

BRANCH LINE

NMRA'S FIRST REGION

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Table of Contents

President's Message	1
View from the Left Seat	3
Highlights of the BOD	5
Made in the PCR	6
Editor's Notebook	8
How Do You Have Fun	9
LD/Op SIG News	10
LD/Ops Weekend	11
Tales of the SCN	12
Devil Mountain Convention	14
Coast Division	17
Registration Form	19
National Narrow Gauge Conv.	20
Achievement Program	22
RED Report	23
Alderpoint	24
A Letter From Pat	26
New PCR members	29
East Bay Modelers	30
Club Info	32
Membership Application	34
Callboard	35
Calendar	36

President's Message

Gene Mayer

Now that the new NMRA regulations have established a single membership concept we must amend the PCR bylaws to conform to the national regulations. The bylaws committee is drafting proposed new bylaws as I write this message. The committee will have presented them to the PCR Board of Directors at its November 6 midyear meeting. I understand that your editor has agreed to print Rich Kolm's summary of the meeting in this issue of the *Branch Line*.

The bylaws committee is drafting proposed new bylaws as I write this

The membership will be asked to approve the amended bylaws at the May 11, 2005 annual business meeting in Concord. The proposed new bylaws will be posted on the PCR web site after they are approved by the Board. Members without internet access can obtain a printed copy of the proposed bylaws from Bylaws

Chair Dave Connery or Secretary Rich Kolm.

My biggest concern with the new organizational structure is how to fund the region's ongoing programs. The regions are now prohibited from collecting dues. Initially we heard that the regions would receive \$3 for each NMRA member. While most regional presidents thought that amount was insufficient, I understand that the NMRA Board of Trustees (BOT) is now considering a lesser amount. It sounds to me that some of our leaders favor a strong centralized organizational structure rather than encouraging growth of the regions and divisions.

In my opinion the only way we can reverse the downward membership trend is by promoting and improving local activities to attract new members and retain existing members.

(Continued on page 2)

Branch Line - 2

(Continued from page 1)

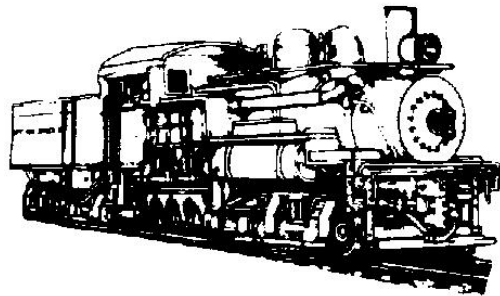
Hopefully the NMRA BOT will take that view during its January, 2005 midyear meeting in Phoenix.

The PCR Finance Committee (V.P. Dave Connery, Treasurer Larry Altbaum and myself) will submit a proposed 2005-2006 budget to the BOD at its November 6 midyear meeting in Concord. Our biggest expenditure is the Branch Line which is the primary contact most members have with the region. I do not want to reduce the size of our fine quality Branch Line. I suspect the Board may need to consider the need to establish a subscription fee in lieu of dues.

Currently PCR's annual receipts from dues and interest earned on capital accounts do not cover our operational expenses. We were probably facing the need for a dues increase if the new regulations had not passed. Other regions have turned to alternative sources of revenue including sponsoring train shows, selling models

of prototype cars and seeking public donations.

As PCR president I am a member of the Regional Advisory Council (RAC). The RAC members will elect a member of the new NMRA Board of Directors to represent regional interests. I understand there was some disagreement concerning regional relationships and NMRA support during the Seattle BOT meeting. Hopefully the BOT and ultimately the new Board of directors will provide greater support to regions and divisions. PCR needs to (1) work with the national board to develop an effective organization and (2) continue implementing the PCR long range plan.



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VIEW FROM THE LEFT SEAT

By

Dave Connery, PCR Vice-president

We are living in interesting times in PCR and NMRA. We have recently approved a massive change to the way the national organization is run. People at all levels were unhappy and it will be interesting to see if the plan we voted in will cure these ills. Time will tell.

Here in PCR we are faced with another problem, one that is serious and **is not** connected to the NMRA changes. The problem I speak of is spending more than we are taking in.

You can't do it in your personal life without dire results and we, as an organization, can not do it without paying serious consequences in the near future. We have been lucky that we have had adequate reserves to pay our bills the past two years, but we must fix this problem soon!

Your Board of Directors has been reluctant to talk of increasing dues but at each meeting, a review of costs shows no place to be more efficient and nothing to eliminate without seriously impacting services you as members receive from the Region. The content of our newsletter is equal to the best of the other regions and vastly better than most – we have managed this by sticking with a relatively low-tech approach to newsletter publishing. Realistically, a dues increase is over due by about a dozen years!

To help myself come to terms with this viewpoint I went back and compared PCR dues with changes to the Consumer Price Index (CPI). This data is available through the

Bureau of Labor Statistics (it is used to determine government Cost of Living increases) and I think it closely resembles the cost changes most of us have faced.

While I was originally going to compare things back to 1960, probably back as far as most of us can remember, it turns out the current CPI is tagged at the cost of living in 1967 = 100. Actually, starting the analysis in 1967 makes sense, PCR dues (and NMRA dues) had been increased in 1965, so we are not starting at a dues increase point but somewhere between increases.

Here in PCR we are faced with another problem, one that is serious and is not connected to the NMRA changes.

