) hosting Op Sessions during the PCR meet, much as we have for the national convention. More details will be available soon, so there's another incentive to attend the Napa convention.

A little further out, in July, Seattle will be

hosting the NMRA National Convention and train show. If that isn't enough incentive to attend, the LD/OP SIGs will be sponsoring pre-weekend touring and opping in the Vancouver area, with a train ride back to Seattle, Sunday night. Of course there will be a full menu of clinics (including a few by your scribe: *Yards and Yard Operation*, *Evolution of a Prototype Oriented Layout*, *Phones for Model RR Dispatching* and (With Rick Fortin) *A day in the life of a Modern Short line*.) Then we will have the traditional LD SIG layout tour and picnic all day Wednesday. Tom Enloe and Bill Sornsin will also have a full complement of layouts available for operation during the convention.

Finally, a group of us are organizing a regional operating meet in the Bay Area for 2005. These events usually include 60-100 operators from across the country and take place over 3 or 4 days during which the participants operate on 3 or 4 layouts each. For example Kansas City puts on *Prairie Rail* every other February, a group in Salt Lake hosts the "Great Basin Getaway" and others held in Detroit and Minneapolis. We (the organizers) have always enjoyed these and feel that the Bay Area can hold a meet of the highest quality. We're looking at dates in the Spring of 2005. If you're interested, contact me at [sneumann@pacbell.net](mailto:sneumann@pacbell.net).



# NON RAIL REPORT

By Mary Moore-Campagna

The upcoming PCR convention promises some interesting and diverse activities for the non-rail attendees. On Wednesday, we will be providing maps for the “early birds” who want to explore COPIA, Napa’s famed arts center. All-day passes are available for purchase, and the center is a short distance across town from the hotel. In addition, the Non-Rail hospitality room will open on Wednesday afternoon with a clinic on “Basics of Model Railroading for Non-Model Railroaders”, followed by an evening quilt-tying lab where, following the tradition of years past, we will complete a project to donate to our local charity of choice.



Thursday’s clinics will be “Glass Painting” (a make-and-take session) and “Green Thumb Gardening” in the morning, followed by the Non-Rail Luncheon. The afternoon will feature tours to the sightseeing and shopping opportunities in nearby Yountville and St. Helena; and Thursday evening we will have the traditional “PCR



Bingo Game” in the Non-Rail room. Everyone is invited to come and try their hand at winning some of the many prizes available.

Friday will feature clinics on

“Basics of Popular Card Games” and “Photography Hints: How to Make Your Pictures Look Great!” in the morning, with tours to the Napa Valley Museum and the local sake brewery. We will be sure to be back in plenty of time for those tour attendees who are planning on going to the Wine Train Dinner that evening to be on time for their train!

On Saturday, we will be holding a clinic on American Sign Language, followed by another “make-and-take” session on soap making. In the afternoon we will be heading out to Fairfield to sample the delights of the Goelitz candy company and the Anheuser Busch brewery, returning in time to enjoy the evening festivities at the Awards Banquet.



As has been mentioned previously, this year’s convention will also include an arts and crafts category (general, needlework, and “railroadiana”) as part of the contest. Applications for the contest can be obtained on the NMRA web site ([http://www.getnet.net/~dickg/nmra/contests/NMRA\\_Arts&Crafts\\_Contest\\_Entry\\_Form.PDF](http://www.getnet.net/~dickg/nmra/contests/NMRA_Arts&Crafts_Contest_Entry_Form.PDF)), or by contacting me at [marycmoore@campagna.com](mailto:marycmoore@campagna.com).

We look forward to seeing you at the convention!



# Registration Form

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

By John Edginton

Except for Friday evenings, the Museum is now closed through the end of March, but will resume its regular schedule on the first weekend of April through the end of December 2004. Commencing in April, the Museum will be open on Saturdays and Sundays from 12 noon to 5 PM; however, model train operations will be scheduled only for Sundays and holidays.

On Saturdays and Wednesdays during the open season, the Museum is open for visitation (trains may or may not be running) and members may be working on the layouts. The public and other model railroaders are of course always welcome to visit us on Friday evenings from 7:30-10 PM, which is our regular work and meeting night. No fees are collected except on Sundays and the indicated holidays.

