

BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Gene Mayer

The results of the NMRA reorganization election were announced at the Seattle annual Board meeting. The new regulations were approved by 84% of the members who cast votes. I understand that only about 15% of the membership cast ballots.

Reportedly no tabulation was made of the votes within individual regions.

The new regulations that become effective in July 2005 will require major revisions of the PCR bylaws and operations manual. Chairman Dave Connery will hold a Bylaws Committee meeting before the November 6 midyear PCR Board of Directors (BOD) meeting to identify the changes that must be made. I understand that single membership becomes effective September 1, 2005, but we do not know much about the implementation plan. I am sure that PCR Trustee Ray DeBlick

will have more details elsewhere in this issue

I have made two new appointments to important positions in PCR. Dennis Stokley has replaced Jim Long (who resigned) as Manager of the Convention Department and

Peter Weiglin is the new manager of the Membership Promotion Department. Each of them is well qualified for these positions.

The Finance Committee (Dave Connery, Larry Altbaum and myself) needs to develop a proposed 2005-2006 budget prior to the

midyear meeting. The key issue is how can we service twice the membership without the ability to collect dues. How much support will we get from NMRA? Should we charge a subscription fee for the Branch Line? What other fund raising activities might be viable alternatives? I encourage members to submit your ideas

The new regulations were approved by 84% of the members who cast votes.

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VIEW FROM THE LEFT SEAT

By

Dave Connery, PCR Vice-president

I had a wonderful time at the NMRA Convention in Seattle and I got to see many of you there, which is always a treat. In many ways, this event showed just what PCR has come to be known for throughout the country – a very active and involved group of model railroaders. Everywhere I went I saw lots of PCR faces.

Since Seattle shares a left-coast location, it was easy for us to be there but I think our attendance was unusually strong. Sometimes in the hotel corridors it was like a PCR Convention with a lot of “out of town” guests.

PCR has a reputation of being a place where people are helpful and share their railroading and modeling expertise. This was never more evident than in reading the list of clinic presenters.

I counted 32 different clinics presented by PCR residents. The list included names well known to us like Biondi, Bragdon, Burgess, Clark, Dahlstedt, Fiehmman, Fortin, Getz, Jacobsen, Kaufman, Kolm, Lloyd, Long, Marshall, Mayer, Mihordin, Neumann, Paul, Plies, Providenza, Smith, Thompson, Wells and myself. Of course, there were also names of several of our “out of region” members as well. The John Allen Switching Contest was there, operated by the Coast Division, mostly under the capable direction of Jim Long, Tom van Horn and Steve Wesolowski.

Critical leaders of the Convention itself included the Liesse family: Ed, Gay and Ken. I

hope every PCR member who attended felt proud to be a part of such a great Region of modelers.

As the convention started we did learn the new NMRA regulations (see www.nmra.org/news/regulations.pdf) were passed by a majority of about 80% “for” votes of those cast. The discouraging side of this is only 15% of NMRA members participated in this very important decision. What does this mean for PCR? Well, I for one am not entirely certain yet, but I do know it means some changes are in our future.

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Shortly I will be convening a meeting of the PCR By-laws and Manual of Operations Committee, which is composed of myself, Secretary Rich Kolm and past Director and current Publications Chair, Gus Campagna. We will determine what we need to change in our own governing documents to bring them into line with the national changes.

Presently there is a committee at national, including our own Trustee, developing a national implementation plan. Their actions will have some impact on our steps. I hope to have a preliminary recommendation for the PCR Board to review at their meeting scheduled for November 6th with a goal for presentation to the general membership for approval at our Annual Meeting in Concord next May. More about this in coming Branch

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Long Range Plan Becomes a Reality

Ray deBlieck, Trustee

After years of wrangling, and what seemed like endless board meetings arguing over wording, the vote is finally in. The membership, by a vote of 2221 to 536, which works out to just over 80% affirmative, has approved the new Regulations (bylaws). The new Regulations replace the current Constitution and Bylaws, and is the enabling document of the NMRA Long Range Plan. The current bylaws, which governed the election, required this vote be a 2/3 majority.

“What now?” you might ask. I am going to try and tell you, but please keep in mind that full implementation will be based on some motions that will be presented at the midyear BOT meeting in January. What I write here is subject to revision.

As a member of the BOT Implementation Committee, I have been working on this for almost a year. Our efforts really intensified when news of the election results were made known to the committee about a week prior to the Seattle BOT meeting.

At the Seattle BOT meeting, a timetable for implementation was agreed upon. There are several areas within the Regulations that will have to be implemented in sections. I’ll try to cover the main areas, but as always if you have any questions, please feel free to contact me.

First, let’s talk about the actual Regulations. With the exception of areas specifically set forth with effective dates within the Regulations, and some things that cannot, for administrative

reasons, be implemented now, they are effective immediately. There are two primary areas that will not take effect until sometime in 2005. Those are the new Board of Directors and Single Membership. I’ll discuss each separately.

Board of Directors:

The new Regulations spell out how this process will work. The new Board of Directors will replace the existing Board of Trustees once the new Board of Directors is elected and seated. The change from Trustees to Directors, as well as use the term “Regulations” instead of constitution and/or Bylaws, are requirements of Ohio law. It is in Ohio that the NMRA is incorporated. The election is to take place in 2005. BOT has set a timeline that will result in the new board being seated at the Cincinnati meeting.

In order to accommodate that, some changes to the current Bylaws were necessary. The section on Trustee elections was deleted, and all Trustee terms were set to expire at 12:01 AM the morning of that Cincy meeting. Trustee terms expiring on March 31 (mine included) have been extended to the same time and date as the rest of the Trustees. The reason for these changes was to avoid having to hold a second national election for Trustee terms that would end up being only three months long, primarily to avoid the cost of having two separate Boards in Cincinnati. In addition, if a new Trustee were elected, he or she would assume the position on

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April 1, and leave office before their first meeting.

The new Board will be selected in an election to take place in the same time frame that the next Trustee election would have taken place. That means a ballot in The Bulletin (which is contained within Scale Rails) in the winter, with the election completed in the spring. The Nominating Committee is currently working on nominations and will have a slate of nominees ready in time for the election. All other provisions for nomination are currently in effect. Nominations and the election will follow procedure set forth in the newly adopted Regulations. If you are interested, don't waste any time.

Single Membership:

The Board has set September 1, 2005 as the effective date of single membership. A lot has to happen prior to that date. Among the dependencies that will need to be dealt with are; Database issues, changing and updating regional and some divisional Bylaws, and setting up the necessary procedures.

The toughest change we need to deal with is

the Database. The current Database software has been in use since 1998. A Database committee has been formed. It is headed up by newly elected EVP Mike Brestel They are hoping to have a recommendation ready prior to the January midyear meetings and have a new system up and running sometime in the Spring. The committee's first chore is to contact various users and put together a list of user requirements. That means they are going to set up the Database not only on Chattanooga's requirements, but also on the needs of others who will be using it. This will include regions and divisions as well as various department and other entities within the entire NMRA structure. Any and all suggestions are welcome. If you have any interest in this area, or have a need to work with the new Database, please, we need your input. Send comments directly to me, and I will forward them to the committee. They will in turn respond directly to users. One known requirement is access to the membership Database by Regional and Divisional membership services personnel. This is long overdue and is recognized as a necessity to make it all work.

As the necessary changes are implemented, it will be important that each region and division review their enabling documents (constitutions and bylaws) to make sure that there are no conflicts with NMRA Regulations (Bylaws). This is important as any inconsistencies could put the tax-exempt status of either organization at risk. Also, this review will allow procedures and membership requirements to be checked for conflicts. The actual dates for this have not been set. If anyone wants a final copy of the adopted Regulations, please contact me.

Other areas that will be needed include; establishing procedures for

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David and Barbara Parks on the Stampede Pass excursion in Seattle

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dealing with life members in one part of the organization, who are not life members everywhere else, getting membership dates aligned, and all sorts of other details. We are very confident that by having a year to finalize this will be sufficient time. As a matter of fact, I will be attending a LALRP (which stands for Life After Long Range Plan, which is what we are calling the Implementation Committee) meeting in Chicago this fall. That committee is putting together a series of motions to present at the next BOT meeting, to bring about needed changes.