The enclosed chart is by year and shows the CPI, actual PCR dues, what dues would be if they had been "indexed" in 1967 and the average number of pages of the Branch Line. For kicks I have also included the NMRA figures as a point of reference but I would like to focus your attention to the PCR figures. (While my original chart shows every year, to simplify things for printing I have included only data from every third year and show the first 6 months 2004 data .) Note that the actual dues and the "indexed" numbers follow remarkably well until about 1991.

Since that time PCR dues have been flat (our last dues increase was in 1987) while we have greatly expanded our Branch Line content. This is in the face of increased postage and printing costs. The analysis shows that if PCR dues had been indexed they would now be about \$8.50 per year. If our dues were \$8.50 we would have eliminated 2/3rd of the 2002 and all of the 2003 operating deficit!

(Continued on page 4)

(Continued from page 3)

A special thanks to Rod Smith, who spent most of a rainy Saturday afternoon helping me compile much of this data from the Branch Lines and Bulletins in his personal library.

How do these costs track with other hobby expenses? I was able to find several HO cars advertised in 1967 and still available today. An Athearn Single Dome Tank was \$1.98 then and the index would say it would now cost \$11.13 but it is advertised in the Walthers Catalog for \$5.75. Similarly their Center Flow Hopper was \$2.98, would be indexed now at \$16.75 but is listed for \$7.75 and MDC's Old Time Boxcar was \$2.85 and would be indexed at \$16.02 but is listed for \$8.50. PCR membership is not really much like the costs of producing a plastic car so I also compared the costs of some hobby magazines.

In 1967 RMC and MR sold for \$.50 a copy, which would index at \$2.81, but the cover price is now \$4.50 for RMC and MR sells for \$4.95 a copy. Both magazines have about twice the page count today as back in 1967 and both feature full color where in 1967 they were basically black and white. While a

few hobby items may not be as expensive, a perusal of what is now available would clearly indicate full participation in the high tech model railroading hobby of today is considerably more expensive than the CPI would predict. Things are a lot better – but more expensive!

With the changes taking place nationally there is no plan for a PCR dues increase immediately. However, as soon as we know how things will play out nationally we must make an increase in the operational revenue that supports our Region. **Be prepared!**

Year	CPI	PCR	Indexed	BL Pgs.	NMRA	Indexed	Bul Pgs.
1967	1.000	\$1.50	\$1.50	8	\$5.00	\$5.00	44
1970	1.163	\$1.50	\$1.74	10	\$5.00	\$5.82	54
1973	1.331	\$1.50	\$2.00	14	\$5.00	\$6.66	60
1976	1.705	\$2.00	\$2.56	14	\$10.00	\$8.53	66
1979	2.174	\$3.00	\$3.26	14	\$10.00	\$10.87	64
1982	2.891	\$4.00	\$4.34	8	\$15.00	\$14.46	48
1985	3.222	\$4.00	\$4.83	8	\$20.00	\$16.11	52
1988	3.543	\$6.00	\$5.31	10	\$22.00	\$17.72	52
1991	4.080	\$6.00	\$6.12	14	\$24.00	\$20.40	52
1994	4.440	\$6.00	\$6.66	21	\$30.00	\$22.20	52
1997	4.808	\$6.00	\$7.21	24	\$32.00	\$24.04	62
2000	5.158	\$6.00	\$7.74	24	\$34.00	\$25.79	76
2003	5.511	\$6.00	\$8.27	42	\$45.00	\$27.56	54
2004	5.620	\$6.00	\$8.43	38	\$45.00	\$28.10	54



Annie Ogborn's Zoo Module from the Elsie's display at the National Narrow Gauge Convention in Santa Clara

HIGHLIGHTS

BOARD OF DIRECTORS MEETING

By Rich Kolm, PCR Secretary

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

President L.E. “Gene” Mayer called the meeting to order at 1:00 pm on Saturday, November 6 at the Concord Hotel in Concord. Present were all officers and directors, the trustee, and a few department managers and committee chairpersons. The agenda is available at the PCR website. (The “Concord Hotel” is the site of the PCR Annual Convention in May 2005, formerly the Sheraton Concord, and then briefly the Raddison Concord, and soon to be some other franchised name.)

Vice-President Dave Connery, Chairperson of the By-Laws and Manual of Operations Committee, presented proposed amendments to the By-Laws. The current PCR membership categories and dues will be replaced by those established by NMRA under its single dues structure, which may become effective September 1, 2005. PCR will receive a small portion of the single national dues and possibly some optional subscription fees, but those are yet to be determined by NMRA. The office of Trustee will disappear when the new NMRA Board of Directors takes office in July 2005. The new NMRA Regional Advisory Council (RAC) is already functioning (President Mayer is PCR’s representative). The Board accepted the proposed amendments and directed that they be presented to the membership for approval at the PCR Annual Business Meeting on May 15, 2005. Connery said the proposed amendments will be summarized in a future issue of the *Branch Line* and will be posted on the PCR website.

Vice-President Connery also presented proposed amendments to the PCR Manual of

Operations. These changes elaborate on PCR’s representation on the Regional Advisory Council, revise the sections on dues and fees, eliminate the Trustee position effective next July, and modify the role of the Membership Services Committee when single dues become effective. Connery said we should expect more changes next year as the NMRA further develops the new organization, membership classes, dues structure, and fees. The Board approved the amendments to the Manual of Operations, which take effect immediately.

Trustee Ray deBlieck reported on activities at NMRA, moving ahead with the Long Range Plan and reorganization of NMRA now that the new Regulations are in place. More details will come out of the Board of Trustees meeting in January.