We continue to look for new members to help build and run our public layouts. We specifically seek HO traction and narrow gauge enthusiasts and O scale modelers of all varieties. Associate memberships are available to those who belong to other Clubs or are located too far away to regularly participate. Operating on our spacious layouts is a thrill rarely duplicated anywhere else. Come and explore your options for being involved in our public shows. Nothing makes you feel better than folks on the other side of the glass admiring your carefully crafted train. We also welcome volunteers who would like to assist with docent functions, such as providing education in railroad history and to help with the door.

Other nearby attractions include the Park for picnics and hiking (Bay Trail); the RED

OAK VICTORY and the ATSF Ferry Pier restoration just down the road; and, the Rosie the Riveter Memorial and National Park. We continue to receive much-needed donations of equipment and books. In fact, we are in the process of receiving a donation of a historic brass collection, which will be displayed to the public. As a tax exempt organization, all donations to the Museum ordinarily are tax deductible and donations of models, prototype artifacts and library materials, both prototype and model, are greatly appreciated. Donated equipment is either used in our Museum operations or is auctioned off to members or otherwise sold with the funds benefiting the Museum.



The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Admission on Sundays is: Adults \$3; Seniors and Children under 12 \$2, with a family maximum of \$7. For information, a map and to see photos view our website at, [www.gsmrm.org](http://www.gsmrm.org). Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 PM). Museum Memberships offering unlimited annual admission are \$20.00 (individual); \$35.00 (family). For other information or to schedule special shows, email John Edginton, Public Relations Director, at [jedginton@edg-law.com](mailto:jedginton@edg-law.com), or Jim Ambrose, EBMES President, at [JMAM@chevrontexaco.com](mailto:JMAM@chevrontexaco.com) or use the communication section of the website. Please note that both Golden State and East Bay have a **new mailing address: P.O. Box 71244; Point Richmond, CA 94807-1244.**

## **listing of Events and Rail Oriented Organization Contacts is Available on line**

by Terry N Taylor

As many of you know, our club (SLOMRC or the San Luis Obispo Model RR Club) puts out a 12 to 14 page newsletter monthly with several prototype articles and model happenings with pictures and plans (often in color) to help the usual club minutes and reports go down better. There are invitations from other clubs to attend their activities, articles pushing both the PCR and the PSR events, usually a trivia quiz, a column or two by railroaders, with occasionally some railroad oriented art or even poetry into the mix.

Many of the authors are well known and the subject matter ranges throughout California and occasionally into Nevada from the history of the Pacific Coast Railway which is in our back yard to the proper color for the Westside Lumber Co. to the cable cars of San Francisco to the following of the right of the way of the Tonapah & Tidewater.

This mixture has proven very popular and once we put the newsletter onto our web site, requests from non members to be notified when the next issue is ready to be downloaded have grown tremendously. Currently we have close 1200 individuals, clubs, libraries, museums, electronic bulletin boards, hobby shops and "what have you"s..

A couple of years ago we put out a special supplement to list all the rail oriented clubs and activities that we knew of. That also proved very popular. Responding to the repeated requests that we do it again, we started putting the activities in our normal monthly email notification where we tell you what is in that months issue.

Clubs started sending us more items and those notification emails became unwieldy so now we only put the next two months of activities in the email and put all of the activities and organizations in a special event issue on the web site in a pdf format like our monthly issues. If you don't have a computer, we do offer a subscription rate for the newsletter but not for the supplemental event listing. You can always go to your local library where they have computers available. Just go to <http://www.trainweb.org/slomrc>

More organizations have asked to be included and readers wanted more information for their trips., we expanded the listing from just central California and

nearby Nevada for the local PCR and PSR members to the whole state of California and them to all of Nevada and, recently, Arizona.

Currently in our listings are well over 400 activities and somewhere over 350 organizations and prototype websites. It runs over 60 pages. Quite a difference a couple of years makes. The listing includes the dates and contacts for quite a few national rail oriented events too. There is no scale preference. We list train shows as well as conventions. Layout Design or Prototype Modeler Meets are listed right next to Toy Train Society Meets. The major requirement is that it must be rail related.

The listing is set up by date (month and then year), then by type of organization. After the clubs, come the museums & tourist railroads, then the organizations and historical societies followed by the web based groups and then finally the prototype websites. A front page will tell you where to look for the contact points for any type of organization or time period. You can also use the pdf find function for any organization, location, phone area code or individual name. To simplify skimming for data, colors are used for key points. If you are interested in the area, the town and state is in red; for the organization name, look for green; for the event name, look for black; and for the email address and website, look for blue.

If you know of a rail oriented organization or activity in either AZ, CA or NV that is not listed (and we are sure that there are many we do not know of yet and thus not yet listed), please let us know. If you know of a change to a listing, please also let us know (at [terryntaylor@charter.net](mailto:terryntaylor@charter.net)).