Please bear one thing in mind. There are innumerable possible situations that could be brought up. We have heard dozens, if not hundreds, of “What about a member who has X status, and wants Y, but due to something, is stuck with Z, what does NMRA do for them?” While we hope those situations are minimal, we realize that there may still be some situations we did not anticipate. Please contact me if there is a problem and I will make sure that info gets to the appropriate place and is properly answered.

One area that comes under that heading is multiple region memberships. I will discuss two aspects of this. First is membership, and the other is voting. It has been pointed out that there is no reason that members cannot be members of all regions if they so desire. It has also been pointed out that it is a simple computer entry to accommodate that. To all those who have said so, I will acknowledge that while that may be true, it isn't possible to say on one hand that we have “Single Membership” while also saying, “Join all these different sub groups.” The current plan is to offer a membership that makes an individual a member at all levels of the organization, not multiple regional memberships. NMRA will encourage anyone interested in more than one region to subscribe to the publications in different regions. A decision on NMRA

facilitating this is pending, but some of us want that to be done through national. Stay tuned.

The other area I want to discuss is voting rights. This gets a little tricky. It has been my belief that any restriction on voting would apply, and rightfully so, to national elections, and that regions could decide for themselves who votes in regional matters. During discussions in Seattle, I found out I was wrong. Voting will be limited to one's home region and division. The reasons for this have to do primarily with legal requirements of what constitutes a quorum, and decision, at meetings. Not being a lawyer, I'll try and explain this as best I can. There is usually a bylaw mandated requirement that a number, or percentage, of “members in good standing,” (a typical phrase in bylaws) be present, and/or voting, to either constitute a quorum, or make a proper decision, based on those bylaws. If what are technically non-members are counted towards a quorum, or allowed to participate in the actual decision making process, there is the possibility that either the determination of a quorum, or, that a decision was properly made, could be open to a legal challenge.

Yes my friends, we are dealing with legal documents here, and I feel like you have sent me to BOT for a crash course in contract law.



Larry, Linda and Jim at Brian Ellerby's in Seattle

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MADE IN THE PCR

by Dave Connery

Stevens Creek Models glazing for windows

Perhaps the single most enjoyable aspect of our hobby for me is scratchbuilding structures. It allows a modeler to obtain a building that perfectly fits the space, use and era being modeled and can enable a layout owner to accurately model prototypical scenes. One of the not so enjoyable parts of structure building for me is glazing windows. Over the years I have glazed a bunch so it does not deter me but it is nothing I race to the workbench to do. Now Stevens Creek Models has come to our rescue.

Ken Lunders, a PCR member (Past PCR Contest Chair) who is the person behind Stevens Creek Models has developed a complete line of laser cut window glazing. These fit almost the entire list of Grandt Line HO windows and doors and he has some of their S and O scale line, along with Tichy's windows, with more to come. This accurately cut glazing might make it easier to scratchbuild with Grandt's windows than build a similar kit with glazing material to be cut to fit the windows supplied with the kit!

One of the first things I do when planning to build a structure is get out the Grandt catalog and design the use of their windows and doors into the structure from the very beginning. They have a huge selection of window and door types (and lots of other great parts too!). They also produce windows and building details in S, O and 1/2" scale, as well.

Every piece of Stevens Creek Models glazing I have tried fit perfectly. As an example, I use a lot of Grandt #5031, which is a 12 pane, 36" X 64" double hung window. The glazing comes in two pieces per window,

one for the upper sash and one for the lower. The upper and lower are marked and each fits their respective spot perfectly. No more holiday slits of "air" from glazing cut too narrow or a slight bow in the glass from a too large cut glazing. I am ecstatic with this product. Notwithstanding Microsoft – Windows are now fun! To use it you simply cut the tiny tab that holds the individual pieces to the sheet, peel off the paper carrier (making it easy to find the pieces on your workbench) and apply. I use Microscale's Micro Kristal Klear as an adhesive, applied sparingly. This is a water-based product that goes on white but dries clear and shiny, so if a small bit gets on the window it won't be very obvious.

The Grandt Line window and door glazing sets sell for \$2.75 per package and do a complete pack of Grandt products (and in some cases two packs). Tichy products are \$3.00 and the glazing for an entire Grandt building kit varies from \$2.75 to \$5.00. Ken has made it easy for you to match up his glazing with the Grandt product- he uses the same product number preceded by the letters WG(H/S/O). What could be easier?

Stevens Creek Models On30 Kennebec Central Boxcar



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They have also just released an On30/On2 Kennebec Central boxcar. The car is based on a Kennebec Central car, which was used to carry beer to the Old Soldiers Home in Togus, Maine. The prototype was either 24' or 28' while the car in this kit is a scale 22' and of course the original (built about 1890) was designed for use on a 2' gauge line. The car is resin and comes with both couplers (Kadee HO #5) and Grandt Line trucks in either On2 or On30. This is the first resin kit I have done that includes both trucks and couplers, along with everything else you need except paint and decals.

I was a bit taken aback by the 11 pages of instructions (28 steps) for what appeared to be a rather straight forward kit. As it turns out, the kit is very straight forward and the instructions done so completely it would be hard to err if you follow Stevens Creek suggestions. While every possible problem is addressed in these instructions, I found everything fit perfectly in my kit and the car went together with no problems.

If you have never built a resin kit, this would be an excellent one to start with. It took about 4 ½ hours to have the car all done and ready for painting. I varied from the direction in two ways. When tacking the resin walls together I first used

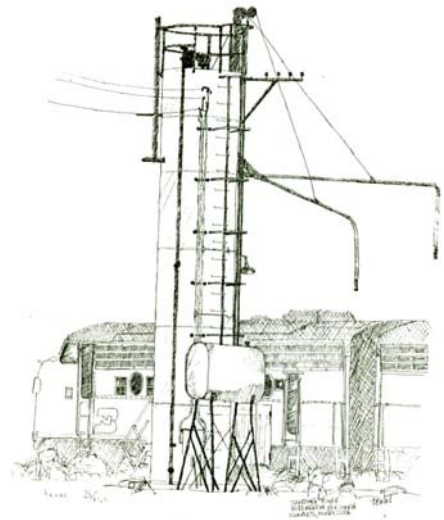
a few small dabs of Goo to hold everything in place before I used the ACC for the permanent joint. This is a trick I learned from Al Westerfield and it sure makes resin parts a lot easier to get perfectly square and even. I had some trouble getting the .020 styrene rod to pass through the holes in the ladder side rails so I used some .019 brass I had on hand, which made this step go quickly.

My kit was On30 and when built, I painted the car Oxide Red and lettered it for our On30 Yosemite Short Line portable layout. The On30 car sells for \$45. The On2 version is by special order and costs an added \$1. A copy of the instructions is available on Stevens Creek Models web site.

In addition to the glazing and Kennebec Central car, Stevens Creek Models offer a Monson Car Shed and Tool House, wood flat car decks in HOn30 and On30 and HOn3 trucks. See their complete line of products at www.hon3.com or write to them at P.O. Box 127, Cupertino, CA 95015-0127. Grandt Line products can be reviewed at <http://www.grandtline.com> or write them at 1040 B Shary Court, Concord, CA 94518 or phone 925-671-0143



Jim Radkey enjoys Brian Morgan's N Scale BN Selkirk



EDITOR'S NOTEBOOK

By Bill Kaufman

We're a lot like a church with empty pews, a church that has had declining membership for years. Once upon a time it was healthy and thriving. Then people began to fall away. Few and fewer young people joined the congregation and the Sunday morning band became noticeably gray headed. First the church had to lay off the assistant pastor, then the secretary, and finally had to cut the minister back to 50% time. There may have been a small hint of scandal along the way to speed the departure of some members.

The faithful few still meet every Sunday amid the familiar candles and sing the familiar hymns and say the familiar prayers.

Everybody is aware that there is a problem and everybody has a solution. Somehow everybody's solution involves somebody else doing something.

