

# BRANCH LINE

NMRA'S FIRST REGION

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## President's Message

Gene Mayer

Well as usual after returning home from the Napa PCR convention I am enthused about getting back to work on the Freeborn & Western (my home layout). The convention was fantastic with excellent informative clinics, tours of many inspirational home layouts and several prototype tours. Harold Mentzer and his host committee deserve our thanks for the wonderful time we all had.

I went on the Napa Pipe plant tour which was very informative and the company actually allowed us to take pictures. In recent years many companies and railroads on prototype tours did not allow visitors to take pictures of their facilities. We got to see how they load pipe on the prototype souvenir convention cars.

Non-rail chairperson Mary Moore Campagna put together an excellent program for spouses

who attended the convention. Non-rail persons participated in several craft projects, a luncheon, a variety of clinics (including a photography clinic that I would have liked to attend) and trips to wineries, shopping centers and the jelly belly and chocolate factories.

The non-rail contests attracted many entries.

The annual Board of Directors (BOD) meeting featured the report of the special committee which studied the possibility of PCR breaking away from NMRA as a separate independent

organization. The committee concluded that we need a national organization and recommended that PCR work within NMRA to cure the organization's financial problems. Members can download the report from the PCR web site.

We had many questions concerning the future of the

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**Ultimately the future of PCR will depend upon member participation. Membership promotion must be improved to recruit new members and retain existing members.**

# VIEW FROM THE LEFT SEAT

By

**Dave Connery, PCR Vice-president**

Sincere thanks to Harold Mentzer and his hard working committee for a splendid Convention in Napa in May. I had a great time and saw lots of other very happy faces in the crowd. There was a wonderful array of things to do; excellent prototype tours led by Ed Zakareckis; an amazing array of clinics coordinated by Jim Providenza; non-rail activities headed by Mary Moore-Campagna; one of the finest convention cars ever by John Rogers; excellent layouts to visit coordinated by Pat Watkins and the contest room overseen by Steve & Carol Skold and PCR's Contest Chair, Bill Scott. Of course, the convention could not have happened without the support of the Registrar, Gus Campagna and publicity by Bill Kaufman. There wasn't time for everything with the switching contest, meetings and most importantly, getting to see lots of great friends from around the PCR and around the country. Harold, congratulations to you and your grand team for a job very well done.

As I write this we have not heard the results of the vote on the proposed NMRA regulations and may not for several months. Once the vote is known, the NMRA Board will then develop an implementation plan (if they are approved) or go back to the drawing board to address the underlying problems (if they are not). In either case, over the coming year your BOD will be keeping you informed on what these changes will mean to our membership. No changes are expected to take effect until at least mid-2005.

Here in PCR we should continue to work for the benefit of all the model railroaders

in our area. As local spokesperson for the hobby, we need to promote participation, good modeling and fellowship. As an organization we do this by supporting the many fine activities conducted by Divisions, Clubs, SIGs and historical societies. There is also a very important role every individual member plays in this process.

The PCR Long Range Plan dealing with membership recommends Divisions assign an existing member as "sponsor" for each new

member. The sponsor's job is to contact the new member, welcome them to the Division and PCR, help answer any questions about the organization and most importantly, invite them to attend all up-coming activities. Our Member Aid and Education Committees stand ready to help. If you have been around for a year or two you can easily provide this important personal contact to a new member in your area. Please contact your Division Superintendent

or Membership Chair and volunteer. You can also help by introducing yourself to new faces at activities, perhaps serving as a greeter at a function.

And perhaps most importantly, remember to renew your own PCR membership when it comes due and encourage all your friends to do the same. It is important everyone continue to maintain contact with our Region during these somewhat uncertain times.

**There wasn't time for everything with the switching contest, meetings and most importantly, getting to see lots of great friends from around the PCR and around the country.**

## HIGHLIGHTS

### BOARD OF DIRECTORS MEETING

By Rich Kolm, PCR Secretary

#### Board of Directors - April 28, 2004

*Your PCR Board of Directors meets twice a year—one meeting is in the fall and the other, like this one, is at the PCR Annual Convention in the spring.*

The Board of Directors met at 1:15 pm at the Embassy Suites Hotel in Napa. Board members present were President L.E. “Gene” Mayer, Vice-President Dave Connery, Secretary Rich Kolm, Directors Jack Wall (Coast) and Ron Plies (Redwood Empire), and Director-proxies Doug Wagner (Daylight) and Dick Witzens (Sierra).

President Mayer talked about several ongoing matters. He particularly noted receiving the Special Committee report on PCR’s situation with respect to the NMRA (see below). He appointed Bill Swindell, Al Rowe, and Dave Turner to the Audit Committee, and Rich Kolm to the By-Laws and Manual of Operations Committee. He is still looking for volunteers to fill a number of PCR department and committee vacancies.

Vice-President Dave Connery talked about implementation of PCR’s Long Range Plan, explaining that some things can only be implemented at the Division level. He distributed letters to Directors and Division Superintendents explaining the implementation strategy.

Treasurer Larry Altbaum’s written report said the assets of the Region remain healthy; however, he pointed out that *Branch Line* costs are exceeding budgets by a significant amount. Board members commented that costs need to be controlled, but to stay with the 40 pages as understood at the previous Board Meeting. A budget deficit will continue until we know what NMRA is doing regarding dues.

The recent voting for Directors resulted in the election of Doug Wagner in Daylight, Kermit Paul in Coast, and Jesse Menefee, Jr. in Sierra,

and re-election of Ron Plies in Redwood Empire Division. The new Directors took office later in the meeting under New Business.

Gus Campagna, Publication Department Manager, reported that his application to the USPS for a non-profit bulk mailing permit for the *Branch Line* was denied. The existing permit is still valid, and he was told that the *Branch Line* can include paid advertising under that permit.

Jim Long, Convention Department Manager, reported on the status of upcoming conventions.

- 2005 in Concord: “Devil Mountain 2005” will be at the Sheraton Concord Hotel, May 11 - 15, hosted by the Walnut Creek Model Railroad Society. Bill Swindell is the Convention Chairperson and Bob Ferguson is the Registrar.
- 2006 in Sacramento at the Double Tree Sacramento Hotel, May 3 - 8. It will be hosted by Sierra Division, Sacramento Model Railroad Historical Society, and Sacramento Modular Railroad Club. Gene Mayer is handling things until a chairperson is appointed.
- 2007 will be in the Coast Division. Locations in the Santa Cruz area are under consideration. Kevin Hurley and Dave Loveless are working on it.
- 2008 will be in the Daylight Division. Locations in the Fresno area are under consideration. John Houlihan is the Convention Chairperson.

The Board directed that negotiations continue with Pacific Southwest Region on possible joint conventions in the near future. Jim Long announced his resignation, but will stay on until a new Convention Department Manager is

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appointed.

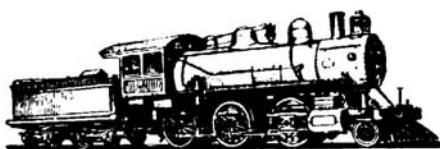
Two digital projectors have been purchased as authorized at the previous Board meeting. These were financed from the PCR convention fund and are available for use by the Convention Host Committees and the Divisions. They are currently stored with John Marshall and Gus Campagna. A procedure will be set up for renting the projectors to other model railroad related organizations.

Stephen Johnson described the report of his Special Committee appointed by President Mayer to evaluate PCR's position with respect to the NMRA. The Committee concluded that PCR benefits from being part of a vibrant national organization; separation from NMRA would have no guarantee of success; and there is a concern as to whether NMRA's organizational problems and financial conditions will be corrected. The Committee recommended that the PCR Board of Directors periodically assess the operational and financial conditions and establish a set of actions should it have to respond to significant changes at the NMRA. Board members commended Johnson for his thorough report and noted that there is nothing for the Board to do right now, until the results of the vote on the proposed NMRA Regulations are known and then seeing what the NMRA does from there.

On a motion introduced by Vice-President Connery from his Long Range Plan Implementation Committee, the Board requested that the NMRA develop and carry out a training program for all regional officers, directors, managers, and committee chairpersons.

The meeting was adjourned at 4:45 pm. The "mid-year" Board Meeting will be on November 6, 2004 at 1:00 pm at the Sheraton Concord Hotel.

RLK 5/13/04



## HIGHLIGHTS

### Annual Business Meeting

Sunday, May 2, 2004

By Rich Kolm, PCR Secretary

*The Annual Business Meeting of the Pacific Coast Region is held during the Convention every year. PCR members are encouraged to attend.*

President L.E. "Gene" Mayer called the meeting to order at 9:30 am at the Embassy Suites Hotel in Napa. There were 44 PCR members present, who enjoyed the drawing for door prizes before the meeting started.

President Mayer reiterated his comments from the Board meeting. He also announced the results of the recent election of Directors—Kermit Paul in Coast, Doug Wagner in Daylight, Jesse Menefee, Jr. in Sierra, and Ron Plies (re-elected) in Redwood Empire Division. Vice-President Dave Connery described the various activities for implementation of PCR's Long Range Plan, stressing the need for action at the Division level. Secretary Rich Kolm described the highlights of the April 28 Board meeting.

The members at the meeting had a lot of questions about PCR's income, expenses, and assets, which were answered by President Mayer and Secretary Kolm referring to the Treasurer's current report. The members passed a motion, made by John Houlihan, that a summary of PCR's financial information be published in the next issue of the *Branch Line*.

Jim Long summarized the status of upcoming PCR conventions. Next year's "Devil Mountain 2005" Convention at the Sheraton Concord Hotel in Concord was described by Bill Swindell, Convention Chairperson. The meeting was adjourned at 10:17 am.

RLK 5/13/04

## PACIFIC COAST REGION - NMRA FINANCIAL SUMMARY

### Income & Expense

	FY2003 Budget	Actual FY2003	FY2004 Budget
<b>Operating Income</b>			
Dues	3,400.00	3,606.00	3,500.00
General Interest	20.00	18.43	20.00
Life Interest	1,225.00	1,266.54	1,250.00
Other (1)	2,900.00	3,074.18	200.00
<b>Total Income</b>	<b>7,545.00</b>	<b>7,965.15</b>	<b>4,970.00</b>
<b>Operating Expense</b>			
Operations	2,570.00	1,120.29	1,855.00
Branchline	3,900.00	5,229.34	4,500.00
Projects (2)	3,400.00	2,331.88	0.00
Other (3)	1,355.00	345.04	1,165.00
<b>Total Expense</b>	<b>11,225.00</b>	<b>9,026.55</b>	<b>7,520.00</b>
Convention Income	250.00	3,186.44	300.00
Convention Expense	0.00	0.00	0.00
<b>Total Excess/Deficit</b>	<b>(3,430.00)</b>	<b>2,125.04</b>	<b>(2,250.00)</b>

### Assets - FY2003 (March 2004)

Cash (checking/savings) & Receivables (4)  
78,829.17

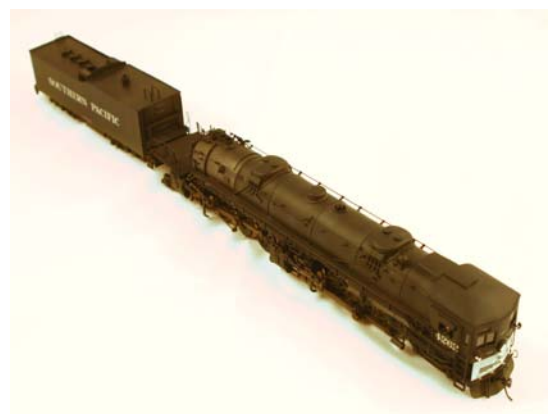
- (1) Other income in FY2003 includes transfer of funds from the Convention account to cover the cost of digital projectors.  
 (2) Projects expense in FY2003 was digital projectors and division timesavers.  
 (3) Other expense includes web page, awards, travel (trustee), and miscellaneous.  
 (4) PCR also has available a reserve of approximately \$50,000 in a separate 21st Century Limited Convention account.