If you know someone who would like to be notified of our newsletter availability, have them send in their name and email address. There is no cost. They do not have to be members of PCR or PSR and in fact we have had people join the PCR by filling in the membership application that we include in each issue. Thanks for your help and don't forget our train show on the first weekend of October (Oct 2-3, 2004) at the Vet's Hall in San Luis Obispo. Details are on page 13 of our newsletter. ;>)

# Club Info

## **BAY AREA NTRAK MODEL RAILROAD CLUB**

The Bay Area Ntrak Model Railroad Club invites N scale model railroaders to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Avenue in Crockett on Wednesdays and Saturdays between 10 A.M. and 3 P.M. For additional information please contact: Bob Lewis, 925-283-6838; or via e-mail at [boblewis@ix.netcom.com](mailto:boblewis@ix.netcom.com).

## **CALIFORNIA CENTRAL MODEL RAILROAD CLUB**

The California Central Model Railroad Club is located in the old Agnew depot (Santa Clara) of the Southern Pacific (4185 Bassett Street) directly across from the Lafayette Street main gate of Agnew State Hospital. The theme of the 15' by 50'HO club is western railroading running loosely from the Bay Area to Southern Oregon. We meet on Friday nights from around 7:30 until 11 pm. Official club operating sessions are held on the first and last Fridays of each month. Call (408) 988-4449 on operating nights, or contact Wayne Cohen at (408) 779-0707.

## **COASTAL VALLEY LINES**

Coastal Valley Lines (CVL) is an informal association of novice to advanced model railroaders who live in Sonoma County that meets on the first Thursday of each month at 7:30 pm. We operate our HO scale modular railroad at local public shows. Prospective members can obtain more information from Brad Squires at (707) 568-4298 or Don Hanesworth at (707) 823-9615. Our web site is: <http://home.pacbell.net/jrolston/>

## **EEL RIVER VALLEY MODEL RAILROADERS**

The Eel River Valley is a new club, with a NWP layout series of modules under construction. The club meets each Friday evening at 7:30 pm at the Humboldt County Fair Grounds Commercial Building NW corner, Ferndale, CA 95536. Write to P.O. Box 950, Fortuna, CA 95540 or call Ron Plies at 707-725-9063 for more information.

## **ELSIE**

The Left Coast (Elsie) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact Al Sandrini in Bakersfield at 661-322-7955, John Spelce in Martinez at 925-228-3279, or Ken Lunders in Cupertino at 408-777-9572.

## **GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY**

Located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Club meetings and

behind the scenes tours, to which you are welcome, are Friday evenings from 7:30 to 10 PM, and Wednesday afternoons from 12 to 4 PM when work on the layouts typically is done. We welcome new members in all our scales, O, HO and N, including narrow gauge and traction enthusiasts. For information, a map and to see photos view, [www.gsmrm.org](http://www.gsmrm.org). Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 PM). For other information or to schedule special shows, email John Edginton, EBMES President, at [jedginton@edg-law.com](mailto:jedginton@edg-law.com) or use the communication section of the website.

## **HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB**

The Humboldt Bay & Eureka Model Railroad Club meets at their clubhouse and layout; located at 10 West 7th Street, Suite #C in Eureka, on Saturday nights from 7:00 pm on. Visitors are always welcome. Business meetings are held on the first Saturday of each month at 7:30 pm. Interested parties should contact: David Berriman P.O. Box 915, Arcata, CA 95518 (707) 825-7689

## **MOTHER LODE MODEL RAILROAD CLUB**

The Mother Lode Model Railroad Club meets every Wednesday evening at 7:00 pm in the old historic primary school building located in Sutter Creek. Additional meetings normally are also held every Saturday at 9:00 am. We are a modular HO club and are fully DCC operational. For further information call Joe Stafford at 209 245-5016.