The nominations of L.E. “Gene” Mayer for President and Dave Connery for Vice-President were received and certified to the Ballot Committee. The election ballots will be mailed with the *Branch Line* early next year.

Harold Mentzer, Convention Chairperson for “Napa Valley 2004” last April, reported that the convention is expected to break even financially. Treasurer Larry Altbaum pointed out that registration was lower than expected, but Mentzer and his committee did a good job of adjusting the program to balance with the finances.

Bill Swindell, Convention Chairperson for “Devil Mountain 2005” in Concord (May 11-15, 2005), reported that the convention, hosted by the Walnut Creek Model Railroad Society, will have some unusual features. The Convention will end on Sunday with a midday barbecue in the park next to the Walnut Creek club, which is

(Continued on page 7)

MADE IN THE PCR

by Dave Connery

*Morgan Hills Models On30 or On3 20'
Flat Car*

*and MacLeod Western On30 Carter Bros.
Swing Motion Trucks*

On30 is a rapidly growing, but very minor, segment of the hobby. This scale and gauge combination uses HO gauged track to replicate 30" gauge in O (1:48) scale. There were a number of 30" gauge railroads proposed or built here in the west, mostly to capitalize on the lower construction costs and usually in situations without much interchange of traffic. For years this modeling scale was for die-hard scratch builders who would build exotic motive power on HO mechanisms. With the entry of Bachmann into this market, first with "around the Christmas tree" sets and then with appropriate industrial sized equipment for the scale modeling community, the scale has taken hold.

Morgan Hills Models is a new company and this flat car is the first in what is projected to be a series of cars all based around this same basic frame. The cars, while freelanced, rely on basic car construction techniques used extensively a century ago, when narrow gauge fever was at its peak. The instructions with this kit are very complete with easy to understand drawings, taking you step-by-step, through the entire

construction and finishing process. It produces a beautiful flat car, one any narrow gauge modeler would be proud of. The unique thing about this car that although it is apparently of all wood construction, it has a steel weight hidden between two thin layers that comprise the deck. If you were not told about this, you would never be aware of how the car gets its weight.

I pre-finished all wood with an alcohol and India ink stain before beginning to build the car. Wood to wood joints were glued using carpenter's wood glue and detail parts were attached with ACC. Final painting was done using dry brushing to emulate peeling paint, with metal details getting some rust paint. I used Kadee #5 couplers, a standard for our Yosemite Short Line sectional layout group.

The flat car kit is available direct from Morgan Hill Models for \$19.95 less trucks and couplers. Their web site is www.morganhillmodels.com and snail address is 15909 Village Way, Morgan Hill,



(Continued on page 7)

(Continued from page 6)

CA 95037 or via e-mail directly to the owner, Jon Ceaser at jon@morganhillmodels.com.

I used trucks produced by Doug MacLeod under his company name of MacLeod Western. He has a wide assortment of On3 and On30 parts and trucks for western narrow gauge and short line railroads. Doug has a long history of promoting prototypical modeling in "O" scale and is currently involved in a Proto 48 portable layout. These trucks have injection molded plastic side frames and bolsters and replicate trucks based on a Carter Brothers design of a 4' wheel base swing motion (spring-less) style. I used wheels from North West Short Line. The trucks have a designed-in equalization system to keep all wheels on the rail on less than perfect track. I cleaned out the axle holes with a #55 drill bit held in my fingers, providing assurance the axle bearings allowed the wheels to spin freely. These trucks look and perform excellently and sell for \$8.50. While I got the trucks I used from Morgan Hill Models, they are also available at some hobby shops and via mail order from Coronado Scale Models in Phoenix, AZ. You can see a listing of the line of MacLeod Western railroad products at www.macleodwestern.com/train.html or contact Doug at 605 Martha Way, Roseville, CA 95676.



The O scale Idaho Hotel by PCR member Jim Harper took second place in structures at the National Narrow Gauge Convention

(Continued from page 5)

included with the registration.

L.E. "Gene" Mayer, Treasurer for "Overland Limited 2006" in Sacramento (May 3-8, 2006), talked about the convention being planned for the DoubleTree Sacramento Hotel, hosted by the Sierra Division, Sacramento Model Historical Society, and Sacramento Modular Railroad Club. Bob Warner will be the Convention Chairperson.

Director Ron Plies said he would like to begin a dialogue regarding model contests and how they are conducted. He wants find a way to encourage more modelers to enter the contests and will make a proposal at the next Board meeting to consider some different approaches.

Bob Ferguson, Membership Services Committee Chairperson, reported that he had to furnish NMRA a list of the more than 1800 Zip Codes in the PCR territory. These will be used in NMRA's new membership data base.

The Board approved an amendment to the Manual of Operations creating the position of Storekeeper to prepare a computer-based inventory of PCR physical property, which is stored in many different places. The Storekeeper will provide ongoing administrative control and assure that the storage of the physical property is suitable and secure.

Treasurer Larry Altbaum presented the proposed FY 2005 Budget, explaining that the PCR is in good financial shape. There is uncertainty about PCR's future revenues under NMRA's new operating philosophy as the details are yet to be determined. The proposed Budget is based on continuing to operate as in the past, but can be updated when more is known six months from now. The Board approved the Budget for FY 2005.

The meeting was adjourned at 4:40 pm. The next regular Board Meeting will be on May 11, 2005 at 1:00 pm, in this same hotel.