Steve Wesolowski won First Place in Freight Cars Kits with this SPC Box Car



Joseph Aymar took first place in the Freight Car Open category with this Pickle Tub Car



This very nice SP AC-11 cab forward won First place for Mark Schutzer in the Steam Open category



# MADE IN THE PCR

by Dave Connery

## West Side tank car in multiple scales

Here is an interesting prototype car that was built and operated at three different locations in the PCR and for which there are models in all the major narrow gauge scales, all manufactured within the PCR.

The car is best known as West Side Lumber Co. oil tank car #5, the "coffin" car. The nickname comes from the unusual shape of the tank mounted on a flat car. Photos of this car appear in Allan Kieg's Last of the 3 foot Loggers on page 92, Mallory Hope Ferrell's West Side, Narrow Gauge in the Sierra on page 260 and on page 254 of West Side Pictorial, also by Farrell.

The car was apparently built by and first operated on the Nevada-California-Oregon Railway (N-C-O). This narrow gauge line ran from Reno, Nevada north through Alturus, California to Lakeview, Oregon. In 1929, after the NCO was standard gauged [after partial purchase by the Western Pacific (1917) and Southern Pacific (1927)] this car was purchased by the West Side Lumber Company of Tuolumne, California, where the original tank was placed on a West Side flat car. The car went to the Roaring Camp & Big Trees in Felton in 1963, after closure of

the West Side, where it rests in considerable decay to this day.

An HOn3 version of this car is produced by Rio Grande Models, P.O. Box 4463, Santa Clara, CA 95056, <http://www.railwayeng.com/rgm>, FAX (408) 867-0322. The flat car body is built up from

stripwood with white metal bolsters, queen posts and brake cylinder, wire for brake and truss rods and cast plastic brake wheel and turnbuckles. The tank is a resin casting, is as the toolbox, while the handrails are wire. Wood is



supplied for the platform the toolbox sits on and there are white metal castings for the ladder, dome and pump. Correct white metal trucks are provided with metal wheels. Construction was straightforward following the complete directions, which come with an exploded diagram and parts list. I stained the



HOn3 Rio Grande Models WSLC tank #5

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wood parts with black shoe dye and alcohol, then dry-brushed the car sides with Oxide Red after the car was built up. The tank and pump were painted Weathered Black, the truss rods, brake gear and trucks grimy black and the wheels Rail Brown. I painted the toolbox casting Foundation, then weathered it with the Shoe Dye solution and finally dry brushed it with the Oxide Red. I installed Kadee HOn3 couplers and lettered it with the decals provided. I had no problems building this car and now have a striking piece of rolling stock for my HOn3 rails. Eric Bracher of Rio Grande Models has again produced a fine kit for our use.

Sn3 and On3 models of this car are produced by the V&T Shops. While I have seen photos of these models I have not yet had an opportunity to build one, but hope to create an On30 version for a future review. V & T Shops are owned by Dale Darney, 170 Redstone Dr., Reno, NV 89512

A "G" version, 1:24 Scale is produced by the Big Train Back Shop, 2437 Cumbre Court, San Luis Obispo, CA, 93401 (805) 541-0546. Owner and PCR member Arnold Jonas has produced a shortened version of this car for large-scale modelers. By reducing the car by 8' it is able to negotiate typically short radius curves used in G

scale. This kit is composed of precut stripwood for the car under-frame, deck and toolbox platform. A hollow resin casting is used for the tank, plastic rod for the dome and metal castings for the brake wheel, dome lid, ladder and a beautiful set of castings for the pump and piping. The purchaser must provide the trucks and couplers and on this model I used a set of Hartford RGS arch bar trucks with brake hangers and Hartford sprung Link and Pin couplers. The directions include complete instructions, a parts list and several pages of diagrams. Everything went together as described in the directions with no problems and finishing followed those used with the Rio Grande car above. No lettering came with the kit so I used individual letters for the very minimal lettering from Micro Scale set #87-70-1 RR Gothic Letters & Numbers in white.

I now had a WSLC #5 for my garden railroad (numbered as car #15 since it wasn't really accurate for my modeling scale). I jumped at the chance of purchasing a resin tank for this car from Bob Poli of Cupertino, when he offered to sell a set of castings on the Yahoo 1:20.3 List after he had scratchbuilt a 1:20.3 scale version of the car. Bob is a magnificent modeler and his car #5 won first place in its category at the 2003 West Side Reunion in Sonora. A good friend of Bob's, Mike Gray of Sacramento, agreed to mill the wood needed for the car and eventually provided the parts for the correct Carter Bros. trucks. With the pile of wood from Mike and the resin castings for the tank, dome and a pump from Bob, I began the project. I first down loaded from Bob some CAD drawings and a list of Hartford parts, which I ordered from the good doctor. If anyone is interested in talking to Bob and Mike about getting these parts, contact me and I will give you their e-mail address so you can see if they might be willing to make more parts. I



Big Train Backshop's 1:24 scale (Gn3) model of WSLC tank #5

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believe the originals are sold out.

The wood was pre-stained and the car body was constructed using Titebond II Carpenters Glue. Hartford details were added to the car but I failed to realize until it was too late I had erroneously located the queen posts too close together. Truss rods were formed from brass wire and Hartford turnbuckles added. The platform and toolbox were built from wood. The tank was drilled and handrails constructed from brass rod and stanchions from Ozark Miniatures. I installed Ozark Miniatures swiveling Link & Pin couplers at the car ends in the hope it will help the car negotiate the rather tight curves on my garden railway. Painting and weathering was as on the two above versions. When I built the trucks I noticed a tendency for the wheels, made by Gary Watkins of Merced, (Sierra Valley sets -- see my review in the July-September 2002 Branch Line) to hang up on the cast plastic side frames. I recognized the side frames as being from molds of Jeff Saxton in the St. Louis area, and a quick e-mail to him provided a source of parts to make it a metal-to-metal fitting. I got some curtain grommets at the local Jo-Ann's Fabrics and soon had smooth rolling, prototypically correct trucks. As I write this I still have some work to do to complete this car and am anxious to have it running in my garden soon.

There you have it, a PCR car with lots of PCR alternatives for getting a model in your scale.

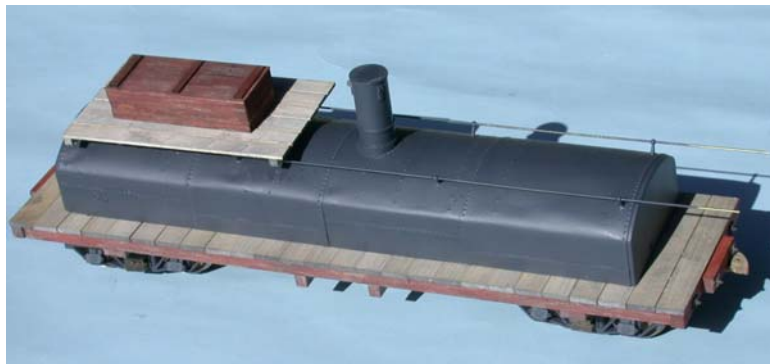
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### *President's message*

region and national organization which can not be answered until the outcome of the NMRA reorganization initiative election is known. Dave Connery and the Bylaws Committee will need to wait until the election results are reported. If the proposed new regulations are adopted, PCR will need to make massive revisions to our bylaws and operations manual.

Sunday's annual business meeting proved to be much more exciting than the BOD meeting. Nearly everyone had questions concerning the financial status of NMRA and the proposed new regulations. Unfortunately we (the officers) could not answer most of the questions. PCR Trustee Ray DeBlicek was not at the convention, but he advised me that the NMRA BOT took no action at its midyear meeting concerning implementation of the new regulations pending outcome of the election. The membership voted to publish a summary of the region's financial report in this issue of the *Branch Line*.

Ultimately the future of PCR will depend upon member participation. Membership promotion must be improved to recruit new members and retain existing members. We need someone to manage the Membership Department. We also need other volunteers to fill other vacancies in the region and divisions. Please call me, regional and division officers or committee chairs to find out how you can help.



WSLC tank #5 under construction in 1:20.3 scale (Fn3) based on a tank by Bob Poli and flat car wood by Mike Gray with detail parts from Hartford and Ozark



# EDITOR'S NOTEBOOK

By Bill Kaufman

I love conventions. This year's was no exception. I got to go to a number of neat clinics. (I think we need to quit calling them "clinics" and start calling them "presentations" 'cause that's what they are mostly.) I got to do a couple of presentations, including the thoroughly silly and messy "Meatball Scenery" which Jim and I haven't done in a couple of years. People came by my layout when it was open and said very nice things about it. I had a chance to sit around and schmooze with a lot of people I only see once a year. All in all a successful convention.

But the most fun I had happened just before and just after the convention. Jim Providenza says elsewhere in this issue that as clinic chairman he invited all his friends to come out and play. And he did. Some of them are also friends of mine and I want to talk about a couple of adventures with them.

The first is about foamer rail-fanning as it should be. A while ago Trevor Marshall, whom I did not know, wrote an article on the pretty snazzy Bicentennial paint scheme that the Modest and Empire Traction had on their little 70 tonners. Bill Schaumburg, who does admit to knowing me, ran it a while back in *Railroad Model Craftsman*.

One or the other of them had wangled an invitation to come down and visit the railroad and show the models to the President and other Grand High Poobahs of the M&ET. So the Tuesday before convention we drove down to Modesto and connected with Mike McReynolds, retired railroader. Boy did he look the part. Wonderful flowing white beard, broad smile and overalls. Could have been a Hummel figure. Besides being the nicest guy, he had been one of the major forces in the design of the Bicentennial scheme.

He took us over to their old multi-modal yard. (As I understand it, the BNSF has put it out of business by building their own multi-modal facility in town and refusing to pick up traffic at the M&ET yard.) These are very smart folks at the M&ET so they didn't spend a lot of time crying about it. They just figured out what to do with two 3000 foot spurs set in concrete. They've created a trans-loading facility. Cars come in and are filled or emptied. The M&ET will do it or the shipper can do it. In these days of security concerns, they have asked that I not identify shippers or products. I don't think it would harm national security much to say that I saw landscaping barks, cattle feed, lumber and other products being blown into and out of, being conveyed into and out of, and being fork lifted on or off of flats, covered hoppers, tank cars, airslides, and a number of other types of cars. The best thing about this tour was that it was being conducted by Ron Peterson who is in charge of this whole shebang.