## **NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY**

The Napa Valley Model Railroad Historical Society meets at The Napa Valley Expo (fairgrounds) at 575 Third St. in Napa every Friday from 7:30 pm to midnight. Visitors are always welcome but must be at least 14 years old to join. Our railroad runs between Napa and Ukiah with offline connections to Stockton and Portland. We have large classification yards at each end of our system, which includes about 700 feet of mainline. Scenery is about 80% complete. The layout is never really finished, because we are always tearing part of it down and rebuilding it! As there are 80+ members with varied interests in our group, the time frame is compromised at about 1940 to present. The rolling stock on the railroad is member owned with emphasis on reliability and realism. Our schedule normally calls for a formal run session the second Friday of every month. Info: John Rodgers (707) 226-2985 [najohn@napanet.net](mailto:najohn@napanet.net) <http://www.nvmrc.org>

## **NITTY GRITTY NARROW GAUGERS**

The Nitty Gritty Narrow Gaugers is a round robin group of On3 modelers that meets bi-weekly in members' homes in or near the Santa Clara Valley. Individual

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members construct modules following basic guidelines. We display our modular railroad twice a year. There are no officers, no dues and no bylaws. Contact Fred Verrier, 889 Brookgrove Ln., Cupertino, CA 95014(408) 253-9669

### **SACRAMENTO MODEL HISTORICAL SOCIETY**

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to [dmegeath@aol.com](mailto:dmegeath@aol.com); web site <http://www.smrhs.com> Modeled as the Sierra Central Railroad, both HO and HO<sub>n3</sub> layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 pm.

### **SACRAMENTO MODULAR RAILROADERS**

Most of our events are operating sessions, where we make up trains in our large switch yard, and send road crews out to switch cars into and out of industries at the towns along the main line. The club owns a large main yard, the corner modules, some special modules, and some rolling stock. Members own their own modules and rolling stock. For the latest club information, check out our web site at <http://saccentral.railfan.net/>, or call Dick Witzens at (916) 966-4592.

### **SAN LEANDRO HISTORICAL RAILWAY SOCIETY**

The San Leandro Historical Railway Society models the Southern Pacific from Oakland/San Leandro to just east of Norden using the tri-level Donner Pass plan featured in the March '98 *Model Railroader*. It's housed in the former S.P., San Leandro depot, now located at 1302 Orchard Ave. in San Leandro (just off Davis St.). Work sessions are Sat. 9:00 am - 1:30 pm and Tues. 7:30 pm - 9:30 pm, business meetings on the first Friday at 7:30 pm. Contact: Pat LaTorres at (510) 276-3121 or email at [duhnerd@pacbell.net](mailto:duhnerd@pacbell.net)

### **SILICON VALLEY LINES**

The Silicon Valley Lines is located at 148 E. Virginia St. San Jose, CA. It meets every Friday evening from 7:30 pm until 11:30 pm. Business meetings are held on the first Friday of each month and operating sessions are held on the last Friday of the month. The Silicon Valley Lines is an HO layout utilizing DCC for realistic operations, computer-generated train orders and radio-based dispatching. For additional information, contact Mark Gurries at 408-377-0544. Visit our web site at [www.siliconvalleylines.com](http://www.siliconvalleylines.com)

### **SOUTH BAY HISTORICAL RAILROAD SOCIETY**

The South Bay Historical Railroad Society invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Avenue, Santa Clara, CA.

on Tuesdays, 7:00 pm to 10:00 pm or Saturdays, 9:00 am to 4:00 pm Phone (408) 243-3969 for more information about our group.

### **SOUTH COAST SOCIETY OF MODEL ENGINEERS**

Santa Barbara, California. We meet every third Tuesday at 7:30PM and other times. The club consists of enthusiasts of all scales and prototypes. Membership is \$2 per month. The club has no address, but activities includes operations and work sessions at member layouts and field trips. The club has a collection of railroad books and videos for loan to members. Email the club secretary, Walter Naumann at [wjnaumann@aol.com](mailto:wjnaumann@aol.com) or phone at 805 564 1359.

### **TRI-CITIES MODEL RAILROAD CLUB**

The Tri-Cities Club meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO scale layouts. Work nights are Friday, the business meeting is the 1st Tuesday of the month and operating session are on the 1st and 3rd Sunday. For more information contact Stanley Keiser at (510) 791-1504. Their website is <http://nilesdepot.railfan.net/>.