EDITOR'S NOTEBOOK

By Bill Kaufman

This is a very unsettling time to be in a position of responsibility for the PCR. The region has a nice nest egg, so it is not going out of business next week. However, even under the current scheme the outgo exceeds the income. Not at a devastating level, but enough to be worrisome. On the other hand, we have on-hand enough to cover ten or fifteen years of deficit.

On the other hand what if we want to spend the money on the sorts of projects it was earmarked for. Most of it is profit from the national convention.

On the other hand (I know I have run out of hands but I'm borrowing a few), National is not helping. We have no clear indication from it how the finances are going to work. The original unofficial proposal basically gave us nothing except a small administrative fee and said, "by the way, you can't charge dues and you do have to consider everyone in your region to be a member." This was the notorious "\$3.00 proposal" that was never actually proposed. After

almost every region declared that it would bankrupt them, National has set up a committee to develop a full set of plans for the implementation of the Long Range Plan.

It is good that they are doing this, but very unnerving for the regions, because they are trying to project and figure out how they are going to survive.

The one thing that I would say about this is, "Let our BOD know what is important regionally." They are the ones who are going to have to wrestle with the allocation of whatever funds develop. Let them know what is important to you to keep and what you could live without in regional activities.

On a more fun note, near the back of this issue we have another of Pat LaTorre's gastronomical and rail fanning expeditions. The number of trains seen exceeds the number of chili cook-offs attended by only one and most of the roads not taken don't seem to matter.

Another local interest article is the first from Alan Tacy on Alderpoint the Northwestern Pacific. The NWP was a class 1 road entirely contained within the region. While not completely, totally and utterly dead (most of the roadbed is owned by a political entity that is trying to restore service) it is not healthy. The NWP Historical Society is alive and doing well. This is the first contribution from them and there will be more.

I was so taken by the National Narrow Gauge Convention that I have written up a small piece on it. It is not a regional or national function, but was mostly run by PCR members in disguise.

The information about next spring's PCR convention arrived all in one piece. It's all there,



A couple of kids operating on the Yosemite Short Line at the National Narrow Gauge Convention. And isn't this after all what it is all about!

(Continued on page 9)

(Continued from page 8)

but the article runs three and a half pages (four and a half if you count the application). It does sound like fun and I assume that all the usual suspects will be there.

Another annual gathering of the usual suspects is the Joint Layout Design/Operations SIGs meeting in Santa Clara. A couple of hundred of us sit all day Saturday in a drafty freight depot on folding chairs while Byron Henderson and Seth Neumann bore us with PowerPoint presentations. Fortunately every once in a while a big long freight runs by led by six or eight grungy units of some sort and we all run to the door of the freight house. Later we spend the evening lost in the wilds of the South Bay, East Bay and Peninsula looking for purported layouts. Sunday we spend screwing up as we try to operate on Biondi or Fortin or Adam's layout. This will be my fifth or sixth year. I wouldn't miss it for the world.

The usual suspects grace the pages of Branchline too. Jim has another "Tales of the Santa Cruz Northern," Dave, as usual, has his VP's page and a nice review, Gene has the President's, there's a report on the midwinter board meeting, and about half of the East Bay Club's usual article is devoted to their n-scale layout.

Hope you enjoy it all.

How do you have fun at a railroad convention?

Conventions take time and money. Do you consider the cost as a locomotive you could have purchased or as an opportunity to meet new and old friends, observe new and different techniques for modeling, socializing or look at prototype railroads in a area away from a local setting?

Consider such basics as layout construction. I used the "L girder" technique on my layout because of the strength it provided. I can walk on top of the layout. But recent layout construction appears to be welded metal framework that can span longer widths while providing the same structural strength.

The owners of every layout I have visited will talk at length on the methods of construction. I look at this opportunity as the same thing as classroom instruction. By evaluation others' use of materials and methods, the learning curve is greatly diminished. The result can be a better quality layout for you. Look forward to attending your next railroad meet for all the educational benefits it can provide.

See you at a railroad meet soon, as you look forward to the 2008 PCR convention in Fresno.

John Houlihan, Chairman.

Saw mill from the Yosemite Short line modules. This structure, built by Ron Kolodzieczak, already has a structural violation notice hung on the fascia noting deficiencies including lack of guy wires to stack.



LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

It's been a busy summer for operations in the PCR! Last column we talked about the NMRA convention in Seattle and a couple of other ops fests. This issue, we'll discuss upcoming events we're hosting in the Bay Area as well as a couple of new layouts that have recently started operating!

The first event is the annual Bay Area PCR/LD/OP SIG meet scheduled for Feb. 12 and 13, 2005. The meet (described in detail elsewhere in the *Branch Line*) is a two day affair featuring five clinics on Layout Design and operation, a layout design challenge, layout design consulting (so bring your plans and problems), a panel of layout owners who recently started operations, layout tours and operating sessions, with priority for new operators. So if you are wondering what all the excitement is about, this is your opportunity to find out in a supportive environment!



The second event has a little different focus: several Coast Division operators (including myself and your editor) have organized a Bay Area Ops Fest for March 9-11, 2005. The emphasis is on out-of-town operators but we will need locals to help mentor and to assist with transportation. If you are available on March 9-11 (Wednesday through Friday) and would like to help out, contact me sneumann@pacbell.net, or go to www.BayRails.com, click on contacts, and click on me. Our objectives are to have a great time operating, showcase Bay Area layouts and especially to encourage groups in other western cities to develop their own operating events, thereby increasing the number of events and slots for all of us!