Then Mike took us over to the shops. They have nine of these little 70 tonners. Outside of a speeder and some Maintenance of Way stuff that is it. The shops are sparkling clean. Mike said



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they had held his retirement party in the shop. It was clean enough to do that. The pride they have in their operations is everywhere evident, but nowhere more apparent than in the shops. Every thing they can chrome on the engines is, including the numbers, hand rails and cut levers. They can do everything in this shop except some of the fine work on the traction motors.

As we were walking out of the shops, we heard in the distance the horn from the day job. You know that in the normal scheme of things you spend hours on the scanner trying to figure out where the train is. One of the men with us called the dispatcher and asked where the engine was.

“He should be rolling past the back fence any moment now, headed toward the yard.” And soon enough he was. Two very nice red and white units with about fifteen cars in tow. We piled in the car and headed for the interchange yard. I’ve told you that the M&ET is a very smart bunch. I think they have cooked up a very bright scheme. The Beard Land Company owns the railroad and a plot of land about five miles by two miles between Yosemite Ave. and the Tuolumne River. They farm some of it, but the rest they have developed into an industrial park whose best access to transportation is the train. They will always have customers.

We watched the switch for a while and then all piled back into the car and headed downtown to meet with the Poobahs. Turned out to be another couple of good guys. One was a Vice President whose name I have lost and the other was Ken Beard III, the grandson and namesake of the owner. We sat in the Board room while Trevor showed off his stuff, but the whole wall of the room was this huge photomural that showed the entire railroad. It was magnificent and amazing.

To end the afternoon, we were invited to dinner at Ron’s house. He is building a wonderful G scale pike. The track is all laid inside the shed and he can run trains there. He is just beginning the track in the garden.

Convention started the next day.

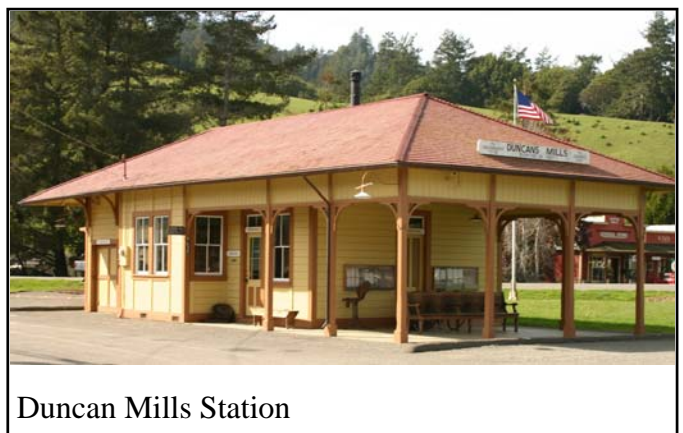
Doug Harding had come out from Iowa for the convention and had a conference in Southern California the next weekend. He decided to stay around, check in with relatives, do a bit of research in Sacramento, rail-fan a bit, and enjoy himself.

Wednesday after convention he and I, duly sworn members of the “Dead Railroad Society,” Bill Schaumburg’s mythical group, set off for Duncan’s Mills California. RMC is running an article some time before the National Narrow Gauge convention on the station there. Duncan Mills was a station on the old North Pacific Coast narrow gauge Railroad that was eventually absorbed into the Northwestern Pacific. (Yes, they spelled the station different from the town.). Bill needed measurements from the station.

In that the last train ran on this section for track in February of 1930, it seemed that this qualified as a “Dead Railroad.” We measured and headed down the old track. Allen Tacy has created a really good series of maps of this area and we followed ROW that had been turned into roads, chased shelves cut into hillsides, and followed embankments across inlets occasionally seeing bits of cribbing or the underpinnings of trestles. (It doesn’t take much to keep us happy.)

This is Boone Morrison country through Monte Rio, Camp Meeker, Marshall and on to Point Reyes Station. The variety is incredible. One moment you are deep in the redwoods, the next you are running beside Bolinas Lagoon, and the next you are running through pastures and meadows. Seventy-five years ago a train ran here. Amazing.

Bill



Duncan Mills Station

# CONTEST RESULTS

By Bill Scott

This year's contest was smaller than normal for PCR but demonstrated our members' abilities are second to none. We had a total of 54 entries including a new Arts & Crafts Contest.

Mary Moore Campagna worked very hard to bring in the new contest in accordance with NMRA rules and will help PCR continue to bring this contest to future conventions.

In the model contest, out of 15 entries, 8 received enough points to earn a merit award.

## Arts & Crafts

### General

Kit	First Place -	Mary Moore Campagna-Fabric Bowl
Original	First Place -	Mary Moore Campagna - Black Quilt
Pattern	First Place -	Kris Webster - Cat Shirt & Skirt
	Second Place -	Carol Skold - Tote Bag

### Needlework

Pattern	First Place -	Liz Cabral - Flag Quilt
	Second Place -	Susan Swindell - Yellow and Purple Quilt

### Railroadiana

Pattern	First Place -	Kay Warner - Railroad Apron
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### Best in Show

Carol Skold -	Train Quilt
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## Photo Contest

Model Slide	First Place	Jim Whaley	Columbia Gorge RR Club at Night
Photo Slide	First Place -	Pat La Torres	BNSF on the Feather River
	Second Place -	Pat La Torres	4955 East
Best Slide	Jim Whaley	World's Fair Daylight	

### Model Print - Black & White

First Place	Jim Whaley	Climax Logger
Second Place	Gene Mayer	SCRR Caboose

### Model Print - Color

First Place	Doug Harding	Shoving Reefers
Second Place	Jim Whaley	Columbia Gorge RR Club

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**Prototype Subject B&W**

First Place Jim Whaley Freedom Train Test Run

**Trains in Action**

First Place Pat La Torres Eastbound in the Canyon  
Second Place Dave Biondi California Zephyr at Martinez

**Tracks and Structures**

First Place Venita Lake Rock Creek Trestle

**Other Prints**

First Place Pat La Torres Night at Portola

**Best Print**

Jim Whaley Napa Afternoon

**Model Contest**

**Caboose Open**

First Place Steve Wesolowski 1968 NMRA Caboose #2

**Diesel Open**

First Place Joseph Aymar UP SD60-M

**Display Open**

First Place Ed Schaenzer Warehouse, Boiler Shop, Truck Repair  
Second Place Jim Providenza Wakenva Loader

**Freight Car Kit**

First Place Steve Wesolowski SPC Box Car

**Freight Car Novice**

First Place Steve Wesolowski HOn3 Boxcar #33

**Freight Car Open**

First Place Joseph Aymar Pickle Tub Car  
Second Place Joseph Aymar Chlorine Tank Car  
Third Place Tom Van Bosh DGR&W Furniture Car

**Passenger Car Open**

First Place M R Wirthlin City of SF Dorm Lounge

**Steam Open**

First Place Mark Schutzer SP AC-11

**Structure Kit**

First Place Mike Blumensaadt Locomotive Maintenance Building

**Structure Novice**

First Place Brice Benson Blacksmith Shop

*(Continued on page 13)*

**Structure Open**

First Place Jim Vail Lenticular Truss Bridge

**Best In Show**

Tom Van Bosh Colorado Midland Reefer

**Switching Contest**

First Place Senior Brake Person - Gary Wilson  
Second Place Senior Brake Person - Richard Jayne  
Third Place Senior Brake Person - Ed Liesse  
First Place Brake Person - Mark Granados

Thanks to all the judges: Tom Vanden Bosch, Dave Connery, Pat La Torres, Dave Harding, Phil Maggs, Jon Miller, Joseph Aymar, Dave Ginsburg, Kermit Paul, Mark Schutzer, Fran Robertson, Bob Wirthlin, Ron Plesi, Brad Lloyd, Gay Liesse, Mary Mayer, Jackie Kolm, Don Puccini

Very Special Thanks to Tom Van Horn for running the switching contest, Mike Blumensaadt for running the photo contest, Mary Moore Campagna for running the arts & crafts contest.

Another Special Thanks to Steve Skold the contest chair and his wife Carol. They really made the contest work.



Jim Vail won first place in structures with this Lenticular Truss Bridge



Tom Van Bosh's Best in Show Colorado Midland Reefer



Carol Skold's Best in Show Train Quilt which won in the Arts & Crafts section of the contest.



Joseph Aymar's first place diesel UP SD60-M

## **GUS CAMPAGNA RECEIVES JOHN ALLEN AWARD**

This year's recipient of the coveted John Allen Award is Gus Campagna. Gus was presented with the award, a replica of a harp switch stand mounted on a wooden base, at the banquet during the PCR Convention in Napa. Gus is probably no stranger to most PCR Members, having served us in a variety of positions for several decades. The award is sponsored by Coast Division and presented by the Gorre & Dapheted Operators and past award recipients to a person exhibiting the selfless trait of service to the hobby, one of the outstanding characteristics of the legendary John Allen.

Gus is the PCR Publications Department Manager and previously served PCR for 4 years as a Director from RED. He has also served as RED Superintendent, Editor of the RED Callboard and RED Membership Chair. Gus has been very supportive of PCR conventions serving as Registrar for this year's Napa Valley

'04 Convention, was Convention General Chairman for the Mendocino Journey Convention in Ukiah in '99 and worked on the Lap of Luxury in San Rafael in '96 and Santa Rosa convention in '92. For many years his smiling face could usually be found behind the counter of the Convention Company Store. Gus is also a Director of the Northwestern Pacific Historical Society (he grew up along the railroad's right-of-way). Gus' wife Mary Moore-Campagna is also very active in our organization, serving as PCR Non-Rail Activities Department Manager and both are active in Sierra Division, where they now live. Earlier in the evening Gus also received the Association Official NMRA Achievement Award.

Other awards presented at the banquet included the President's Award, which went to Jim Long, Superintendent of Coast Division and the PCR Convention Department Manager. Member of the year awards went to Don Cabrall in RED and John Marshall in Coast Division. Recipients from Sierra and Daylight were not present and these awards will be announced after they have been presented.



Gus Campagna, 2004 John Allen Award Winner



Jim Long, 2004 President's Award Winner

# COAST DIVISION REPORT

By Rod Smith, Chief Clerk

The Coast Division met Sunday, March 7, at Buchser Middle School in Santa Clara. One week before our meet, the school suffered a devastating fire which totally destroyed a large portion of their structures. Fortunately for us, the fire didn't affect the auditorium and classrooms which are used for Coast meets, but it was heart wrenching to see the damage just across the street. It appears from reports the fire was accidental in nature, and not arson. As we watched the television news the Sunday before our meet, there was some concern whether the

meet could go on, but through the good graces of the school administration and Coast member Don Shortt, a former instructor there, we received the go ahead. The only thing affecting our meet was the removal of a number of close parking spaces and members had to walk a bit to attend. Model railroaders are nice people though. The guard at the entrance told us all our folks were very understanding about the relocated parking; much more so than some other groups which were directed away from the fire scene. Thanks, folks. You made some friends that day!