Some of the members are afraid that, if they change something, they will lose some of the few they still have. Others are afraid that if they don't change something, they will completely wither and die.

How do the few convince new people to join? How do these gray hairs talk young people into joining? Do the young people want something different than the Gray Hairs? How do you find out? If they change to fit the needs of the young people will they change the things that have fed and sustained the faithful for so long?

Even if they do change, what is the guarantee that the congregation will increase? Maybe new ways of doing things won't bring in new people. How can they know what to do?

The NMRA has come to a similar crossroads. We have stemmed the financial drain by cutting back. We are convinced that some level of change is necessary and have passed the new

regulations to bring us into legal conformity and give us the flexibility to change. Now we have to figure out how it is that we will change. The challenge is before us. It strikes me that you and I, as members, have a few responsibilities. First is to make suggestions. Fill the trustee's ear with ideas, things you want to have happen that will improve your experience and things that you think might attract others. It is really hard to program for people who are not yet here. Second, take a shot at implementing the new ideas and programs as they come out. You never know, some of them may be fun. Third, try not to grumble too much. I know it is prototypical to grumble about management decisions but, as in the title of a movie a couple of years ago, "Don't Be A Menace." You might go so far as to tell some folks about the new things that you like.

Climbing down from my soapbox, we'll continue along.

We lost one of the major figures in model railroading a couple of weeks ago. John Armstrong passed away Wednesday, July 28th, 2004. Without him layout design would not be where it is today. He was the author of over 300



The PCR Timesaver at the Seattle National

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Editor's Notebook

books and articles on railroads, railroading and the process of designing layouts. He popularized much of what we do now, modeling from the prototype, mushrooms, "givens and druthers," and more. An unassuming naval architect, he did clinics up until last year, received numerous awards for service from the NMRA and regional and local organization and built his own Canandaigua Southern O scale layout that he shared freely. Witty and articulate, he will be greatly missed.

On a more personal note, you will surely be hearing a lot more about the State Belt in the future. The State Belt was the terminal switching line that ran along the Embarcadero in San Francisco from the 1890s to the 1990s. I have decided to tear down the San Francisco and Colorado and do the State Belt. Why? Why not?

Actually I had been thinking about this for four or five years. After I had decided, I was listening to Chuck Hitchcock and the question came up about why he had torn down the Argentine Sub. He was quoting someone else, might have been David Barrow, but he said that it is like when a painting is finished. The last stroke has been put on. There is nothing more to say about this subject.

I wasn't feeling as artistic as Chuck and David, but it has been clear to me for a couple of years that I had done about all I wanted to do with this rural setting. My friend Tom Combs has a spectacular urban night scene. The State Belt ran almost exclusively late afternoon and nighttime.

Anyway I have been doing the research. It is amazing what can be found on the web. There are no books devoted to the line, only a few magazine articles. I will be poking around in libraries for a couple of months. Progress reports to come.

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View From The Left Seat

Lines. The national changes are expected to take place next spring. If you have any thoughts on how we implement these changes, please contact one of the PCR committee members. Especially difficult will be integrating all NMRA members living in our region into our activities as full members. This includes how we fund an expanded distribution of the Branch Line to nearly twice the current recipients with what appears to be about half our current resources. As creative people, we will do this well, but just how is not yet clear!

Enough about administration, it is time to get back to model railroading. While it may already be history by the time you receive this, the National Narrow Gauge Convention is being held in Santa Clara September 1-4 (www.narrowgauge2004.com) and being led by lots of your PCR friends.

Also, the PSR Convention is in Glendale, September 15-19 and each of our divisions has some dynamite meets in the coming months. I hope to see you at some or all of these events!

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Trustee's Report

Not sure I have learned anything other than that I am much more patient in dealing with this stuff than I ever dreamed.

That's it for now. I've tried to get as much as I could into this column. I'm sure that once we have held those Chicago meetings, I will be able to provide more details. Look for it in the next issue of the Branch Line. As always, feel free to contact me if you have any questions. I will try and get whatever info is necessary to all PCR Officers, Directors, and Superintendents.



COAST DIVISION REPORT

By Rod Smith, Chief Clerk

The Coast Division met Sunday, June 13 2004 at the California School for the Deaf in Fremont. Attendance was 112 but there was plenty of room for more, so if you didn't make this one, plan on the next meet. At this meet, the Bay Area FREMO group had their beautiful Franklin Canyon layout set up and running. Thanks guys for being there. We also enjoyed two great clinics. Pat La Torres began a continuing series on the Basics of Prototype Photography, with a discussion of the primary things to have, look for, and do when setting off to photograph trains. Seth Neumann discussed Operations in Yards, including the various jobs, trains and classification styles. The modeler's roundtable introduced a new Facilitator, Jerry Littlefield. The hour of discussion ranged widely on subjects, but held the group's interest.

At 12:10, Superintendent Jim Long called the business meeting to order. Kermit Paul was elected as the next Coast Division Director, and he was introduced. Jim mentioned Bill Nickels has resigned after 4 years of editing the Coast Dispatcher. Tom Vanden Bosch has agreed to take that job on. Dave Connery reported on the Napa PCR Board Meeting, and noted we are in solid financial shape. Dave has also taken on the position of Nominations Chair for the Division, and he noted he is looking for willing folks to help run the Division. Nominations will be announced at the December meet along with a chance to nominate from the floor. The election will take place at the March, 2005 meet. John Marshall thanked the clinic presenters and

issued a call for future clinicians. While he was at the podium, Director Paul presented John with the Coast Division Member of the Year award. Congratulations John, you certainly have earned this award for all your hard work on our behalf. Talking folks into doing clinics is no easy chore.

Bill Swindell, Chair for the 2005 PCR Convention in Concord, briefed us on the plans for May 11-15. PCR Trustee Ray deBlick thanked the members for their donations to Buchser Middle Schools teachers after their

devastating fire in March, and Don Shortt, a former teacher there, updated us on the situation. Come the next meeting at Buchser on September 12 and see for yourself the progress at rebuilding.

The auction had 435 items entered, and bidding was lively. In the popular vote contest, First Place awards

went to: Bob Booth – Structure, Jim Long – Display, and George Freisleben – Traction. The winners in the Switching Contest were: Lindy Brun – 5 car, Alan Havens – 6 car, and Tom Crawford – 7 car. Congratulations to all. And the raffle prizes went to Steve Wesolowski and Jerry Littlefield.

Don't forget to mark your calendar for the September 12 meeting in Santa Clara. Everyone is welcome. You can bring your buddy as well! The December meeting will again be in Fremont on Dec. 5. Both of these will have the Rainbow Girls snack bar available, and do they ever have a selection of food! Lunch is not a problem in the Coast Division!!

AT THIS MEET, THE BAY AREA FREMO GROUP HAD THEIR BEAUTIFUL FRANKLIN CANYON LAYOUT SET UP AND RUNNING.

LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

We've had a very busy few months operating in the Pacific Coast Region. For those who attended the PCR Convention in Napa, we had the usual full program of clinics and meetings as well as operating sessions, a first for the PCR convention. David Parks coordinated our activities at the convention and he reports:

"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

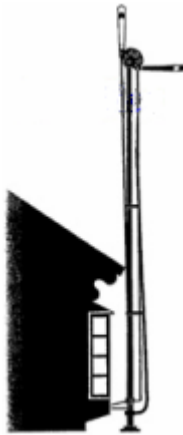
operations with guest operators. 33 guests and about a dozen regular operators participated in 6 operating sessions. The hosts were Jim Providenza, Bill Kaufman, Don Cabrall, Scott Kew and the Napa Valley RHS club. The operations events were climaxed by the first operations ever run on Otis McGee's new John Armstrong designed layout."

We expect to have a similar program at the 2005 PCR convention in Concord, another reason to sign up early!