### **VALLEJO MODEL RAILROAD CLUB**

The Vallejo Model Railroad Club, founded in 1976, takes its theme from the environs of the greater Vallejo and Solano County region, with diversions into mountains, logging, and mining. The Club is home to the two thousand (2000) square foot HO-scale layout Vallejo and Solano Western Railroad. The club currently meets every Wednesday and Friday evening (with exceptions for Holidays). Doors open by 7:00 PM. It is located in the Civic Building, Solano County Fairgrounds, 900 Fairgrounds Drive, off Interstate 80 at Highway 37, in Vallejo, California. Enter Sage Street, Gate #1; if stopped by the Gate Guard, state that you are 'visiting the Vallejo Model Railroad Club'. The Club welcomes all model railroad hobbyists and enjoys visits and tours, with prior arrangements. Contacts may be to PO Box 4057, Vallejo, California, 94590-0405. The Club's telephone, which has an answering machine, is 707-643-1809. E-mails may be to either [loggingRR@aol.com](mailto:loggingRR@aol.com) or [lambertp@earthlink.net](mailto:lambertp@earthlink.net)

### **WALNUT CREEK MODEL RAILROAD SOCIETY**

The Walnut Creek Model Railroad Society open on the last Friday night of every month from 8 pm to 10 pm for operations. Fares are \$1 for 6-12 and seniors over 60 and \$2 for adults. Membership in the Society is always open to all modelers interested in HO scale. The Society is located at 2751 Buena Vista Ave, Walnut Creek, CA 94597. (925) 937-1888 (recorder). Visit our website at [www.wcmrs.org](http://www.wcmrs.org)



**MEMBERSHIP APPLICATION  
PACIFIC COAST REGION**

**8/03**

LAST NAME: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_ NMRA # (if a member): \_\_\_\_\_

FAMILY MEMBER NAME(S) \_\_\_\_\_

I want to become a member of the National Model Railroad Association and the Pacific Coast Region of the NMRA. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to: PCR-NMRA. I understand that membership in the Pacific Coast Region requires membership in the NMRA.

- PCR and NMRA for one year at \$51.00
- PCR and NMRA for five years \$235.00
- NMRA Affiliate and PCR at \$29.00  
(No NMRA Newsletter)
- NMRA YOUTH and PCR at \$36.00
- PCR only (requires NMRA membership# above) at \$6.00
- PCR only - five years (requires NMRA # above) at \$25.00
- PCR Family Associate at \$1.00 (Must have Regular PCR member as sponsor)
- Check here if this is a renewal PCR# \_\_\_\_\_

Life Memberships in both the NMRA and PCR are available. Contact the Member Services Chairman for actuarial quote.

Send Application form and remittance to: PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553.

Allow 3-6 weeks for processing.

### The Golden Spike Award

The Golden Spike Award will be awarded to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional Achievement Program Chairman under the direction of the National Achievement Program Chairman. AP regulations and definitions apply for scratch built and super detailed. To qualify for the award the member must complete the following checklist, obtain the signature of the Divisional AP Chairman, or another NMRA member designated by the Divisional AP Chairman. The Divisional AP Chairman will submit the signed form to the Regional AP Chairman who will issue the Golden Spike Award Certificate.

#### Qualifications for the Golden Spike Award

1. Rolling stock (Motive power and cars)  
\_\_\_\_\_ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).
2. Model Railroad Setting (Structures and Scenery)  
\_\_\_\_\_ Construct a minimum eight (8) square feet of layout.  
\_\_\_\_\_ Construct five (5) structures (Scratch built, craftsman or detailed commercial kits). If a module \_\_\_\_\_ has less than five structures, additional ones separate from the scene may be used.
3. Engineering (Civil and Electrical)  
\_\_\_\_\_ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and \_\_\_\_\_ installed on proper roadbed. Commercial trackage may be used.  
\_\_\_\_\_ All installed trackage must be properly wired so that two trains can be operated simultaneously.  
(Double-track main, single-track main with sidings, and block or command control).  
\_\_\_\_\_ Provide one additional electrical feature such as powered turnouts, signaling, turnout indication lighted buildings, etc.

Member \_\_\_\_\_ NMRA# \_\_\_\_\_

Address \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Scale \_\_\_\_\_ Type of Pike \_\_\_\_\_

Verification by \_\_\_\_\_ NMRA# \_\_\_\_\_

# PCR CALLBOARD

## OFFICERS AND DIRECTORS

• President	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com
• Vice-President	Dave Connery	(925) 735-0134	deconnery@aol.com
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Rich Kolm	(510) 538-8973	IronhorseK@aol.com
• Director, Daylight Division	Brewster Bird	(559) 732-6096	mec569@yahoo.com
• Director, Coast Division	Jack Wall	(925) 294-9766	JackWall@aol.com
• Director, Sierra Division	Jesse Menefee, Jr.	(916) 363-6640	(no e-mail)
• Director, Redwood Empire Div.	Ron Plies	(707) 725-9063	rlplies@cox.net
• Director, Hawaiian Division	(vacant)	---	---
• Trustee, NMRA Board of Trustees	Ray deBlieck	(510) 521-9778	RaydBCS@aol.com