Since Buchser Middle School has been so good to us by providing a meet site all these years, we felt it appropriate to ask for donations to help the teachers who lost their personal teaching aids and property. A collection was taken, and the membership voted to add \$500 to our usual contribution and the donations. After

several other donations, some from out of region, were received by mail and a check in the amount of \$1765 was presented to the superintendent. They gratefully received it, and it appears we have a meeting site for the foreseeable future there. Reconstruction of the school has begun, and we can view the progress at our September meet there.

As for the meet, there were 132 members and friends attending. Two clinics were presented. Les Dahlstedt spoke on designing

A collection was taken, and the membership voted to add \$500 to our usual contribution and the donations. After several other donations, some from out of region, were received by mail, a check in the amount of \$1765 was presented to the superintendent.

your model railroad for successful operation, and Kermit Paul talked about a beginners' guide to creative effects. Our PCR Trustee, Ray deBlicke chaired a discussion of the NMRA Long Range Plan which is up for a vote right now, and Dave Connery, fresh from Down Under, held the Railroad Roundtable discussion of any topic which interests those attending. The hour for each of those went by too fast!

At 12:10, Superintendent Jim Long called the business meeting to order. New members and visitors were introduced. Clinics Chair John Marshall asked for additional clinicians to fill out the meets for the year. Member Dave Parks, on behalf of the Layout Design SIG presented a check to Coast Division for the joint meet held in February, 2004. Ray deBlicke reported on the recent Trustee meeting, and noted there were some problems with the ballot printing in the NMRA BULLETIN. Seems some of the

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standards data got lost in the transfer from the editor to the printer. The meeting was adjourned at 12:55 and the auction began.

There were about 450 items in the auction this meet including about 50 brass engines and cars! If you want brass and you aren't coming to these auctions, you are missing a great opportunity to fill your collection! There are a lot of nice pieces at very attractive prices moving through the Coast Division auction. Many of these are from estate collections, and are still in the original packaging. It's not too late either. More items are going to appear at the next several auctions. Come 'n get 'em!

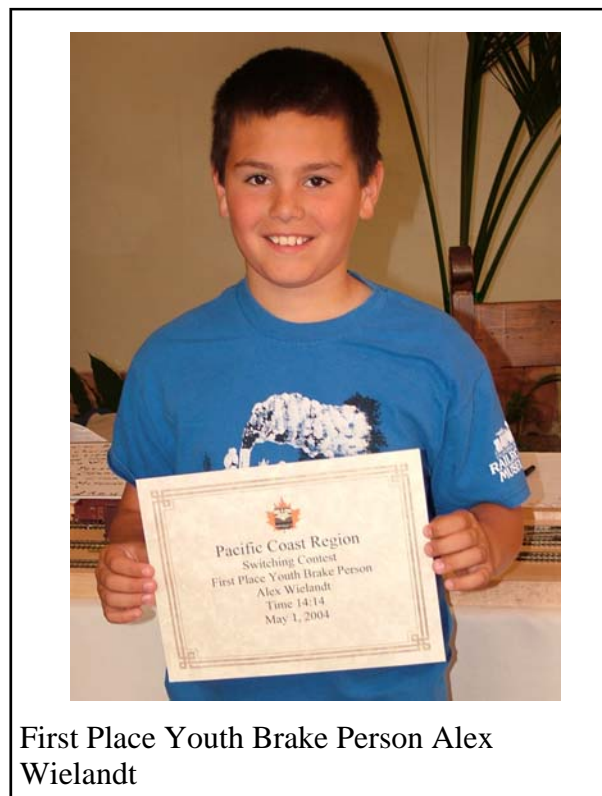
The popular vote contest resulted in Fred Verrier winning in Caboose, James Eckman in Freight Car, and Fred Verrier in M-O-W. Congratulations to each of you. Fred Verrier also was the winner of the Coast Div. 2003 Modeler of the Year plaque, which is based upon a point system for entering the contests as well as placing in them. Fred is very faithful in participating in our contests, so if you want that plaque next year, you better enter regularly. He's hard to beat, being a good model builder as well as an active participant. The Switching Contest winners were Jim Manley for Brakeperson and Tom Crawford for Senior Brakeperson.

The raffle winners didn't have their name badges visible, so I am unable to report their names. Hope they enjoy their shopping sprees. As usual, the Rainbow Girls kept us well fed and watered during the meet. There was a real run on their cold sodas as the weather was quite warm the day of the meet.

By the time you read this, the June 13 meet will be right around the corner if not already passed. Come to Fremont at the School for the Deaf that day if you want to enjoy another great meet. Clinics will include Operations by Seth Neumann, and The Salt Lake Extension by Steve Hayes. Both are great presenters. Another auction too! And the Roundtable discussion! Of

course, if that date has passed before you read this, plan on attending our September 12 meet which will again be at Buchser Middle School in Santa Clara. Clinics, Roundtable, Auction, what more could you want? Oh, yes, of course Ray will bring us another report.

I'll be looking for you at each of these meets. And why not plan on attending the National Narrow Gauge Convention at the Santa Clara Convention Center September 1-4? Visit [www.narrowgauge2004.com](http://www.narrowgauge2004.com) for info. These folks know how to put on conventions and have a good time. I've been to two of them, and they are about as close to an NMRA National as you will find. Lots of vendors, clinics and tours. While not an official Coast Division activity, it is in Coast for the first time, and a lot of your friends active in Coast Div. are participating as sponsors and clinicians. Layout tour hosts as well. The closing get-together, with comment by our very own Charlie Getz, alone is worth the price of admission. There is just so much to enjoy here in Coast Division!





# DESKTOP WEATHERING

by

Verne Alexander

Dedicated diesel devotees need read no farther. This article is about basic beginning steps in weathering steam locomotive models. From time to time I get a new one, or get a look at someone else's new one. Black and shiny as they are, they are gorgeous, and my eyes linger lovingly upon them. Until my brain kicks in! Granting that every real steam locomotive was once shiny and new, I still know two other things. One, they did not stay that way for any appreciable length of time. And two, they did not come with shiny metallic axle ends, driver tires and tender and truck wheels!

Steam locomotives are incredibly dirty machines. I still vividly remember UP 3985 percolating away at the opening of the California State Railroad Museum in Sacramento. It was just sitting there—not working, but just staying hot. And it got dirty right in front of our eyes. And so did we. Everything and everybody in the area was covered with soot, and that was just a fraction of what a whole terminal full of hot steam engines was like. I have a cousin who used to spray the smoke boxes of steam engines with a mixture of linseed oil and graphite. The smoke boxes looked great inside the roundhouse, but then they fired up the engine and moved it out of the house. He says that right away quick the engine would burp up a big gob of sooty water and slobber it over the side of the stack. His graphite and oil job was already streaked with soot before it got all the way out of the house! Overnight condensation also contributes to this streaking process. The morning dew mixes with the soot deposited on the locomotive, and runs down the sides, leaving black streaks in its wake. Take a look at your pictures. This vertical streaking is a feature of almost every steam locomotive that hasn't recently been

wiped down.

Our models don't have that—unless we add it ourselves. And what our models do have, and should not have because no real engine had them, are unpainted driver axle ends, driver tires and truck wheels. So, if we want our steam models to look realistic, we need to dirty them up and cover the bare metal. Fortunately the means to accomplish these tasks are in our desk drawer!

I refer to a ball point pen, and to a Sharpie. Yes, we are going to take a page from Terrell Owens' repertoire to spruce up our models. Artistic talent required: just about as much as filling out a form, with less following of instructions. Anybody who can color between the lines can do it!

Let's start with those unrealistic, unsightly, glaring and unforgivable axle ends, driver tires and truck wheels. Looking at these abominations over the span of our years in the hobby has dulled our sensitivity to the fact that they have about as much right to a place on a steam engine as do pink sash and lace cab curtains. Folks, they just do not belong! So sit down at your desk, open the drawer and take out your Sharpie. Remove the cap and apply the business end of the Sharpie to the first piece of glaring metal that presents itself. You can make an axle end disappear in about seven seconds! Driver tires take a bit longer, and if your engine does not have Stephenson valve gear you will probably have to run the engine a bit to expose those areas behind the valve gear and rods that you could not reach in their original positions. Truck wheels also take a bit longer, but are quite simple to do. Pick up the

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engine or the tender in your off hand, stick your Sharpie between the frame and the wheel and start marking. Spin the wheel, as needed, with your favorite digit on your off hand. I find that the thumb works well for me. And that's it! You can do an entire engine and tender in ten or fifteen minutes. Does the Sharpie black match the engine color exactly? Probably not. Can this be noted from typical viewing distance on the layout? Again, probably not. Does it improve the looks of the locomotive 100%? Absolutely!

Note to technophiles (normal people may skip to the next paragraph). One of your number has pointed out to me that there is more than one kind of Sharpie. Well, OK, I don't know which is the optimum one to use. Mine has a pointy tip and black ink, and these are the basic requirements. It doesn't even have to be a Sharpie. It has to be a marking pen-type thing with a pointy tip and black ink. Jeesh!

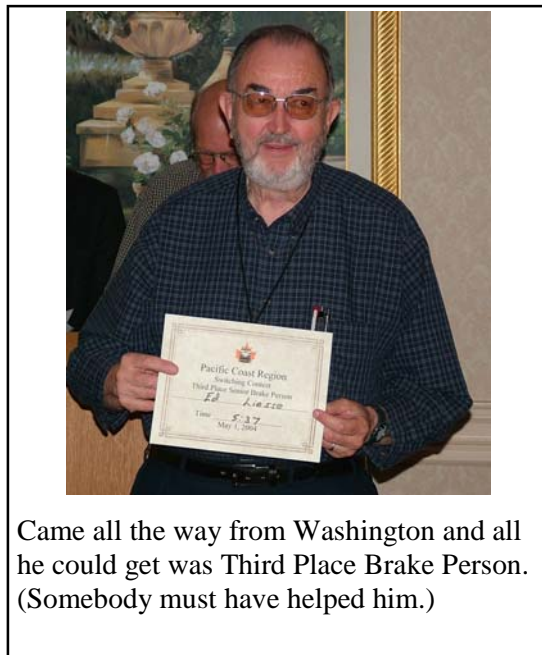
The second step, after hiding the manufacturer's oversights, is to cap your Sharpie and get out your ball point pen. Here again there are two requirements. It has to have black ink and it has to make a mark on your engine. I also recommend a rather fine point. My instrument of choice is the Parker T-Ball Jotter. Those among you with the proper seniority will remember the old TV commercials—this is the pen that writes under water and on butter. I haven't had occasion to test those claims, but I will confirm that it writes on model steam engines.