Locally, I had my first opportunity to operate on Otis McGee's SP Shasta Division in August. This is shaping up to be an outstanding layout with great scenery and structures to match its concept. Tony Thompson and I took Dunsmuir yard, battled the grades and moved the tonnage out.

The next week I traveled to the Sierra foothills for my first opportunity to operate on Walt Cullop's Armstrong-designed rendition of the Sierra Railroad, a PCR favorite. This is a relatively new layout with a surprisingly complete operating scheme. With several other operations-oriented foothills area layouts coming along, we expect Sacramento to become a nexus of operations in the near future.

Of course most of the Bay Area operating layouts are going strong, too. I had an educational and enjoyable experience dispatching Jim Providenza's Santa Cruz Northern under Time Table and Train Order. More on that next time!



Jim Providenza, Morgan Trotter and Philip Smith prepare to operate for the first time on Otis McGee's layout

BAY AREA LAYOUT DESIGN & OPERATIONS WEEKEND - FEB 12-13, 2005

Sponsored by the NMRA Pacific Coast Region and the Layout Design and Operations Special Interest Groups

The NMRA Pacific Coast Region and the Layout Design and Operations Special Interest Groups will hold another joint Regional Meeting in Santa Clara, CA (approx. 45 minutes south of San Francisco) on Saturday February 12 and Sunday February 13, 2005. A terrific two-day program is planned. The agenda includes clinics, operations discussions, track planning workshops, and visits to local layouts on Saturday. There will also be operating sessions at a number of nearby layouts on Sunday.

The 2004 meeting was a big success, and we hope to do as well again.

RSVPs Requested

In order to insure that we have enough seats for the meeting and so that we can contact you in advance about preferences for operating sessions, please email Bob Jacobsen (jake@physics.berkeley.edu) if you plan to



More operations on Otis McGee's layout.
Jim Providenza and Dave Parks

attend.

Saturday schedule

Seth Neumann is again organizing a program of clinics, discussions and updates. He expects to have about 5 clinics, plus a panel discussion on "How to start operating sessions on your layout" and short updates from prior year's talks. The meeting is planned to start at 9AM, and run through about 5PM, with layout tours in the evening.

Exhibits and Displays

Please bring along your display of layout design or operations related ideas. (Layout mock-ups are particularly interesting). When you RSVP, please let us know what you are bringing and its size.

Track Planning Help

Byron Henderson is again organizing the design consulting. If you are planning a layout, bring along your "Givens & 'Druthers", maps, sketches, and other materials to get some free consultation from the group!

Layout Tours

Ray Mayle is arranging for a number of layouts to be available Saturday evening to tour and we would like to have more. Remember that SIG groups will be appreciative of seeing your layout in any state of completion. If you'd like to make your layout available, contact Ray at (408) 269-6511 (before 9 pm).

"Birds of a Feather" (BOF)

Would you like to meet with others modeling your region, prototype or era? Interested in DCC, sound, computerized switch lists, or layout CAD programs? Any of these might be a topic for an

(Continued on page 13)

TALES OF THE SANTA CRUZ NORTHERN

By

Jim Providenza

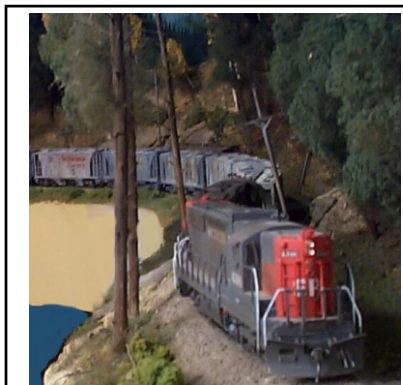
Naming Things I

The Cementipede. Mac St. Boxcar Kew. The Crusher. Gomez Action. Names. Places and people; trains. Somehow, I never seem to have enough names on the SCN. Most often, I want to tell someone where something is, or where a specific feature on the railroad is located.

Sometimes, I need to write a caption. I still remember how Zayante Creek got its name – it was during the filming of Great Model Railroads #35 and Allen Keller asked me the name of the “nameless” creek the beauty train was running over. He had to have it for his narration!

Zayante is one of those magical names in the Santa Cruz Mountains, close by where the SCN would have run, in fact there is a station a bit further down on the railroad which also has the name. I like it. I popped into my mind and out of my mouth, and the creek had a name. Someday I might try to find out where it came from. But I might not – I like the mystery of it.

Railroads name everything, every station, of



Damsite

Railroads name everything, every station, of course, and, it sometimes seems, every place along the way.

course, and, it sometimes seems, every place along the way. Place names often remain long after there is a reason to keep them, as do train names, and officially or unofficially,

even parts of railroads. My local favorite, I guess, is the Cal-P, the stretch of track on the north side of San Pablo Bay that runs from Suisun up to Davis. That piece of railroad hasn't been the California Pacific Railroad for the

better part of 150 years – but it is still, “the Cal-P”.

Damsite Jct. on the SCN is so named because the Damsite branch originally went to one in theory – a dam site, that is. But when it came time to build the scenery and structures on the branch I realized I new next to nothing about the rail

facilities at a dam under construction. However, I reasoned, dams need concrete. And after the dam is built, the cement plant often remains. And I knew something of cement plants! So the branch doesn't go to Damsite anymore, it stops at San Vicente and serves the Santa Cruz Portland Cement plant. Even our model railroads have a way of developing history it seems.