The 2004 NMRA Seattle convention also featured an Operations meet in Vancouver the weekend before the convention as well as the now-traditional evening Op Sessions. I was able to operate on another fine-running N scale layout featuring a fictitious BN bridge line between the CN at Selkirk and Sandpoint, ID, a beautiful HOn3 "Yukon Mines Railway" and an SN3 "Copper Pass and Yukon." So there's no excuse for any of the narrow-gaugers either: operating layouts come in all sizes and gauges. A similar program is planned for next year's national in Cincinnati.

The Seattle convention also featured a large number of Bay Area members presenting Operations-related clinics:

- A day in the life of a modern Shortline – Rick Fortin and Seth Neumann
- Designing for successful operations – Les Dahlstedt
- From track warrants to train orders – Jim Providenza
- Operations for beginners – your editor, Bill Kaufman



Seth Neumann, Jim Dias, Rick Fortin and Ray deBlicke with hosts at ProRail

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- Panel Pro – Jake Jacobsen
- Telephone Systems for Timetable and Train Order Operation – Seth Neumann
- Severn Valley Railway designs a Yard – Rod Smith
- Yard Design and Operation – Seth Neumann

If you missed any of these, I'm sure they'll come around again at the quarterly PCR meets and at the Concord Convention.



Brian Ellerby and Jim Radkey operating

Further from home, a group of us ventured to Kansas City in February for the well-known semi-annual Prairie Rail meet. Kansas is certainly the land of the big basement and the local operators have made good use of some impressive spaces. I had the opportunity to operate on 5 different layouts representing the Santa Fe (three different layouts representing the Kansas City yards, Kansas and New Mexico), the pre-merger BN, a fine and smooth operating N-scale railroad, and a huge Great Northern set in Montana. It was truly "Op-'til-you-drop" or at least until you had to break for ribs! Our hosts also arranged for a slide show and an event at local hobby shop. This was a very well planned event of very large scale that could only be done in an area with many large, high quality layouts.

Later in April another group of local

operators were invited to participate in a meet in Michigan. This was based in Pontiac, within sight of the massive rail-served GM complex (in fact we lost one of our group one morning only to receive a frantic call that he was late returning from photographing the GTW switchers servicing the plant). On this trip most of us stayed together in a group. We ran on a superb n-scale Milwaukee Road/GN in Montana. This layout proves that there is no reason you cannot have prototypical operations on an N-scale layout! (So all of you N-scalers: no excuses!)

We ran on an intense EJ&E (an outer belt line around Chicago) and then journeyed to Grand Rapids to operate on Bruce Chubb's legendary Sunset Valley. On a rather round-about way "back" we visited Doug Tagsold's pre-SP merger D&RGW. You may have seen photos of this layout in the magazines, which don't even begin to do it justice. Other members of the Bay Area group operated on UP, BNSF and Conrail oriented layouts and report fine operations, also.

The host group also arranged a slide show, supplemented by our own Vic Neves, and signaling clinic conducted by class 5 signal maintainer and rules inspector for the Canadian National.

If you'd like to try one of these out of town events, The OP SIG also maintains a "Call Board" listing of layouts that invite visitors to operate. Information is available in the *Dispatcher's Office*, quarterly publication of the OP Sig, and membership information is on the website, <http://www.opsig.org> or contact me for more information!

Of course we are starting to organize the



Bill Kaufman and Otis McGee operating at Brian Ellerby's



Daylight Division Report

By Doug Wagner

Maybe all my ranting is finally paying off! At the May 22nd meet, in San Luis Obispo, there were 39 in attendance. Maybe not a record, but it's the most in attendance since I've been Superintendent of the Division. I want to thank the folks in San Luis Obispo for hosting such a great meet. A special thanks goes to Mary and Hilding Larson, for allowing us to "invade" their home, and especially for the fantastic tri-tip BBQ, with all the fixin's. And the meal itself, at only \$5.00 (and you can't get that at any cost anywhere!), was worth the trip, alone!

We got to visit Hilding's layout, based on the Union Pacific's branch, in Yakama, Washington. Then it was on to the great clinics. Mary Carole Larson gave the first one on how to paint small figures quickly and effectively. Then, after completing her clinic, Mary went directly to the kitchen to finish fixing lunch for all of us! Andrew Merriam then presented his clinic on Modeling Cuesta Grade Operations in the 1950's. We got to see some interesting slides on the trains that ran over Cuesta Grade during the 1950's--complete with Cab Forwards. The third and final clinic was Andy Reichert's introducing Proto 87 operations to the group. Then it was break for lunch, which included the tri-tip BBQ with salad, bread, and even dessert with New York style cheesecake! If you didn't attend, you really missed some great clinics and a great meal!

After lunch, we had a very short business meeting (which I tend to favor!), topped off by Paul Deis doing his auctioneering of the White Elephant sale. Heh, we brought in \$73.00 to the Division with Paul's auctioneering! Then it was on to my favorite part---layout visits! The Bakersfield gang only got to visit one layout--- Terry Taylor's HO scale representing the Santa Fe's CoastLine 2nd & 3rd, from Riverbank to

Stockton. It seems that we were the guinea pigs as we were the first ones to actually have an operating session on Terry's layout, as he had just completed the track work on it! That's why we didn't get far---we were there all afternoon until early evening, until we had to hit the road for B-town! The other layouts, which the boys from Bakersfield didn't get to visit, included, Rick Anderson's HO and HOn3, Pinecove Rail Lines, which represented a fictional logging and mining line in Northern California; Charles Burns' N scale Southern Pacific Coat Route; Jamie Foster's G scale, B & J Railroad, which represents a fictional, late 1800s-early 1900s, outdoor, non-electrified railroad; Andrew Merriam's HO scale layout, based on the Southern Pacific's Coast Line in the early 1950's, complete with the award winning bascule bridge; Jack and Jeff Parker's HO scale, Northern Pacific Railroad's line near Logan, Montana. Jack is the owner of Central Valley, producers of quality model railroad kits. So there wasn't a shortage of layouts to visit!

The next meet is scheduled for the Santa Barbara area for August 14th, and will be held at Gary Seigal's home. The November meet will be in the Merced area on November 20th (that is not Thanksgiving weekend!). So I hope to see some of your smiling faces at least at one of these meets!

The next PCR Board of directors meeting will be held in Concord (bay area), on November 6th. If anyone has any issues that they would like to have discussed at that meeting, please contact me at (661) 589-0391, or by email at carldw@aol.com.

That's it for now. Hope all of you are having a great summer. And if it's too hot where you are, attend the Santa Barbara meet in August, and cool off! See ya' there!

TALES OF THE SANTA CRUZ NORTHERN

By
Jim Providenza

Narrow Gauge Fever

I have always had an interest in Narrow Gauge (yes, it should be capitalized, shouldn't it?) Back in the early 1970's I started to build an Hon3 layout in my apartment – even tried handlaying a bit of track and kitbashing a brass locomotive. But I wasn't a good enough modeler at the time to make it run reliably and so I went back to standard gauge. But even then the narrow gauge didn't go away entirely – the SCN is based on the route of the fabled South Pacific Coast. I think I have mentioned before how friends have accused me of running Espee style long trains on a WP inspired layout – I don't think I have mentioned that others have then chimed in, "Yes, and on curves and right of way of clearly narrow gauge origin!" Well, it is good to have friends to keep you honest.

In the last couple of months I have had the opportunity to visit and operate on four narrow gauge layouts: an Sn3 layout in St. Louis, an



Neumann and Providenza operate with Brian Ellerby on his Sn3 Layout

Hon3 layout in Vancouver, BC and two Sn3 layouts in Seattle. On the drive back from Seattle I thought about this, and about some things happening locally. I found some preconceived notions going up in smoke. I have always thought of narrow gauge layouts as exquisite examples of craftsmanship, particularly scenery and structures, but usually without

operating purpose. Kind of like thinking that all O Scale layouts lack scenery. Someday I'll learn. Or to put it properly, now I have learned.

The three narrow gauge operations in Vancouver and Seattle were formal Operations

SIG events, part of PSX 2004. Brian Pate's HOn3 Klondike Mines Railway, Brian Ellerby's Sn3 Copper River and Yukon RR, and Paul Scoles Sn3 Pelican Bay Railway and Navigation Co. all provided hours of excellent and prototypical operations. These were layouts that have clearly been designed from the beginning to be run like the real thing. Boomer crews descended upon them, ran amuck, and walked away smiling!