Gather up your courage, mutter an incantation and start streaking that beautiful engine. Start at the top of the stack, or the apex of the smoke box curve, or the deck of the tender tank and mark vertical lines down the side. Space them closely, but randomly. Try to keep them vertical/parallel. A little inadvertent squiggle here and there is OK, as is

an occasional wayward line. Make a lot of these vertical lines. A whole lot! Depending on the color of the stack/smoke box and the tender, these simulated soot streaks may not be too visible. That is OK, and in fact, quite desirable. We are looking for subtlety here, but this subtlety will make your engine look like it has been outdoors and working, at least a little bit. Marking these vertical streaks may take some time, and continuing the marks under a handrail on the smoke box takes some care, but I'm saying you will really like the results.

Here endeth the tasks of desktop weathering. You will note that there is no mess and little fuss, and that you may well already own the technology required. Is this a complete weathering job? No, but it is a rapid infusion of reality for your model, a model which is now unique and representative of a working locomotive. There are a number of simple things that you can do next, but these are subjects for other articles.

It is customary to include safety precautions in an article like this, so here are mine. Don't drop your engine and don't eat your pens!



Came all the way from Washington and all he could get was Third Place Brake Person. (Somebody must have helped him.)

# TALES OF THE SANTA CRUZ NORTHERN

By

Jim Providenza

## Why We Do What We Do

Come about Friday afternoon of last week (uh, that would be April 30<sup>th</sup> if I recall correctly that far back), I had a passing thought – am I having fun yet? I was busy schlepping computer projectors and slide projectors, stands and easels, worrying when a clinician didn't arrive until the very last minute before he was due to speak – and chagrined that I had somehow screwed up the audio connection from a VCR to one of the projectors for a clinic back on Wednesday night. Are we having fun yet, indeed!

Now I will grant you, others were having fun. A fair number of others in fact. And that was the purpose of my, and the rest of the Napa '04 convention committee's, efforts. By the time it was all done Sunday morning, committee members could take pride in a job well done – a lot of people had a lot of fun at Napa '04. But, the committee members gave up their convention time, and a lot of time leading up to the convention to host the convention – are we having fun yet?

Being the clinic chairman was fun right from the very beginning. I had a ready made excuse to invite friends from all around the country to come and play with me in Napa! So I did. A number of them were able to figure out ways to make it out. They added significantly to the diversity and depth of the clinics at Napa '04.

But deep in my heart I knew I wouldn't get to play with them – I would be too busy during the convention. They would get a chance to visit and do things with each other. For me it would be like hosting a party for a large number of friends

– you are so busy being a host you are lucky to spend 10 minutes talking to any one person! For that matter it is not unlike hosting an op session – you do it so others can operate on your creation; you will probably be busy being the host (and wearing whatever other hats you don't pass off to others). Rarely do I run a train during an op session on the SCN – I go to other folks' op sessions for that!

I was not disappointed in this expectation...

So why did I do it? Why did I agree to do the work? Why have folks for 60 years here in the PCR given up their time to put on conventions and volunteered for the myriad of jobs in the organization? Why did 30-some modelers agree to work for weeks ahead of time on presentations and then give up part of their convention to put on clinics? Because it is worth it to do a good deed, of course.

I recall one day a number of years ago talking to Nolan Alexander about why we do such things. Why do people volunteer for things in the PCR, or any organization for that matter? What's the point of my giving up my hobby time for something that will be over and done with in a couple of days? I still remember Nolan's comment – it's about giving back, or as he phrased it, about giving forward.

We, all of us, have received a tremendous amount of enjoyment from this hobby. We have learned skills, acquired knowledge, made many

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**I had a ready made excuse  
to invite friends from all  
around the country to come  
and play with me in Napa!  
So I did.**

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good friends. This would not have been possible without the efforts of many other people. We know this. We are in debt, so to speak. Now this is not a bad thing, nor some heavy burden. But it is something to be aware of, something to consider. It is an opportunity to do something in turn for someone else. As Nolan might have said, we received much from others in the past. Now we can give something to the future.

Volunteering is like Christmas presents. They are fun to receive. But as a parent I will tell you they are at least as much fun to give; in some cases a lot more fun! Going back to the layout host analogy for the moment, I have commented before how the Santa Cruz Northern only really comes alive when fellow modelers come over for an op session. Only when people are using it, getting enjoyment out of it, does it really become what it is meant to be. And, in truth, that is when I get the most satisfaction from it.

Along the same line I found that I was also right – I could trust my experience – about how I would feel when it was all over. Tired, but fulfilled. Feeling like I had contributed something worthwhile.

One convention attendee cornered me on Saturday afternoon as I was trying to get things wrapped up. “I want to talk to you about that retired Rock Island Yardmaster of yours from St. Louis.” My immediate thought was that Richard Lake would be tickled by the ‘promotion’, coupled with a small shot of adrenaline. This sounded like the beginning of a complaint... I braced myself for what would come next. “He was absolutely... tremendous! You’ve got to get him to come back and give another clinic. Just the sort of stuff we need.”

Thanks, Rob, for letting me know. You made it all worth it – for all of us!

PS: I’ll pass the request on to next year’s convention committee – you won’t be surprised if I tell you they spent part of this year’s convention getting information and ideas for next year’s, now would you?

## PCR NEW MEMBERS

### DAYLIGHT DIVISION

Joseph Digilio	Oakhurst, CA
Bob Lyon	Santa Barbara, CA
Al Mollo	Fresno, CA

### COAST DIVISION

William Eigley	Livermore, CA
Adrian Figel	San Mateo, CA
Joseph Hanson	Redwood City, CA
Jim Manley	San Jose, CA
Ralph Nosek	Redwood City, CA
Larry Stevenson	Burlingame, CA
Mark Stout	San Jose, CA

### SIERRA DIVISION

Bruce Duncan	Edgewood, CA
Esther Miller	Auburn, CA
Frank Robertson	Citrus Heights, CA

### REDWOOD EMPIRE DIVISION

Gordon Mortlock	Benicia, CA
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## Daylight Division Report

By Doug Wagner

Nothing really to report. The next Daylight Division meet will be in Santa Barbara, August 14th. Make it a weekend of fun for the family in beautiful Santa Barbara-- especially for you hot Valley people! The November Daylight meet will be in Merced. Date to be determined.

Doug Wagner

Bakersfield, California

# DEVIL MOUNTAIN 2005

The Walnut Creek Model Railroad Society is proud to present the next Pacific Coast Region convention; **DEVIL MOUNTAIN 2005** in Concord, CA.

The host facility will be the Sheraton Concord Hotel. This is the same facility used for the 1987 "Milepost 87" PCR convention. The hotel has been completely remodeled over the past two years and is ready to host our convention. The room rate has been confirmed at \$89.00 per night + tax.

## **DEVIL MOUNTAIN 2005**

will be held from May 11 through May 15, 2005. The convention will commence at 1:00pm on Wednesday the 11<sup>th</sup> with clinics and the PCR Board Meeting. Clinics will continue daily through 10:00pm Saturday evening. The last day of the convention, Sunday May 15, will have the PCR Annual meeting and Train Show held at the hotel and a "Banquet in the Park" to close the convention at Larkey Park in Walnut Creek, the site of the WCMRS.

This convention will have the requisite clinics and layout tours daily. In addition, we are planning a manufacturer's/vendor show combined with several modular railroads for your viewing pleasure. The show will be open to registrants on Friday, Saturday and Sunday with a public show on Saturday and Sunday.

The registration fee for **DEVIL MOUNTAIN 2005** will include the "Banquet in the Park". The Banquet will be a catered buffet provided

by a local renowned meat company well-equipped to provide an excellent meal.

In conjunction with the Banquet, the WCMRS railroad will be available to all registrants to operate **your** equipment on our railroad. We'll set you up in a cab and coach you while you operate your train over the Diablo Valley Lines. The Banquet will begin early enough that travel home will not be impacted.

The committee is looking for model railroads in the Contra Costa County area to feature for layout tours. If you would like to open your railroad, regardless of percentage of completion, for an afternoon or evening session, please contact Bob Ferguson at (925) 228-6833 or bobpcrcd@aol.com.



Mary not only organized the successful Arts and Crafts section of the contest, she won two First Place awards.

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# Redwood Empire Division Report

by Nolan Alexander

Well, it has been a busy time for the Redwood Empire Division! We've just finished hosting the 2004 PCR Convention, Napa Valley '04 in beautiful Napa, California. If you were there then you know what a great party the Redwood Empire Division and the Napa Model Railroad Club put on. If you weren't there, why not? We hope that it wasn't because you're under the weather as several regular convention attendees were this year. We wish them a quick recovery and hope we will see them at other summer events in the near future.

Prototype tours got a lot a attention at this year's convention with tours of the California Northern's facilities and a tour of the Wine Train shops but by far, the centerpiece was the tour of the Napa Pipe facility. The executives at Napa Pipe were really impressed with the convention car produced by the Napa Club members and to show their appreciation they pulled out all the stops for the tour. They interrupted their regular production just to show our people the process of making pipe from the very beginning to the end. And what an end it was! They brought in a crew just to load and band one car load of pipe so the attendees could see how those cars got to look the way they do.

There were lots of great clinics and contests including the first ever (as far as I know) crafts contest for the non-rail participants. Good food at the banquet and lots of door prizes helped round out the festivities. And, of course, there was the Sunday morning membership meeting with even more door prizes and plenty of

participation by the membership with lively discussion.

Redwood Empire Division's Member of the Year is Don Cabrall. Don is a fine modeler and excellent ambassador of model railroading. Always ready to help another modeler and to share his knowledge of modeling, photography and many other subjects, Don also seems to find the time to help whenever the Division calls for his assistance. Congratulations, Don, on receiving this very well deserved award.

If you were there then you know what a great party the Redwood Empire Division and the Napa Model Railroad Club put on. If you weren't there, why not?

Another member from Redwood Empire division was honored at the banquet when Gus Campagna was presented with the John Allen Award for 2004. Gus was cited for his devotion to the hobby and for the time and effort he has given to every level of the PCR and his home Division. Gus also received an Achievement Certificate as an Association Official at the banquet that evening. Congratulations to Gus Campagna as the newest member of the select group of members who have received this award!

By the time you read this the Division will have held its next gathering at the Vallejo Model Railroad Club on May 16. We're going to run the railroad with the club members. They've laid on a full operating session for us and now that the convention is behind us, we can hardly wait!

Happy railroading!

Nolan M. Alexander

## More on Sawmill Kits

By Jim Zeek

This next sawmill kit review will look at two similar kits, the more recent offering named Slatyfork, and the earlier kit called Coon Gap. It will be obvious in a while why these are considered together.

The Coon Gap structure could easily have represented a mill erected in late nineteenth or early twentieth centuries anywhere from the Great Lakes and westward, north or south. Its apparent size would have supported an operation cutting an average one hundred twenty thousand to one hundred fifty thousand board feet of lumber per shift using one head rig and a re-saw plus a sash gang saw for cutting cants.