## ADMINISTRATION DEPARTMENT

• Manager	L.E. "Gene" Mayer	(916) 486-0934	GeneFWRR@aol.com
• Budget & Finance Committee	(President, Vice-President, and Treasurer)		
• By-Laws & Manual of Opns.	Dave Connery	(925) 735-0134	deconnery@aol.com
• Nominating Committee Chair.	(vacant)	---	---
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
• Honors Committee Chair.	Ray deBlieck	(510) 521-9778	RaydBCS@aol.com
• LRP Implementation Chair.	Dave Connery	(925) 735-0134	deconnery@aol.com

## MEMBERSHIP DEPARTMENT

• Manager	(vacant)	---	---
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Membership Promotion Chair.	(vacant)	---	---
• Member Aid Chairperson	Rod Smith	(510) 657-3362	Railgeez@aol.com
• Education Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coordination	Dave Parks	---	---

## PUBLICATION DEPARTMENT

• Manager & Publisher	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Editor of the <i>Branch Line</i>	Bill Kaufman	(415) 491-0543	whk58@pacbell.net
• Circulation Manager	Norman Morris	(530) 742-6930	normanmmorris@aol.com
• Webmaster	Kevin Hurley	(831) 728-1934	kmhurley01@charter.net

## CONVENTION DEPARTMENT

• Manager	Jim Long	(510) 651-3467	JimCLong@aol.com
• Convention Committee	(four members and Contest Dept. Manager)		
• Convention Host Committee Chairpersons:			
– 2004 Napa Valley	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– 2005 Concord	Bill Swindell	(925) 372-6996	Bill.Swindell@clorox.com
– 2006 Sacramento	(interim planning L.E. "Gene" Mayer)		---
– 2007 (in Coast Div.)	(interim planning Kevin Hurley and Dave Loveless)		---
– 2008 (in Daylight)	John Houlihan	(559) 435-0874	rubyjohn@comcast.net

## CONTEST DEPARTMENT

• Manager	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Model Contest Chairperson	(vacant)	---	---
• Photo Contest Chairperson	(vacant)	---	---
• Division Contest Chairpersons:			
– Daylight Division	Bill Scott	(559) 298-7715	vallyflyer@aol.com
– Coast Division	Al Dalcher	(408) 358-1071	dalchera@aol.com
– Sierra Division	Norman Morris	(530) 742-6930	normanmmorris@aol.com
– Redwood Empire Division	Steve Skold	(707) 539-1782	SandCSkold@aol.com
– Hawaiian Division	(vacant)	---	---

## ACHIEVEMENT PROGRAM DEPARTMENT

• PCR AP Manager	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
• Division AP Chairpersons:			
– Daylight Division	Brewster Bird	(559) 732-6096	mec569@yahoo.com
– Coast Division	Kermit Paul, MMR	(925) 935-1859	---
– Sierra Division	(vacant)	---	---
– Redwood Empire	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– Hawaiian Division	(vacant)	---	---

## NON-RAIL ACTIVITIES DEPARTMENT

• Manager	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
• Non-Rail Activities Committee	---	---	---

BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

SECOND-CLASS POSTAGE  
PAID  
MARTINEZ, CA 94553



# Calendar

O Scale West Westin Hotel in Santa Clara.  
February, 19-21, 2004 Website: <http://www.oscalewest.com> or contact Rod Miller  
at 650-329-0424 [rod@rodmiller.com](mailto:rod@rodmiller.com).

Daylight Division meet in Fresno February 21,  
2004

Coast Division Meet, March 7, 2004, at Buchser  
Middle School, Santa Clara.

Sierra Division Banquet in Sacramento, March  
16, 2004

Sacramento Club Open House Saturday, March  
20th, 2004, 10 AM to 4 PM Donation  
requested

Coast Division Layout tours, March 20 & 21,  
2004. Get maps previously at division meet

Coast Division Layout Tours, March 20 & 21,  
2004. Maps and schedule will be distributed  
at the March 7th meet.

Pacific Coast Region Convention, April 28-May  
2 in Napa

Redwood Empire Division meet at Vallejo  
Model Railroad Club May 16, 2004

Daylight Division Meeting in San Luis Obispo  
May 22, 2004

Coast Division Meet, June 13, 2004 at the  
California School for the Deaf, Fremont

If you have any more listings send them to  
[whk58@pacbell.net](mailto:whk58@pacbell.net)