Lessons learned? All three layouts used DCC or earlier command control. I don't think the railroads could have been run with such intensity and with so few problems, if the guests had not been able to concentrate on running their trains and instead had to worry about block control.

Size matters. Brian Ellerby's steam era Sn3 had arguably the smoothest equipment I have

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*Presentation
can really help
carry the day.*

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ever had the pleasure to run – even though I remain a diehard fan of Atlas / Kato diesel mechanisms in HO! Part of the reason for this is mass – the Sn3 models are very similar in size to HO scale.

Presentation can really help carry the day. Paul Scoles is well known in the narrow gauge community for his wonderful scenery; Brian Pate is a several time over award winner for his structures, and Brian Ellerby (Mr. Evergreen Styrene) does things with that medium that make me want to cry! None of the three layouts needed a crutch to support a fine operating scheme and excellent construction; but each was enhanced by really good scenery and structures.

Down here in the PCR, there are at least two operations oriented narrow gauge layouts: Dave Adams' On3 D&RGW Durlin Branch and Jim Vail's Hon3 Glenwood and Black Creek...

What does all this have to do with the Santa Cruz Northern? As my daughter Susan said to me just last week, "Papa, you're not going to tear down your railroad like everyone else, are you?" I reassured her that no, I wasn't going to tear down the SCN. Still way too much to do with it. But, I reminded her, we are finally going to build the new railroad in the backyard.

And it will be Narrow Gauge, and it will be operations oriented, and it will be modeled after the Sandy River and Rangely Lakes RR between Strong and Kingfield Maine. 1:20.3 scale, and I think, 32mm gauge; this works out to within an inch of 24" gauge in F Scale – time to look up the new Large Scale standards again and see what is what! 32mm is nominally O Scale, which of course was originally called "0" (Zero) Scale being #1 Scale – this should really be an interesting scale / gauge combination to explore. There actually is stuff being manufactured in it...

I figure the junction, station and yard at

Strong will be between 30 and 35 feet long; NWSL will get some business for their Magic Carpet drives for railbuses 4 and 5; an outside frame Forney is going to take a bit of doing... the Agent-Operator at Strong, E. O. Newell, will be a really busy guy once we start up sessions!

This will be a family project over the next 3 to 5 years (at least!) and maybe we'll talk about it again sometime in the future. In the short term, I think I need to register for the Narrow Gauge National down in Santa Clara at the beginning of September.

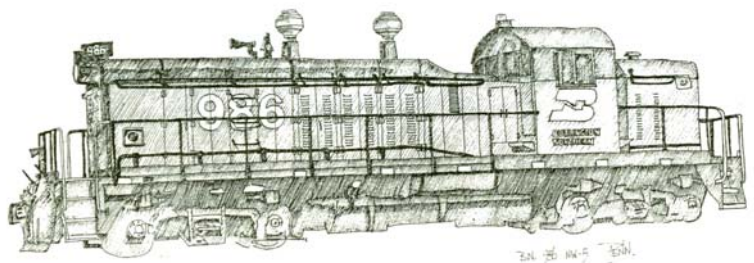
In the meantime, I have several other projects on the SCN to get back to. Narrow Gauge Fever, indeed!

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President's message

and suggestions to us and invite you all to attend the midyear BOD meeting at the Sheraton Hotel in Concord. Please submit your ideas to the officers beforehand.

The 2004 NMRA convention in Seattle was very entertaining and informative. As usual I did not have enough time to attend all the clinics or participate in all the activities I would have liked to experience. The clinic program which emphasized prototype layout design and DCC control reflected current trends in the hobby I enjoyed renewing acquaintances with old friends and making new friends.



“Official” NMRA Press Release

July 10, 2004
For Immediate Release

NMRA Members Approve New Regulations

Seattle, Wa.< By an overwhelming margin, members of the National Model Railroad Association (NMRA) have approved the organization's new regulations. The vote was 2,221 for and 536 against.

The regulations, which replace the amended 1935 constitution and by-laws, will be implemented over the next 18 months. They are part of the NMRA's Long-Range Plan, which is intended to make the organization more responsive and relevant in the new century.

"This is an exciting advance for the NMRA. The members have told us they want an organization that is dynamic and responsive to their hobby. These regulations will help us to accomplish that goal," NMRA President John Roberts said. "The NMRA is dedicated to growing and improving the hobby. The new regulations affirm the association's unity as one body representing all aspects of our great hobby."

The largest organization in the world

representing model railroaders, the NMRA was founded in 1935. For more information about the NMRA visit its Web site at www.nmra.org.

Also, here are some new appointments:

Membership Promotion--Clark Kooning

MAP--Dave Berman

Scale Rails Publisher--Larry DeYoung

Development--Allen Pollock

Industry Liaison--Allen Pollock

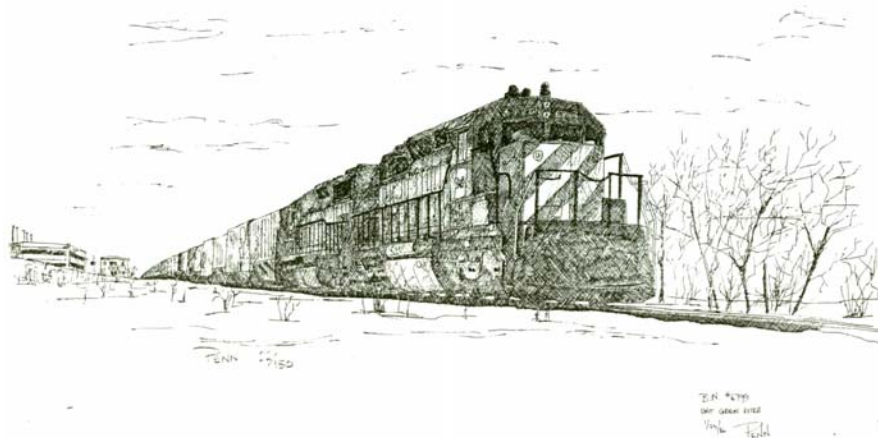
RAC Organizing Committee--Bob Gangwish (chair), Bob Beaty, Jim Packer

Nominating Committee--Eric DerVinis

Nominating process for the new Board of Directors will start now, with elections to be held in winter, 2005. The new BOD will be seated in Cincinnati on or about July 1, 2005.

Also, the Database Steering Committee has begun work, and intends to have the new database up and running by July 1, 2005.

Mike Brestel



PCR CONVENTION DEVIL MOUNTAIN - 2005

May 11 through May 15, 2005.

The *DEVIL MOUNTAIN 2005* Committee has planning in full swing to assure a successful convention.

DEVIL MOUNTAIN 2005 will begin at 1:00 pm on Wednesday, May 11th with clinics and the PCR Board Meeting. Clinics will continue daily through 10:00 pm Saturday evening.

Clinic Chairman Ted Moreland is busy lining up a full schedule of clinics that will educate and entertain! Look for clinic announcements soon!

Proposed prototype tours are still in the stages of finalization, but are planned to include:

- A complete Bay Area Rail Excursion to circle the bay utilizing BART, ACE Rail, CalTrain, SF Muni LRV, Cable Car and Amtrak.
- Tour of BART Concord, CA Maintenance Facility.
- Tour of facility and rides over the Roaring Camp & Big Trees RR, Felton, CA.
- Dinner aboard the Napa Valley Wine Train.
- SF Muni shop tour.
- California Railroad Museum tour via Amtrak California.
- Tour of and Rides over the Redwood Valley Lines, Tilden Park



There will be manufacturer's / vendor for your viewing pleasure. The show will be open to registrants on Friday, Saturday and Sunday with a public show on Saturday and Sunday.

And don't forget the last day of the convention, Sunday May 15, there will be the PCR Annual meeting and Train Show held at the hotel, and a **"Banquet in the Park"** to close the convention. The

"Banquet in the Park" will be held at Larkey Park in Walnut Creek, home of the WCMRS. And the cost of your **"Banquet in the Park"** is included in the price of registration!