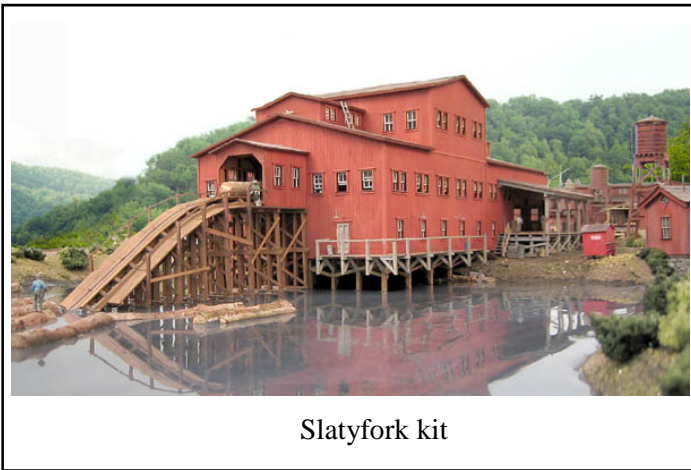
Cants are large square or rectangular portions of a log, usually no greater than twelve inches thick and of a width determined by the capacity of the gang saw or log from which the cant was cut. Saw spacing on gang saws would be determined by the thickness of boards to be sawn. Often these were the boards of lowest value, but not always. Gang saws allowed one or more head rigs to cut more logs per shift while the larger cants and flitches would be cut at other sawing centers in the mill. For example double, triple or even quadruple thickness flitches of

shop or molding would be sawn to single thickness at a re-saw while cants of structural framing lumber could be cut on the gang saw. Some mills might use a gang saw to cut high grade products like flooring or head and jamb stock while one edger was equipped to handle the structural framing lumber.

The Slatyfork kit depicts the most common architectural configuration found in the western United States with its log slip positioned to deliver logs from the pond to either left hand or right hand log deck for a two head rig mill. The head rigs were positioned at the end of their respective log decks with log carriage tracks laid near mill's outside walls. The filing room loft was positioned above the head rigs in order to more efficiently remove the band saws for sharpening which occurred about every four hours running time or more often if the saws were damaged by hitting rocks, spikes or pieces of cable or became too dull and veered out of the cut and into some part of the sawing machinery.

A sawmill such as the Slatyfork could cut between two hundred thousand to three hundred thousand board feet of lumber per shift depending on the number of re-saws and/or gang saws supporting the head saws.

Putting this in a logging railroad perspective the Coon Gap mill would need from seventeen to twenty-two cars per day to maintain steady production while Slatyfork needs thirty to forty-five cars daily. Of course the number is twice that for two-shift operation as during World War II! The sawmill of Westside Lumber Company was like that of Slatyfork but their rail cars were limited to about six thousand board feet



Slatyfork kit

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( about 60,000 lbs.). How many cars did they have to deliver daily to keep production at the two hundred thirty thousand board feet level?

Both kits share the same major flaw, and it is significant. Neither of them provide any way to get rid of all the lumber they cut. The typical mill of the period these structures represent had an out-put of twenty-five to forty boards per minute for a ten to eight-hour shift. Depending on the size of logs being cut this translates into ten to nineteen thousand pieces of lumber. From a different perspective that's a volume equal to two to six rail cars per shift. In addition, by 1923 all western woods sold through the normal wholesale/retail merchandising system of lumber yards demanded lumber graded according to adopted standards as did industrial users such as remanufacturing plants, foundries and furniture manufacturers. This meant lumber had to be sorted more discretely than in former times. Even by 1910, it was no longer acceptable to sort lumber into random lengths by width and thickness even at the mill. The market place would not accept it. Neither could the mill owner. The high quality lumber needed to be sold for more than common boards for the operation to be profitable. By 1923, each industrial grade was to be separated from common grades and special lumber products for architectural woodwork and aircraft parts and the like were themselves separate categories. And all of the above were separated by thickness, some additionally by width and all were at least also subdivided to some extent or other by length or groups of lengths. There just was not enough room at the output end of the mill to do all this sorting.

Because the cutting of lumber from logs is a linear process, the sorting process of product usually took place at a right angle to the manufacturing process though some were not as will be noted later. This required that a structure be added to the side of the mill building or elsewhere very near the sawmill (with or without a roof) that was as wide as the longest board cut

in the mill plus eight feet and as long as necessary for the required number of sorts. If lumber was pulled off both sides of this sorting chain (also known as the "green chain") then its length could be half as long. If, as in earlier days, lumber was sorted into narrow two-wheeled carts then a lot more sorts per hundred feet of sorting chain would be possible compared with seven foot units for highway trucks. Straddle carriers took fifty inch wide units but needed an additional two to three feet between units for wheel clearance. Allowing eight feet per unit for a straddle carrier removal operation one can get 12 sorts beside a one hundred foot chain or twenty four sorts if both sides are used. Typically, at least forty sorts represented a minimum for mills represented by these kits.

Since most mills were fifteen to twenty feet above grade the challenge of sorting the lumber and getting it to ground level was solved in many ways. Some mills were built on a slope so the lumber exited the mill to the green chain near grade. Others had platforms and wooden elevated tram ways which led to a drying yard. Other mills employed declines using chains with links having upright lugs (L shaped links) spaced every two to four feet apart that lowered the lumber to the green chain which was built on grade.

The green chain itself on which the lumber was carried was usually six to seven feet above grade. The chain's top was thirty-six inches above the platform on which the sorters walked and two to four feet narrower than the longest board cut. The chain puller's cat-walk was three to four feet wide and three and a half to four feet above grade. This allowed the workers to let gravity take care of moving the board while the chain puller mainly guided the piece once it was in motion. Just keep in mind, some boards, especially in the days of thick and wide industrial grades, could weigh 300 pounds or more! Full units would be three to three and a half feet high or one thousand five hundred board feet. Or about fifteen thousand pounds.

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The green chain platform was decked with planks with four to six chains running its entire length standing proud of the deck by two inches. Chains were spaced so that the first chain would be at least one foot back from the zero trim saw with the second chain four feet from the first. The remaining chains would be spaced equidistant from each other. Where weather was particularly hot or operations continued into the rainy seasons a roof was provided for sheltering the operation.

The green chain at Michigan California Lumber Company built in 1952, measured just under 600 feet. More typically, green chains being pulled from two sides in the 1930's tended to be about half that long. That's still a lot of layout, I know.

One final note concerning sawmill underpinnings. I have never seen in person or in a photograph a mill with the input end of the mill set on pilings as one advertisement depicts. The pounding of the logs rolling from deck to carriage, turning of logs and flitches and cants falling onto the roll cases from the carriage would hammer the end of the mill into the water in no time. And if that were not enough most mills had enough trouble with their timbers needing replacement from rot let alone trying to replace piling beneath the mill.

There were some systems that allowed for sorting lumber in the same direction as the manufacturing process. The most common of these was the edge sorting system. These usually took the same if not more space since units were placed end to end rather side by side.

For a diagram of a flow chart for a large sawmill and a unique system for dealing with green lumber sorting see book on [Ain't No More Oregon American Lumber Co.](#) Also look at the books [Pino Grande](#) and [The Whistles Blow No More](#) for older vintage sorting systems and a variety of strategies of the more common arrangements. In videos take a look at *Steam Powered Sawmill*.

That's it for now. Be safe.

## Museum Exhibit "From Signals To Switches"

The Pleasanton City Museum, in conjunction with the Pacific Locomotive Association, Inc. (Niles Canyon RR), is presenting an exhibit on the history of railroading in the East Bay, and particularly, in the Niles Canyon and Pleasanton. The exhibit will run through Sept. 12, 2004.

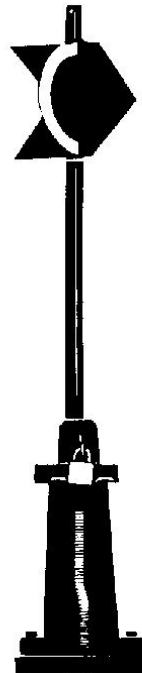
As we railroaders know, the transcontinental railroad wasn't really complete when they put the spike in the track at



Promontory, Utah. It was actually completed when track was laid through Niles Canyon to get the line to the Pacific Ocean. This exhibit provides a brief history of how the railroad moved into Niles and the Pleasanton-Livermore area. For example, did you know that there was a Western Pacific RR in Niles before the WP that we all knew?

The Museum is accepting donations, but there is no fee. A modular layout is in operation on some days. You need to call to find out what days, (925-462-2766).

This should be a fun event for you and the family if you happen to be in the Pleasanton area. The Museum is located at: 603 Main St. in downtown Pleasanton. The exhibit is open from 11AM-4PM on Wednesday-Saturday and from 1PM-4PM on Sunday.



## SETH, JIM & PAT

### ADVENTURES IN THE HOLY LAND

After much pleading and in spite of my sense of good judgment, I have consented to submit this story for publication – and to subject the membership to this story. The only corrections to the story as originally posted to the PCR’s Yahoo user group are for purposes of grammatical correctness.

While the words may be my own, I will insist that Seth Neumann and Jim Radkey share some of the blame, since Jim planted the evil seed and Seth provided the transportation. The story was originally presented on the PCR group in four parts, with about three days between each posting. I will leave the original breaks in.

#### Vol. I

This adventure took place in August 2003 and barring action being taken by the appropriate authorities, will quite likely happen again! After Seth and Jim had their cool adventure up in the East Bay, they encouraged an innocent and unsuspecting Pat to join them on a pilgrimage to the Holy Land (aka the Feather River Canyon).

This is now some months past (the journey was Aug 23<sup>rd</sup> & 24<sup>th</sup>), but the damage may be permanent. Here I was a nice boy from a good family and a proper background (i.e. my father was a 30 year Espee employee and I a Southern Pacific modeler) and these two heathen trick me into going on a journey to the land of the “Wobbly”. How was I to know the traumatic effects this would have on my delicate psyche – much less my sense of good taste and social propriety.

We started out innocently enough at 7:00 on Saturday morning when Seth pulled up to my door and we loaded copious amounts of photographic equipment into his car. We then proceeded to Albany, where Jim joined us with even more photo goodies and an ice chest full

of cold liquid refreshment (most of it suitable for use while driving, thank you). Before we even got a chance to get seriously underway, we pulled off in El Sobrante for a breakfast consisting of far too much food, which set a pattern for the weekend; i.e. too much food for not enough money. So much for my svelte and slender figure!

As we were heading up Hwy 70 from Sacramento we encountered our first train of the weekend, a BNSF freight

**As we came around a corner just above Belden what should appear across the river, but a BNSF train headed up canyon with a “Warbonnet” GP (#153) followed by a “Pumpkin” GE (#550).**

running down the valley – with a two unit helper cut in about fifteen cars ahead of FRED. Of course being good railfans, we hadn’t pulled the cameras out of the trunk yet, so you’ll just have to take our word for it. We made up for this error by getting the gear out during a fuel stop in Oroville and then not being able to stop safely to get photos of the next train we saw, as it passed under the highway west of James.