Railroad names are very discrete and specific - I remember when I worked in Union City watching the Fremont Local cross Whipple Road. The grade crossing was all of two lanes wide, but if the train was north of Whipple Road it was in Carpenter, on the south side of the street it was in Union City. A mile or so to the north was Hayward, and another mile south was Pabrico (Pacific Brick Co.)

As a railroad, prototype or model, grows and ages, names sometimes just happen. They develop. Hmmm, they accrete – that is slowly

(Continued on page 13)

(Continued from page 12)

appear and cement themselves into the fabric of the railroad – kinda’ like ballast settling in and locking the track structure into place. Sometimes I have been responsible, sometimes one of the regular crew members has coined a phrase, and sometimes a name has appeared almost out of thin air – or maybe it was hot air – amidst the bantering of people working on the railroad.

E. Rica is a small burg at the foot of the SCN’s climb up the east side of the Santa Cruz Mountains – it would be Campbell or Los Gatos on the prototype, or maybe the old station of Lovelady’s on the old South Pacific Coast. In the real world it is named for my daughter Erica – who shared the second bedroom of my two bedroom apartment with the original SCN back in the days when she spent every other weekend with me.

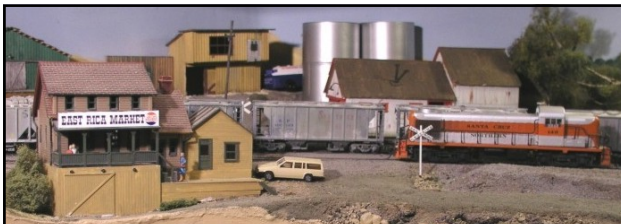
“Sergeants” is the station name at the summit of the SCN You mean its not “Sarjents”, like the D&RGW, Jim? Nope, I was laying the track on the siding back in Livermore when I was promoted to sergeant – that’s a good enough reason!

Mac St. Yard, that terror of fledgling yardmasters, is named after Bob MacDonald, a friend from my earlier days of model railroading. Bob donated the benchwork that became the original terminal yard on the SCN; it is only fitting that it be named in his honor.

Fallon is from a character in a book, but also a spot in the road out by Livermore where the second version of the SCN took its basic form.

Watson Crick Trestle? The hardly noted, almost invisible station of Ilium? I’ll give you a hint – they are both located on the helix!

We’ll talk some more about names next time!



(Continued from page 11)

impromptu "Birds of a Feather" meeting. Let us know if you would like to informally lead a short group discussion on any topic on Saturday afternoon.

Sunday Op Sessions

David Parks is coordinating operating sessions for Sunday morning and afternoon at a number of nearby layouts, including many opportunities for those new to operations. Please send in your RSVP so we can sign up in advance.

Friday Night Dinner

Some have expressed an interest in having an informal get-together Friday, February 11 for dinner. Let David Parks know if you would attend a pre-meet dinner at 7 PM so he can confirm reservations. If another dinner hour would be preferable, let him know as well.

Location

The meeting will be held at the South Bay Historical Railroad Society's (SBHRS) meeting room. The SBHRS is located in the Santa Clara Caltrain Depot freight house (see map) at 1005 Railroad Ave.; Santa Clara, CA 95050.

The SBRHS is also open to the public Tuesday evenings from 6 to 9 pm and Saturdays from 10 am to 4 pm. Visit the SBRHS via the www at: www.sbhhs.org Phone: 408 243 3969

Car Pools

Contact Bob if you need or can offer a car pool seat. Past attendees have come from as far away as Oregon, Nevada, and Southern California.

Contact for RSVP or More Information

To RSVP, volunteer to help out, get names for car pools, etc., contact:

Bob Jacobsen
Phone: (510) 486-7355
email: jake@physics.berkeley.edu

PCR CONVENTION DEVIL MOUNTAIN - 2005

May 11 - May 15, 2005.

By Nick Dann

The 2005 PCR Convention will be held at the Concord Hotel and Convention Center (temporary name) in Concord, May 11th through 15th, 2005. The Convention will be hosted by the Walnut Creek Model Railroad Society, home of *Diablo Valley Lines*. A full menu of activities are planned for the consummate model railroader, and his or her guest.

First of all, our last notice said that the convention would be held at the Concord Sheraton. Same place! The hotel/convention site is in the midst of an ownership change, and is yet to be 'branded'. To further complicate things, the current hotel web site is www.concordsheraton.com. Should the web site be renamed as expected, this will link you to the new address. Have a look! The web site includes a virtual tour of the facilities. A comfortable venue, and it even has a Starbucks in the lobby! Good fun, good eats, and lots of places nearby to see and explore. Start at <http://www.officetimes.com/ChambersofCommerce.htm> and check out nearby city web sites.

Call now for reservations. The reservation number is 877-276-4600. The room rate has been confirmed at a very reasonable \$89.00 per night plus tax.

On the last day of the convention, Sunday May 15, there will be the PCR Annual meeting 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, site of the WCMRS. 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.



Convention Web Site

For the latest information concerning the Devil Mountain 2005 Convention, please visit

www.wcmrs.org, and click on "Devil Mountain 2005".

Convention Car

The Devil Mountain 2005 Convention Car is a specially built (RTR) Southern Pacific sugar beet car. There will be five unique road numbers that will never appear in any other production model. Convention cars will be sold for \$30.00 each, and a pack of five cars with individual numbers will be \$140.00. A special sugar beet load will be available at the convention for separate sale.