In conjunction with the Banquet, the adjacent 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 can begin at your leisure.

The committee is still 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 John Wondolleck at wondojt@aol.com, or Bob Ferguson at 925.228.6833 or bobpcrd@aol.com.

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ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

MASTER BUILDER – MOTIVE POWER

Given the continuing stream of new super-detailed diesels and steam engines which flow into our hobby each year, it would not be surprising if the amount of scratch building of locomotives continually decreases in direct proportion. The Master Builder – Motive Power certificate includes a requirement to scratch build a locomotive and that requirement may mean that this certificate is one of the hardest to earn.

(Although I'd say that earning Association Volunteer certificate is much more time consuming!) Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

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

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

- All of the models must be capable of self-

propulsion.

- Each of the models must score at least 87½ points in an NMRA contest or under the AP Merit Judging program.
- Each of the models must be super-detailed with either commercial or scratch built parts.

Motive power refers to any type of steam, diesel, or electric locomotive, traction unit, maintenance vehicle, or other type of self-propelled vehicle which runs on track.

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

In addition to being super-detailed, at least one of the three models must be scratch-built. To qualify as scratch built, the model must contain the following scratch built items:

Steam locomotives - Frame, boiler, cab, tender frame and body, and either valve gear or main or side driving rods.

Other motive power - Body, frame, cab, truck side frames, and pantograph or trolley poles if applicable.

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

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Redwood Empire Division Report

By Steve Skold

Our Vallejo meet is history. Everyone attending had a good time operating trains. Being so close to the PCR Convention, no one had much energy to put on any kind of program. Gus was having so much fun that he neglected to jot down the names of the door prize winners.

A number of RED members hit the road for Seattle and the NMRA Convention July 4th to 11th. Carol and I were there and I also saw Mary Moore-Campagna and Gus Campagna, Bill and Kitty Wells, Ed Zakerekis, Bill

Kaufman and Jim Providenza. Carol Skold, who had the Best in Show quilt at Napa, received the first place trophy in her class at Seattle. The quilt has now been retired to the back of my Jeep Liberty. Verne Alexander made it as far as Grants Pass, came to a sudden halt and had to return to Petaluma for a new car.

Our next meet is the annual picnic meet on August 8th at the Westside Farms on the Russian River between Healdsburg and Guerneville. Ron and Pam Kaiser will be hosting us with hot BBQ's and a relaxed atmosphere. Pam will have two horses hitched to a wagon for rides around the property. She has two Shires and two Percherons to do the pulling. We also visit Ron's new layout room, a converted pole barn that is 20'X30' and will house his version of the WP from Quincy to Portola.

Our Fall meet will be in Santa Rosa at Monroe Hall out on West College Ave. This will be our first meet at this venue. Tentative clinics are by Brent Smith on the Folsom Turntable and by Steve Skold on using computer generated signs with adhesive backed photo paper. The special door prize will be a copy of the book on the Florence and Cripple

Creek. This will be the swan song for Shirly Mentzer who has provide us with sandwiches, cookies and coffee for the last several years. We are looking for a volunteer to continue on

the tradition. There may be a visit to a home layout after the meeting.

Many of us will attend the National Narrow Gauge Convention in September. The layouts of Don Cabrall, Bill Wells and Steve Skold will be open for the convention on Sunday September 5th.

Our next meet is the annual picnic on August 8th at the Westside Farms on the Russian River between Healdsburg and Guerneville.

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“scratch built”. In general, the same standard applies that is used in contest judging: “Completely Scratch built” means that 90% or more of the model was scratch built. (But you still need to scratch build the specific items listed above.) This means that in contest or merit judging, the model you are claiming as “scratch built” should have earned at least 11 points in that category out of a possible 15.

Once you complete these requirements, submit a Statement of Qualifications (SOQ) which identifies the models and the commercial parts used, etc. The easiest way to do this is to enter the model in a Divisional, Regional, or National modeling contest and simply attach a model contest form which includes this information and also documents your score. Send the completed SOQ to your Divisional AP representative, **along with a photocopy of your NMRA membership card** and you are on your way toward another certificate!

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 27.

NCNGRR

(**Northern California Nameless Group Round Robin**)

By Bill Kaufman

A new kid showed up at our round robin this week: John Ames, son of Debbie and Stan Ames, is out here to study engineering at UC. Jim Providenza had met him at the Seattle convention and had promised to introduce him to the round robin.

We met him in Berkeley and led him to Otis McGee's layout in the Oakland hills. After a quick orientation, Otis set him to work doing something. When we were wrapping up and getting ready to go home, Jim started to explain our rules (there is only one real rule, "It's my layout and we'll do it my way"), membership requirements ("If you show up more than two or three times, you're a member. If you quit coming, you're not one"), and organizational structure (We try to figure out where we are going to be next week before everybody goes home).

I am still thinking about the future of the NMRA and this started me mulling over the organizations that I am part of in model railroading: how they come together and how they function.

Scott Kew and Bobby Curtis started our round robin long ago. (Bobby has wandered away and is calling round dances now.) I found it through Jim Providenza who found it through Morgan Trotter whom he met at Gunning's Hobby store. I don't know how Tom Combs found us, but he found Chuck Ditlefson who lives near him and bumped into Otis McGee at the Long Beach convention. Otis brought along Philip Smith. Scott found Phillip Smith (no typo. We have two guys with the same name, one with one "l" in his name and one with two.) Ron Buckwalter, Clark Stewart and Vern Alexander,

from a Sonoma county round robin, have started joining us regularly. The "Padre," Dick Anderson, was referred to us by a member of his church who knew me.

So there are eleven of us. Well, twelve if you count Morgan's girlfriend Justine who comes and works regularly and thirteen if John comes back with six layouts more or less.

We just lost one. Scott had to tear down his large SP themed layout based on the run from Dunsmuir to Black Butte. We worked on this one from the time he was drawing the plans until its final days this June. It was too bad it had to go but his mother was selling the house.

Jim Providenza has the best known of our layouts. His operations-oriented Santa Cruz Northern has been featured in many issues of *Railroad Model Craftsman*, *Model Railroader*, and other magazines. Keller did a video of it a number of years ago. Jim's is a double deck pike that fills about two-thirds of a garage, strongly influenced by WP diesel practice. Operationally it is based in the '70's with a wide variety of through freights, drags, locals, varnish and work trains, and uses TT&TO.

Tom Combs had his layout begun by a professional builder, but became disenchanted with the way it was going. He, and we, have been changing, fixing, rewiring, and building new scenes ever since. There is some really breath-taking work on this and some electrical puzzles that just won't go away even though we have over to DCC. Tom himself was an engineer, partially on Amtrak, and loves to watch passenger trains in operation. The layout

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fills a space under a garage which slants up from three feet to eight feet. He added a room about ten by twenty to the back of the garage and we are in the process of filling that with freight yards, passenger yards and staging.

Chuck Ditlefson is a great rarity, an O-scaler with scenery. He filled a spare bedroom with the two rail trains that he collected and inherited from his father. One day he was silly enough to invite the group over and we did some scenery in anticipation of an open house. He liked it and had us do some more. Now he has filled some more of the basement with staging and is talking about a second deck. Typical O gauge guy, he runs everything from steam to diesel.

My layout is a fourteen by fourteen freelance short line set somewhere in Northern California, 1929 with Heislars, Climaxes and 0-6-0s. Short trains and sort of funky. It's about to be torn down and replaced with a model of the State Belt in San Francisco.

Philip (one "I") is building his first layout. He finds himself full of questions and rebuilding as he fills a space about 30' by 15'. First level bench work is up and track is about to be laid. It will be a nice steam era SP&S influenced layout running approximately out of Portland and up the Columbia River.

I've mentioned the jewel that Otis McGee is building. He built a new house with a four car garage. Over the garage is a train room. He asked John Armstrong to design a layout and, in one of the last designs he made, Armstrong sent him back a twice around the room mushroom layout from Dunsmuir to K-Falls. Otis builds fast and the bench work, roadbed, and track are done from Dunsmuir to Black Butte. It is very much a "Plywood Pacific", but by the time you get this he will have had two operating sessions.