We finally got our chance to shoot a train in its natural environment as we caught a westbound at Poe, heading towards Dark Canyon. As it turned out, this was Seth’s virgin journey into the lair of the Western Pacific – and he calls himself a W.P. modeler! This was also the point where Pat discovered that it was

*(Continued on page 28)*

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MUCH easier to get out of the car if he unfastened the seatbelt first (it would take several more attempts before he finally locked this into memory). We'll leave our intrepid (or is that decrepit) adventurers at this point, but we'll rejoin them in Volume II.

## **Vol. II**

As we left our intrepid adventurers, they were just beginning their descent into "The Canyon" (and a life of sin and deprivation, but that's another story – best left untold), having taken shots at their first train in the wild – as it was escaping to the west. We dropped into Pulga, but alas we didn't see anything at the siding. Surprise, surprise, as we crossed the bridge to the south side of the river another BNSF westbound appeared out of the mist (OK, there WASN'T any mist, but it sure sounds much more exciting!) across the river. We quickly sprung from the vehicle (Pat being a little bit slower, still dealing with that seatbelt thing) to catch a few shots as it headed downstream.

While we didn't catch sight of any more prey on the way to Keddie, it was great fun sharing Seth's joy as he discovered the wonders of the Sacred Canyon for the first time. It was a perfect day weather wise and traffic was actually quite light, as was our conversation, making the drive up the canyon very enjoyable.

As we pulled up to the wye at Keddie, we came across some other railfans. It turns out these were people Seth and Pat had conversed with on the W.P. list, which was kind of neat. One feature which was sort of intriguing at the wye was the lawn chair chained and locked to a tree overlooking the bridge. Talk about a regular train watching spot. We then dropped down into Keddie itself to take a look at what's left of the yard. By the way, the resort at Keddie is for sale, if any of you has too

much money on hand.

Our next stop on this pilgrimage was the Williams Loop. We took the time to walk up to the crossover and look around the area inside the loop. A really nice and relaxing glade, quite quiet and peaceful. If only we could have added a train to the picture, it would have been perfect. But then, one can't have everything – but we can ask!

From Williams we headed up canyon and left Hwy 70 at Mohawk swinging over to Greagle (not Gray Eagle?) And up to Clio (Jim, that's pronounced Cli-Oh, NOT Cle-Oh) and the viaduct. While waiting there we could hear all sorts of radio chatter from Portola, but unfortunately no trains came our way. After waiting a while at Clio and taking several pictures of each other (well, there weren't any trains to shoot!), we got back on "The Road to Portola". I hear a movie title in this. While we didn't see much traffic on the way up the canyon, we did take the opportunity to line up several photo spots for future use. As any hunter knows, a good blind is essential for a successful hunt.

Pulling into the F.R.R.S. museum for the first time, we immediately noted the two M60 tanks parked out front – talk about serious security. It was nice to hop out of the car (Pat had FINALLY figured out the seatbelt trick) to the sound of multiple idling 567 engines. There's just something nice about a two stroke diesel. While they'd pretty much wrapped up operations for the day, we still had a chance to walk around and enjoy what has to be the most wonderful collection of diesel locomotives in the known world – and possibly beyond.

After leaving the museum we decided it was time for food. Other than some chips and peanuts, we hadn't had anything to eat since breakfast. Our first choice (Beckwourth Tavern) had a half hour wait, so we headed back into Portola and found a nice little family

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owned place (the Log Cabin), which again suffered from the same problem as our breakfast stop – too much food for not enough money. It was during this meal that it was discovered that Pat had problems discerning between his dinner fork and his salad fork. I STILL maintain that it was because they used “Dinner Forks” for both!

This being a family publication, I won’t go into our conversation during dinner – plus it might get Seth and Jim in trouble with their spousal units. (How’s that for planting evil seeds?). Following dinner we drove back down to Cromburg for the evening and a chance to partake in some of the OTHER cold liquid which Jim had loaded into the cooler. All in all a well spent day, which also left us “well spent”. We’ll be back soon with Volume III of this exciting journal soon, so try to contain your enthusiasm.

### **Vol. III**

We rejoin the Big Three (or is that the Three Stooges?) As they come to the end of their first day’s journeys. Spending the night at a quiet little lodge in Cromburg (about ten miles west of Portola and actually no where near the tracks). While checking in, Pat decided to ask the proprietor of the establishment about the pronunciation of Clio. The young lady mentioned that it was “Cli-Oh”. When we inquired further, about Greagle, we were given the reply of “Whatever the hell you want to call it.” We considered that a bit of a mouth full, so we went with either “Gray-ple”, or “Gray-Eagle” – though “Whatever the hell you want to call it” does have a certain ring to it (not unlike the one in my bathtub, but that’s yet another story). The lodge was quiet, comfortable and CLEAN – basically a real nice place and they let us in anyway! Pat actually went so far as to make reservations (not that he has many) for late September, when the F.R.R.S. Museum was holding its “Railfan Days”.

Sunday morning we arose to a nice comfortable mountain morning. There’s something about that slightly brisk morning air, scented with pine and Douglas fir, it makes a day worthwhile. We loaded back into Seth’s car and headed up to Portola for breakfast. Our target was the Depot Café. A nice little establishment, yet again having that problem of too much food for not enough money. Then again, the way Seth and Jim eat, this may not be a bad thing. I didn’t mention Pat in the previous sentence, because he was making a concerted effort to watch his petite figure (as in “watch it grow!”).

In an effort to walk off what we’d piled in at breakfast, we wandered over toward the Portola Yard to watch the MOW crews getting ready for the replacement of a three span through girder bridge east of town, that was scheduled for the next morning. While watching this operation we heard the sound of a train approaching from the east and made our way to a better vantage point to shoot its arrival (U.P. 4499 on the point), our first U.P. train of the weekend.

As the crew was changing, all of a sudden the light bulb went on – this train is going to be headed out of town to the west, CLIO! With great dispatch we reloaded into the car and headed out the county road, to get some shots across the valley as the train was on the viaduct. For once we actually had our act together and got in position to get some great shots of a real train. And about time too. As the train proceeded west out of view we jumped back into the car to hopefully catch it at “Whatever the hell you want to call it” and again at the Williams Loop and the Keddie Wye.

As we rolled up to Hwy 70, we found our prey sitting and waiting for us, so we took some quick shots there. As the train started rolling westward again, we hopped back into the car, swung west onto Hwy 70 and ...

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STOPPED! This was SUNDAY and they were doing road work on the highway, so we got to sit for ten plus minutes waiting for a string of cars to come through from the west end of the construction.

After passing through the work zone, we stepped up the pace a bit and caught up to the train at Spring Garden. We arrived at Williams in time to catch the train passing under the loop and then under the highway.

As we headed for Keddie, we'd pretty much written off going back to Portola to spend more time at the museum, what with the road construction and such. We arrived at the wye ahead of our train and then found out why (not wye), as we heard an eastbound working out through tunnel #32. Now this was the way it's supposed to work –chase a westbound and catch an eastbound as a bonus.

After shooting the eastbound (unfortunately my shots appear a bit too dark to easily read the road numbers, but Jim and Seth probably got better shots), we then got to wait for our original subject to wander across the trestle from Keddie. We then decided to try and catch the eastbound going back up the canyon, but never found it. Having had some time to think on this, it was probably hiding somewhere between tunnel 35 and Sloat – an area not as easily accessible by car. Having searched long and hard with no success, we ran back down to visit Quincy Junction and then drove into Quincy to smother our disappointment under great amounts of pizza. In the interest of good taste (which the pizza did have!), we'll leave our adventurers at this juncture (NOT junction) and conclude their travels when we rejoin them in Volume IV.

## **Vol. IV**

We rejoin the brave lads one more time, as they finish the consumption of a large amount of Italian Soul Food (one LARGE pizza).

Leaving no evidence of it ever having existed. That's one thing to be said of traveling with this group – food is raised to a proper level of importance – weren't no "Mickey Dees" on this trip! As we pulled out of Quincy we decided to try one more time at the Keddie Wye, but then again why not? (You REALLY thought I'd go through this entire story and dodge that line?!)

After parking, as we were walking up the road above the wye, something popped into Pat's memory from years past and he headed on past the normal photo spot for the bridges. If one continues on west, there's an easy way down to the tracks near the east portal of Tunnel 31. This leads down onto a small clearing with about fifty yards of roadbed, leading onto a trestle across Spanish Creek and into the west portal of Tunnel 32 (which exits almost directly onto the west end of the wye). On our way there we took a few minutes to observe a BNSF MOW crew working on the "High Line", across the canyon from us and figured we'd not see much traffic coming down from Bieber and points north for some time – if at all.

Once we'd reached the area above Tunnel 31 we climbed down to track level and took a moment to survey the scene. Seth and Pat each set up one camera (with a "long" lens) on a tripod aimed at the west end of Tunnel 32, so we'd catch the next train down the canyon from Portola. After we'd gotten set up to catch our unsuspecting prey, we closely monitored our scanners for clues of its approach.

After careful listening to the radio traffic we realized that, OOOPS!, the next train was in fact coming from the west. We quickly repositioned ourselves on the appropriate side of the tracks (while leaving the tripod mounted cameras where they'd been placed) and were soon rewarded by the sounds of hard working diesel engines (or my stomach coming to terms with the pizza) coming from Tunnel 31. Being

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“Great Train Hunters”, we started shooting with great dispatch (not dispatcher) as soon as we saw the light of its three eyes approaching out of the darkness of the tunnel. As the beast finally broke into daylight, we were pleased and amazed to see U.P. 4955 closely pursued by U.P. 9175 as they charged past us and across the trestle into Tunnel 32 and on to the mysterious lands of the eastern world.

This was turning into a wonderful day. As we had already caught more trains on film than the day before and we had cause to expect another westbound to be passing us very soon. But alas, after listening to more scanner chatter we found that the westbound we were hoping for would be delayed, having gone lame with a bad traction motor.

So suppressing our disappointment, we packed up our hardware, climbed back up to the highway and trudged back to where the car was parked. As we arrived back at the car we took time to speak with some motorcyclists, who while not railfans, had heard of the sacred wye and had stopped to take a few pictures. Once we started down the canyon, we took time to observe the “High Line” as it traversed the hillside directly above us and considered the opportunities it presented for future adventures.

Shortly after we lost sight of the line to Bieber, the Canyon Sub rejoined us across the river on the south side of the canyon, presenting many more potentially great photo spots. If only we had a train to add to the scene. The conversation had slowly carried over to discussion of the geology of the canyon and the history of some areas adjacent to the highway (such as the lumber mill site at Twain, and the Twain Store which was noted by several roadside signs).

As we came around a corner just above Belden what should appear across the river, but a BNSF train headed up canyon with a “Warbonnet” GP (#153) followed by a

“Pumpkin” GE (#550). It was wondrous to see such colorful plumage, after having seen nothing but the drab yellow of the Borg all morning. With great skill (and no small amount of luck), Seth quickly got us turned around and in pursuit of the latest prey. Yes, we had the scent (or maybe it was just the three of us stuffed into the one car) and the blood lust was rising. We would soon add another two pelts to our list of catches for the weekend!