(Continued on page 15)

(Continued from page 14)

Convention cars may be pre-ordered (recommended) using the registration form.

Clinics

Ted Moreland has arranged a comprehensive list of clinics presented by recognized local and nationally known experts. These workshops and seminars will be sure to educate and entertain all model railroaders, from beginners to seasoned pros. Look for a list of clinics on the convention web site.

Vendor and Modular Layout Show

On Friday, the Vendor and Modular Layout Show will be held for convention registrants only. There will be many model railroad vendors and modular layouts on display for all to enjoy. Ed Chambers is heading the vendor registrations, while Steve Blanc and Eric Moe are arranging modular layout participants. On Saturday and Sunday morning, the show will also be open to the public for a nominal entrance fee. Look for a list of vendors coming soon on the convention web site.

Prototype Tours

by Dick Fox

Are you ready for some football? Oops! Wrong season. Well, how about some prototype rail events anyway? Devil Mountain 2005 will present an extensive program of outside venues including the following:

Niles Canyon Railway: Speeder rides, as

well as normal operations on Saturday and Sunday.

Roaring Camp and Big Trees Railroad:

Tour of facility and operation.

Napa Valley Wine Train: Discounted lunch and/or dinner train (pending sufficient interest).

South Pacific Coast Railroad: South Pacific Coast? Are they still around? You bet! They are alive and well in Ardenwood Park and offer vintage narrow gauge cars with the possibility of steam operation next spring.

Redwood Valley Railroad: Prototype? Sure is . . . it's the number two revenue passenger railroad in the East Bay. Tours and operation over the line.

BART/ACE/CalTrain/MUNI-LRV: A complete circle around the South Bay riding four different rail systems (one twice) and two surface transit lines.

These are self-guided tours with maps and detailed instructions provided, including hobby shops, will be presented at no additional fare for convention attendees other than the cost of the respective tickets. We plan to make extensive use of carpools and public transit since many of the tours can be planned on-the-spot with few time-restricted exceptions.

More to come as further tour details become available. Look for updates on the convention web site. See you in May.

Layout Tours

by John Wondollek

The Devil Mountain 2005 convention will provide an opportunity to observe 30 operating layouts. Tours will include indoor and outdoor layouts of all scales.. There will be new layouts to visit such as Pete McCorkell's *Reliez Valley Lines*, modeled after Erie &

Convention Registration

Registration may be made in advance using the form that follows, or at the door. Rates are:

Adult Fare (pre-registered before January 31 st):	\$85.00
Adult Fare (after January 31 st , or at the door):	\$95.00
Spouse (non-rail) Fare:	\$55.00
Youth Fare:	\$45.00

(Continued on page 16)

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Susquehanna. There will also be a number of layouts that have been featured in Model Railroader, Rail Model Craftsman, and Narrow Gauge & Shortline Gazette, such as Dave Connery's *Sierra Carson & Truckee*, Jim Dias' *Western Pacific* and Don Harper's *Harper Valley*. Bob Ferguson will operate his *A&T Railroad*, a modern-era mainline garden railroad. The Walnut Creek Model Railroad Society will be open to allow operations on its mainline by all convention participants. The Black Diamond Lines will also have special operations during the convention.

Non Rail

by Suzanne Fox

The Non-Rail program will, once again, be in full swing for individuals who are not "model railroaders." The convention welcome mat is out and the committee organizers look forward to socializing with you during the activities planned especially for you.

The Non-Rail Fare is \$55. Saturday's lunch and Sunday's "Banquet-in-the-Park" are included in the Non-Rail Fare. All other meals are no-host. Also note that some planned Non-Rail activities at the hotel and off-site may require a nominal fee to cover admission and/or docent-led tours.

The Non-Rail Hospitality Room will be open on a regular schedule throughout the convention for attendees to gather and socialize.

Hospitality Room activities include, card and board games, speakers, crafts, goodie bag, refreshments and more. Also, don't forget to bring something to enter in the popular "craft contest."

Important notice to Non-Rail attendees of previous PCR conventions – You are reminded to bring your donation projects such as, quilts, crochet blankets, etc. to the convention. Baby blanket projects would be a nice addition if you were looking for a new project.

A representative of the Contra Costa County Regional Medical Center will be our guest for

lunch. We will be presenting our quilts, afghans and lap robes to them for their outreach programs.

Non-Rail registered participants will receive a newsletter in April 2005 with updated program information and convention highlights.

Tentative Non-Rail Schedule

Ending times for Non-Rail Tours are approximate. Prices are current and subject to change. Watch the convention Website for updated information on the Non-Rail program.

Wednesday

Hospitality Room open 1 p.m. – 5 p.m., and 6 p.m. – 9 p.m.

Thursday

Historic Benicia: 10 a.m. – 4 p.m. Glass-blowing studio(s) (free), Benicia Capitol State Historic Park, 1853-'54, docent-led tour (\$2); lunch (no-host)

Hospitality Room open 8 a.m. – 12 noon, 1 p.m. – 5 p.m., and 6 p.m. – 9 p.m.

Evening event: TBA

Friday

Gardens and Museum of Walnut Creek: 10 a.m. – 4 p.m. Ruth Bancroft Gardens docent-led tour (\$7) – yuccas and cactus should be in bloom, Shadelands Ranch Historical Museum (\$3), boxed lunch (no-host)

Hospitality Room open 8 a.m. – 12 noon, 1 p.m. – 5 p.m., and 6 p.m. – 9 p.m.