All in all the round robin feels like a bunch of friends getting together once a week to work on stuff and maybe that's all it is. Nobody particular is "in charge" and there is no

particular agenda.

On the other end of the spectrum, as editor of this rag, I am part of a couple of very formalized organizations, the NMRA and the Pacific Coast Region. Quite clearly there are elected officials and rules and by-laws, treasurers and all that sort of thing. I'm willing to admit that I don't participate nearly to the level I should unless it is my toes that are being stepped on. I am very thankful for Ray DeBlicek, Gene Mayer, Dave Connery, Gus Gampagna, and the others who make those things go and I don't have to. On the simplest level, without them I wouldn't have anything to edit. But the national seems very much at sea about its purposes in the world.

Somewhere in the middle is the new BayRails committee. There are only six of us. We haven't any President or formal officers, but the goal is clear. Next March and every two years thereafter we are going to put on an operations weekend similar to "Prairie Rail" in Kansas City. We grew out of a group that put on "ProRail" a couple of years ago. That group was based in the LDSIG and the OpsSig.

I have been on a couple of regional convention committees and one national convention committee. These have a great deal of both purpose and organization because they are, in essence, running a small business.

So what's the point of this? I suppose that there are many models for how the hobby can be brought to more people. Not everything has to be done in large, boring committees. The SIGs seem to manage with a very minimum of organization and overlay and a maximum of purpose.

I guess that is what I am hoping for out of all this "reorganization" talk: something that feels like a bunch of friends working together on a common task.

Oh! Well! I'm still waiting for the Tooth Fairy.



THE DEAD RAILROAD SOCIETY RIDES IN '04

By Ray de Blieck

It all started five years ago when a group of friends attended the 1999 NMRA convention in St. Paul, Minn. The idea was a railfan trip up to Duluth. That single day trip resulted in the birth of the "Dead Railroad Society." From those humble beginnings, a tradition has grown. The lure of Dead Railroads is becoming commonplace at regional and national NMRA events. 2004 was to be no different as more than a dozen DRSErs met in a Seattle hotel lobby. The goal that day; trace the old Great Northern Line. Of particular interest was the original Cascade Tunnel.

Opened in the 1890's, the biggest natural obstacles the GN had to cross were the Rocky Mountains in Montana and the Cascades in western Washington. The Cascades rise from near sea level to over 10,000 feet in a relatively short distance. The lowest place to cross is at the 4000 feet elevation of Steven's Pass, about 60 miles from Seattle. The problem was that due to the steepness of the mountains, there was very little room for the railroad to climb. The line initially got over Steven's Pass utilizing switchbacks. For a transcontinental railroad, this was an unacceptably slow way to move freight or passengers, even in the late 19th Century.

In 1900, the first Cascade Tunnel opened. It was almost 2 2/3 miles long, and required a very slow, steep climb to get there. This tunnel lasted in service only 29 years before being replaced by the currently still being used, "New" Cascade Tunnel. Much of the grade was removed, as were many sharp curves. The new tunnel is at a much lower elevation and almost eight miles long. As with most abandoned railroads, the old

tunnel was just left to rot. Eventually it would fall into such disrepair, that the mountain would just fall in on it.

The task of the Dead Railroad Society was to find both ends of the Old Cascade Tunnel. We had 14 members slated to assist in that search. One was our "ace in the hole." Dave, who knew the area, and was going to serve as our tour guide. None of the others knew how to find the tunnel

and only one other had ever visited the site.

But alas on this day, fate would intervene. First three members discovered schedule conflicts and had to drop out. Then Dave, our tour guide, who was also one of the drivers, was almost an hour late. We loaded two cars and sent them on their way. All were to meet up in Everett, about 40 miles distant from convention HQ.



Upon arrival in Everett, cell calls confirmed the bad news. Dave was a no show and the remaining three back at the hotel were out also. We were down to seven; our fearless leader, Bill Schaumburg, Ray, Eric, Ed, Doug, Linda, and Ken. Totally unsure of exactly where we were going, we grabbed lunch, watched some switching in the BNSF yard, and then headed east, up into the mountains.

We knew the tunnel was well off the main highway, but none of the seven of us knew exactly where they were. We knew where the new tunnel was, that was easy, but the old tunnel was in areas that had been overgrown by trees and rock slides for almost 80 years. We also knew there was something called the "Iron Goat Trail"

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under construction. It was to be a hiking path along the old GN right-of-way, but we had no idea how to get there either.

Soon the mountains were ahead and we could see the low spot that was Steven's Pass. We started searching based on where we thought the tunnel should be. We couldn't find it, but boy did we see some amazing scenery. After a while, we came to the East end of the new tunnel and asked a couple of railroad employees if they knew where the old tunnel was. "Sure," they said, and proceeded to give us what sounded like pretty good directions. They also confirmed that the old tunnel was still open, never having been plugged. It was about 2:30 PM by this time.

We initially started searching for the East end of the tunnel. We turned off the main highway onto a Forest Service gravel road as we had been instructed. It led to a couple of trailheads, and eventually crossed a mountain pass. It was positively breathtaking as we looked down into a deep valley. We were five miles off the highway, looking down probably 2000 feet, into what we would discover was the valley where the East portal actually was located. Unfortunately, we didn't figure that out till later. We decided to go back to the highway and try for the West portal. It was at that point that we discovered that the directions we had received were much better than our ability to follow them.

We had turned one road too soon.

We drove on back to the summit and found the old highway. We were pretty confident we were on the right track (sorry for the pun). So, down into the valley we went. A little over three miles, later, we looked across the valley and spotted some concrete structures on the opposite valley wall. Sure looked like snowsheds (as it turned out, they were). We were certain we had gone past the tunnel portal. We backtracked about a half mile and went down a gravel road we had passed earlier.

I was driving the lead car with Bill following. About a quarter mile down this road, I happened to look to my left and noticed a concrete structure. It looked like some sort of wall, and was about 10 yards off the road in the trees.

I stopped immediately. Bill and the rest in the second car must have thought I was nuts as I almost fell out of the car and scrambled up a small hill, where I stood jumping up and down and pointing. There in front of me was a large flat concrete wall. Above a curved opening high on the wall was written one word. "CASCADE." We had found it. We drove a short distance down the hill to a small parking lot where we found that Iron Goat Trail I mentioned earlier. We followed it past a couple of concrete foundations, and the footings for the old water tank. Then the trail went around a corner and right into the tunnel. It was an indescribable feeling as I walked into the tunnel and felt the cool air rushing out.

I'm not sure if it is possible to walk all the way through the tunnel. Signs certainly warn about the potential hazard. But even if one were to ignore those warnings and try it, that would require a hardhat, a good flashlight (and extra batteries), and warm clothing, as well as some good boots, as there is water seeping into the tunnel. In any case, any thought of walking through will have to wait for a future visit. It was now 4:30 PM and we only had enough time to take some pictures and head back to town where Bill and Ken had a previously scheduled commitment. The final result was a great day with a most satisfying outcome. On the down side, we did have to suffer through watching and photographing a bunch of those annoying "Live" trains. But on the plus side, how can it ever be better than trains and great friends?

Look out 2005. The Dead Railroad Society is coming.

Trains in the movies

John Longhurst

(originally written for *The Lantern*, the newsletter of the Winnipeg Model Railroad Club ed.)

November saw the arrival of *The Station Agent*, a movie about a man who works in model railroad store and inherits a real train station. It got me to wondering: What other movies have featured trains?

A lot of them, apparently. According to www.spikesys.com/Trains/rly_movs.html, there are 246 movies that have enough railroad action in them to qualify as a train movie. A search of the Internet Movie Data Base (imdb.com) and a check on the model railroad group on Google produced a more manageable list, including the information below. I have not seen most of these movies; I'm relying on information provided by others (so don't blame me if there's not as much train action as you hoped). Also, I make no guarantees about the quality of the plot, or even that these movies have a plot. But it doesn't matter, since we're only looking for trains, remember?