In this case we quickly caught up with the train, got a few shots as it passed (between Rich Bar and Virgilia), then proceeded to pass it and catch it again at the trestle between Paxton and the Keddie Wye. At this point we decided to let it escape to the north, and Bieber, since fuel was becoming an issue and we really didn’t want to have to push the car into Oroville.

But even with this concern on our minds, our luck had not yet left us this day. As we once again approached Rich Bar heading down the canyon, we saw another BNSF train heading up past Belden. Seth quickly pulled over and we dashed (carefully) across the highway to catch a six axle GE (#4960) and an SD 70 (#8225), both in “Pumpkin” pulling a mixed freight. We managed to catch several shots as it worked up the opposite side of the canyon, taking quite a while to actually work past us.

Alas, this would be our last opportunity to photograph trains in action on the way home, though we did sight a U.P. work train parked on a siding near Elsey (this was a train which had fooled us the day before as we were heading east) and a U.P. freight with what appeared to be a pair of SD 70s heading east between Oroville and Kramm. In both cases it was thought not to be prudent to pull over on the freeway to take pictures, so they’ll have to wait for another day.

After a brief stop in Oroville to feed our trusty steed, we headed into the sunset (I know, that’s a different railroad) and towards home,

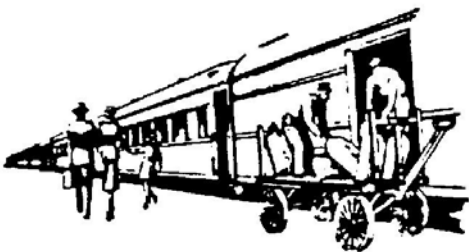
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arriving in Albany not long after the sun sank into the great waters to the west. All that was left was to take a few minutes to look at Jim's model railroad (and use his convenient facilities), make the relatively short drive back to Mountain View and wrap up what turned out to be a more than outstanding weekend.

As I bring this tale of discovery and adventure to a conclusion, I'd like to take a moment to thank some people without which it would not have been possible. First, I need to give thanks to the Pacific Coast Region of the NMRA and most especially the Coast Division of that region, for it was through this group that I was fortunate enough to meet and become friends with some really NEAT people, who have made both my hobby and my life just a hell of a lot more fun! But even more so, I NEED to thank Seth Neumann and Jim Radkey, two very special friends who exemplify what this hobby is really about – having a good time and sharing the fun and enjoyment of a GREAT hobby with others!!! And oh yes, I think a big bunch of thanks is due to Jim's wife, who allowed him the chance to escape for a weekend with two highly suspect individuals such as Seth and myself, even when she was right ready to deliver another Radkey into this unsuspecting world. She is one true sweetie. Jim, you'd better take good care of this lady, she's a definite keeper! So with that, I'll bid you farewell until I again set fingers to keyboard. With springtime just around the corner, that may not be too far out in the future. Until then, keep chasing and shooting.

Pat LaTorres

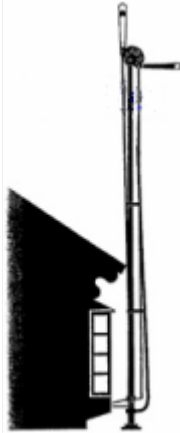


## LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By

David Parks

The recent Pacific Coast Region convention in Napa had an extensive layout design and operations track. Numerous clinics emphasized prototype industries and track arrangements with suggestions for modeling and operating. Operations related clinics included meat packing operations, yard design and operations, time tables and train orders, prototype signaling practice, operation basics and a panel on how to get started with operations. Many of the clinicians came from outside the



PCR to share their special talents. Each day there were layouts open for prototype operations with guest operators. 33 guests and about a dozen regular operators participated in 6 operating sessions. The hosts were Jim Providenza, Bill Kaufman, Don Cabrall, Scott Kew and the Napa Valley RHS club. The operations events were climaxed by the first operations ever run on Otis McGee's new John Armstrong designed layout.



John Marshall on elements of design



## ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

Continuing our discussion on the various AP certificates, this month we will talk about the requirements for one that is a little different – Association Volunteer. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site, [www.nmra.org](http://www.nmra.org). You can also get a copy of the requirements by calling me.

The intent of the requirements for Association Volunteer is to reward those modelers who volunteer at the National, Regional, or Divisional level of the NMRA. A total of 60 time units (TUs) are required to satisfy this requirement. There are a number of ways to accrue these credits. For example:

- Active satisfactory service as a National committee member or Chairman of a Regional committee receives 2 TUs per month.
- Active satisfactory service on a Regional committee or Divisional Chairman is good for 1 TU per month.
- Service as a Divisional officer or director is worth 1 TU per month.
- Active satisfactory service as a Division committee or board member equals ½ TU per month.

While these TUs are typical for those given for elected or appointed officials, there are other TUs which are available for volunteer efforts:

- Judges at NMRA sponsored model contests are given 3 TUs per event for judging National contests, 2 TUs for Regional contests, and 1 TU for assisting at Divisional contests.
- Modelers who open their layouts for tours are also eligible for credit at the rate of 3 TUs per day for National, Regional, and Divisional events (with a maximum of 12 TUs for a National convention, 6 TUs for Regional events, and 3 TUs for Divisional events.)
- Individuals who participate in modular layout displays at National, Regional, and Divisional meets are also eligible for 3 TUs per day, with the same maximums as for layout tours.
- Note that there is generally a maximum of 48 TUs of credit for any one National convention, 24 TUs for any one Regional convention, and a maximum of 6 TUs for any one Divisional convention.

There are a number of committees at the Regional level. So what exactly constitutes a “committee”? Basically, just about any office or function that isn’t covered under Association Official. Most other officers in a Division (or Region) are considered Committee Chairmen. For example, if your Division has a person who runs the contest at the monthly meeting, they can be considered the “Contest Committee

Manager”. Your local AP representative is a member of the “Region AP Committee”, and so on. Individuals who work just the day of an event (for example, at a Convention registration desk) receive credit for one month’s work as a committee member.

*(Continued on page 34)*



First Place Passenger car by M R Wirthlin City of SF Dorm Lounge

(Continued from page 33)

The bottom line—keep track of those hours of service to the hobby! The easiest way to do this is to obtain a Record Form and have it signed by your local AP Chairman at the time or another official. For open house events, you may also be able to use the official Convention Program as verification of your service to the hobby.

Once you have accumulated a total of 60 certified TUs, complete a Statement of Qualifications and submit it!

I am pleased to announce that we have a new Division AP Chairman for the Sierra Division:

Dave Bayless  
12617 Quail Point Drive  
Auburn, CA 95603

Thanks for volunteering Dave! Dave has already gotten to work to certify our newest Golden Spike award winner, Allan Smith of Sonora. So...congratulations are also in order to Allan Smith! Keep up the good work Allan!

Speaking of Association Volunteer, I am happy to announce that PCR member Gus Campagna has received an Achievement Program award for Association Volunteer. Gus has long been actively involved in the Redwood Division and, appropriately, received his AP award at the recent PCR Convention in Napa in April.

Another AP was also recently awarded to Jim Vail, who earned his Master Model Railroader certificate No. 207 many years ago. In order to earn the distinction of becoming a Master Model Railroader, one must complete at least seven out of the eleven possible certificates. Even though Jim achieved that milestone, he is continuing to use the AP program to push himself even further, completing the requirements for Prototype Modeler! Congratulations Jim!

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.

## The Light at the End of the Tunnel

### Daylight Home & Garden raises \$6,000 for railroad museum

*San Luis Obispo*— In front of this unassuming tin-roofed warehouse, the keys were handed off from the current residents to the future occupants, along with a \$6,000 housewarming gift.

Daylight Home & Garden rented this warehouse from the city for the last 15 years but needed to vacate to make room for the upcoming Railroad Museum. Their response? To clear out everything with a sale and donate a majority of the proceeds to the SLO Railroad Museum and the SLO Model Railroad Club.

“This was unexpected,” said Museum President Brad LaRose. “We were happy to just sell a couple of T-shirts at the event. So this donation is great.”

The City plans to refurbish the warehouse, originally built in 1894, before turning it over to the San Luis Obispo Railroad Museum. La Rose said the money will go toward the restoration of vintage equipment as well as the manufacturing of displays for the museum. The Model Railroad Club will also have a display featuring a replica landscape of a train chugging over Cuesta Grade.

“The name of our business was taken from the Southern Pacific Daylight Line,” said John Billings, owner of Daylight Home and Garden and train enthusiast. “We just want to give something back to help preserve this exciting time in our transportation history.”



John Billings, owner of Daylight Home and Garden presents a check to the SLO club

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

By John Edginton

The Museum resumed its regular schedule on the first weekend of April, which is in effect through the end of December 2004. The Museum is open on Saturdays and Sundays from 12 noon to 5 PM; however, model train operations are scheduled only for Sundays and summer 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 always welcome to visit us on Friday evenings from 7:30-10 PM, our regular work and meeting night. No fees are collected except on Sundays and the indicated holidays. The layouts displayed are built and operated by East Bay.

The O Scale layout is finally operating all its trackwork, N Scalers running more trains on their layouts and HO operating its Mountain division through some completed scenery. The layouts all are marching on towards completion and crowds are larger every year on operating days as the Museum gains more notoriety.

For those of you familiar with the Museum, you will know that support is needed from the entire model railroading community to make the Museum the kind of attraction that San Diego has achieved, along with Chicago and elsewhere. Support can be given through tax-deductible contributions or, and more preferable, through your volunteer efforts in working on the layouts and operating for the public. All donations to the Museum are tax deductible and donations of models, prototype artifacts and library materials, both prototype and model, are greatly appreciated.

We continue to look for new members to build and run our public layouts. We are

actively seeking 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.

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 contact 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.**



# 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

*(Continued on page 37)*

(Continued from page 36)

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	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Director, Coast Division	Kermit Paull	(925) 935-1859	(no e-mail)
• Director, Sierra Division	Jesse Menefee, Jr.	(916) 363-6640	(no e-mail)
• Director, Redwood Empire Div.	Ron Plies	(707) 725-9063	rplies@cox.net
• Director, Hawaiian Division	(vacant)	---	---
• Trustee, NMRA Board of Trustees	Ray deBlicek	(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 deBlicek	(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	Railgeezer@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	(vacant) <i>Jim Long will continue until a new manager is appointed</i> (four members and Contest Dept. Manager)		
• Convention Committee			
• 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 Div.)	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

• 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	Dave Bayless	(530) 887-8880	---
– Redwood Empire Division	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	---	---	---

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# Calendar

Pleasanton City Museum Exhibit "From Signals to Switches" through Sept 12, 2004. 603 Main St. Pleasanton.

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

Puget Sound eXpress, July 4-11, 2004 the NMRA National Convention in Seattle WA

Sierra Division Meet, July 23-25, 2004 in Yreka

Daylight Division Meet, August 14, 2004 in Santa Barbara

Narrow Gauge Convention, September 1-4, 2004, Santa Clara.

Coast Division Meet, September 5, 2004, 9:30 AM Bushser Middle School 111 Bellomy Dr. Santa Clara, CA 95050

Coast Division Meet, December 5, 2004, 9:30 AM at the California School for the Deaf, Fremont

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