As an aside, I note that a number of the movies made in the 1950s and early 1960s feature a collision between trains. This was obviously before anybody realized that saving vintage locomotives might actually be a good thing.

Anyway, here, in no particular order, is the list:

The Train (1964), starring Burt Lancaster, a WWII film about an engineer who tries to keep the Nazis from using a train to steal French art. The most spectacular scene features a collision between two steam engines; the incoming train was traveling much faster than expected (60 miles per hour), and the resulting collision

forced the cameramen to run for their lives.

Silver Streak (1976) with Gene Wilder and Richard Pryor, about a man who sees a murder on a train during a trip from Los Angeles to Chicago. The train shots were actually filmed on CP Rail tracks with CP Rail equipment in southwestern Alberta (at one point, apparently, when the train passes a small town you can see a grain elevator marked "Alberta Wheat Pool.") The train is pulled by the fictitious AM Road FP7A 4070, which was actually CP Rail 4070.

The Titfield Thunderbolt (1953), a British comedy from the 1950s about a group of villagers who rescue their branchline when British Railways decides to close it. The star is a locomotive built in 1838 and apparently still occasionally operated today.

The General (1927), a Buster Keaton silent movie based on a true story from the U.S. civil war. Keaton played an engineer with only two loves in life: His locomotive, *The General*, and his sweetheart, Annabelle. When his locomotive and Annabelle are stolen by northern raiders, he sets off in pursuit in another locomotive. The movie features footage of vintage American 4-4-0s, with one of them falling off a burning bridge into a river far below. Hollywood legend has it that it still lies rusting there today.

If you like narrow gauge trains, there's *Ticket to Tomahawk* (1950), about a race between a narrow gauge train and stage coach in 1876 Colorado, and *Denver & Rio Grande* (1952), about two railroads competing to see which can be first to build a narrow gauge line through a Colorado mountain pass. It features a spectacular head-on crash of two vintage locomotives.

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Boxcar Bertha (1972). During the depression, a union leader and a young woman become criminals to exact revenge on the management of a railroad. Lots of riding in boxcars by a woman named Bertha, apparently.

The Railrodder (1965), a 24-minute short film from the National Film Board of Canada. In this, Buster Keaton's last movie, the old silent-movie star crosses Canada on a jigger. Also check out *Buster Keaton Rides Again*, a documentary about the making of *The Railrodder*.

Danger Lights (1930), in which the tough boss of a railroad yard befriends a young hobo. Shows steam action on the Milwaukee Road and features a tug of war between two steam locomotives.

Murder on the Orient Express (1974), where famous detective Hercule Poirot solves a murder on the Orient Express. Real Orient Express trains were used for the movie.

Von Ryan's Express (1965), stars Frank Sinatra as the leader of a band of escaped WW II POWs who steal a train in Italy and take it into Switzerland.

Emperor of the North Pole (1979). Set in the Depression with Ernest Borgnine as a mean railway conductor who has sworn that no hobo will ever ride his train. Lee Marvin is the hobo who sets out to prove him wrong.

Runaway Train (1985). Two escaped convicts and a female railway worker in Alaska find themselves trapped on a train with no brakes and nobody driving. Lots of railroad

inaccuracies, but remember what I said about plots.

Breakheart Pass (1975), about a train of medical supplies being sent through the Rocky Mountains to a U.S. army fort. Murder and mayhem ensue.

The End of the Line (1988). When a railroad decides to close a yard in rural Arkansas, two railroaders "borrow" a locomotive and take it to Chicago to confront the president. Movie reviewer Roger Ebert didn't like it for a number of reasons, including the fact that there are "far too many shots in which it [the locomotive] chugs up the main line." This means, of course, that we would like it very much, a point Ebert concedes when he also writes that "if you like trains, you may enjoy this movie just because it has such handsome trains in it."

It Happened to Jane (1959), with Doris Day as a businesswoman who ships lobsters by rail. An important shipment in a box car gets sidetracked by a callous large U.S. railroad and the lobsters die, starting a chain of events in which Day ends up taking her lobsters to market by herself—using her own locomotive.



GOLDEN STATE MODEL RAILROAD MUSEUM EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

On our large HO layout, trains originate in Oakland, either in the Mole or the Oakland yards. SP and ATSF trains head eastbound on their respective rights of way towards Martinez. The ATSF passes Collier and crosses the John Muir trestle at Martinez, there disappearing from view, while the SP visits the Oakland 16th Street Station, passes Ozol before reaching Martinez, joining the Cal-P route, reappearing at Davis and then crossing the Yolo trestles, the Sacramento river and reaching the Sacramento station before being routed by the Elvas Wye. WP and SP trains also head eastbound from Oakland via the Altamont route, working their way through Newark and Niles Canyon on their separate rights of way, through diamonds at Niles and Pleasanton and up through Livermore to the pass and then down to Stockton and Elvas where routings diverge to Roseville and Sacramento. From Elvas the SP route continues to Roseville and on up towards Donner through Auburn and Colfax, finally reaching hidden Truckee beyond Donner Pass across the Sierra Nevada (some 12' above the walkway).

It takes more than half an hour real time to run a train around the layout at prototypical speeds. Check out the new scenery at Donner Summit including the old Highway 40 Bridge and the 'Chinese Wall'.

Exiting Oakland on the Altamont route the main lines pass the HO Trolley version of the Piedmont/Broadway area of Oakland in the late 1920's, with its centerpiece model of the Key Route Inn and prototypically correct traction equipment in operation. At the other end of the layout, realistic HON3 logging routes mimic the California and Nevada Railway if it had been completed as planned. Narrow gauge trains are

seen in the Sierra Nevada scenes, particularly at Colfax and in the Auburn area replicating prototypical operations.

The HO layout is set in the mid-50's or transition era; nonetheless, different themes are featured on operations days and you will see trains from all eras from steam to the most modern diesel drags. The same is true with passenger operations, so you might see AMTRAK of different eras or famous trains like

the Daylights, Lark, Owl, Senator, Zephyr, Golden Gate, the Chiefs and City of San Francisco. A diagram of the layout can be found on the website at

www.gsmrm.org which has further information, a maps and photos

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA and is open on Saturdays and Sundays from 12 noon to 5 PM; (operations scheduled only on Sundays and summer holidays) from the first weekend of April, through the end of December 2004. The public and other model railroaders are welcome to visit us on Friday evenings from 7:30-10 PM, our regular work and meeting night. We continue to look for new members to build and run our public layouts. Admission on Sundays is: Adults \$3; Seniors and Children under 12 \$2, with a family maximum of \$7. No fees are collected except on Sundays and the indicated holidays.

Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 PM). For other information, email John Edginton, PR Director, at jedginton@edg-law.com, or Jim Ambrose, EBMES President, at JMAM@chevrontexaco.com



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.

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. 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 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 <http://www.nvmrc.org>

NITTY GRITTY NARROW GAUGERS

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

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

SACRAMENTO MODEL HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to dmegeath@aol.com; web site <http://www.smrhs.com> Modeled as the Sierra Central Railroad, both HO and HO_{n3} 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

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

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 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 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 or 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



**MEMBERSHIP APPLICATION
PACIFIC COAST REGION**

8/04

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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
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- NMRA Affiliate and PCR at \$29.00
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- 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.

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Scale _____ Type of Pike _____

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– 2007 (in Coast Div.)	(interim planning Kevin Hurley and Dave Loveless)		---
– 2008 (in Daylight Div.)	John Houlihan	(559) 435-0874	rubyjohn@comcast.net

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– Redwood Empire Division	Steve Skold	(707) 539-1782	SandCSkold@aol.com
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Calendar

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

Stanislaus Model Railroaders and Historians 21st
Annual Show and Swap Meet, Saturday,
October 23, 2004, 9 am to 3 pm. Oakdale
Community Center, 250 North 3rd Street,
Oakdale, California. Brand new HO scale
layout and hourly raffles. Donations
accepted. Mike Burghardt 209.847.7866 or
James Anglin 209.521.6904.

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