Evening event: On-site Bingo

Saturday

Martinez and Antiques on the Carquinez Strait – 11:30 a.m. – 4 p.m. Lunch (included in Non-Rail fare), John Muir Historic Site, Martinez antique hunting

Hospitality Room open 8 a.m. – 12 noon, 1 p.m. – 5 p.m., and 6 p.m. – 9 p.m.

Evening event: On-site movie and popcorn

Sunday

Self-explore Lindsay Wildlife Museum in

(Continued on page 18)



COAST DIVISION REPORT

By Rod Smith, Chief Clerk

The Coast Division met Sunday, September 12, 2004 at Buchser Middle School in Santa Clara. 113 members and friends gathered for another great meet; slightly smaller a group than we're used to. Where were YOU?

One week previous, Coast Div. played host to the National Narrow Gauge Convention, also in Santa Clara. Over 1750 folks registered, and Coast Div. was well represented. As I look at the program, as far as I know, all the committee members listed reside in Coast, and many of the volunteers I met at the convention were also Coast members. It was a great convention. I had a wonderful time, and I certainly hope every attendee did as well. They sure had a great trade show! Perhaps some of our members were just tuckered out from all that browsing?

The clinics for the meet were Fences, Fences and More Fences given by Dave Connery and Brad Lloyd. This is a wonderful clinic showing how we can model a whole lot of different fences on our layouts and be correct in the era we model. Our second clinic was by Les Dahlstedt on the subject of Layout Design with Operations in Mind. Since operation is usually the goal of a modeler, Les presented some good design strategies so we won't be disappointed when all the track is laid and the scenery is done. In addition we had the roundtable discussion under the capable leadership of Jerry Littlefield. Discussion this time included some DCC issues and we were introduced to a product called CRC Multi use lubricant which some folks are using as a track cleaner with good results.

During the business meeting, the group observed a moment of silence in honor of those who lost their lives on September 11, 2001. John Marshall introduced the guests and first-timers. It was noted our Paymaster was in the

hospital with a staph infection. We wish him well, and hope to see him at the next meet, all recovered. Hey, he's the registrar for the 2005 convention so he has to get better real quick! Bill Swindell, the chair for Devil Mountain 2005, presented some of the activities they are planning for our enjoyment. Sounds like a lot of fun, so get your registration in ASAP. The form is elsewhere in this issue. Early registration sure helps the committee plan for the convention, so be kind and send yours in. As a past registrar I know the meetings go much smoother when we have a good idea of the attendance.

Dave Connery, our VP, noted the PCR is in the process of revising the PCR By-Laws to conform to the new NMRA Regulations which were recently passed. The PCR Board reviewed them at the November BOD meeting, so there is probably a report in this issue with further information. Dave also serves as the Nominations Chair for Coast Division, and is interested in talking to anyone who would like to help the Division by serving as the Superintendent, Chief Clerk or Paymaster for the next two years. The work is rewarding and not too strenuous, so give Dave a call and volunteer to do your part. Ray deBlieck reported on the new NMRA regulations and noted the new Board members will be seated at the Cincinnati convention in July. Al Dalcher distributed awards from previous contests to Fred Verrier, James Eckman, Bob Booth, George Freisleben, and Jim Long. Don Shortt reported on the reconstruction of the Buchser campus, which was partially destroyed by a fire last March.

In the contest results, first place in Steam Loco went to Mark Schutzer, Diesel and Other Loco to Alf Modine, and Passenger car to Fred

(Continued on page 18)

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Walnut Creek located in Larkey Park, which is conveniently located next to the Walnut Creek Model Railroad Society. Hours: 10:00 a.m. – 5:00 p.m. Admission: \$6/adult and \$5/senior Banquet in the Park, at Larkey Park – banquet lunch included in Non-Rail fare.

We will be carpooling to all tours, so please sign up in the Hospitality Room if you either need a ride or can provide transportation.

Show and Tell: Let us know if you have a (rail or non-rail) story, photos, and/or memorabilia you'd like to share in a 7- to 10-minute presentation.

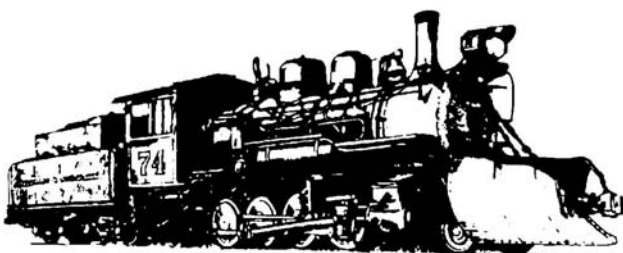
Self Tours:

Points of Interest in and around Diablo Valley and the Bay Area

Within range of the hotel's free shuttle (7-person van): 1) Bay Area Rapid Transit (BART) No Concord/Martinez station – access to Oakland, San Francisco, 2) Sun Valley Mall (Macys, JC Penney, Sears), 3) Willows Shopping Center (REI, Claim Jumpers, Old Navy, Cost Plus), 4) Fry's Electronics and 5) Wild Birds Unlimited – Pleasant Hill

You will need your own transportation for: 1) Museum of the San Ramon Valley, Danville (old train station, historical memorabilia), 2) Mt. Diablo State Park, 3) The Museum on Main Street, Pleasanton (historical rail memorabilia), 4) Golden Gate Bridge, 5) Oakland Zoo and 6) Oakland Museum

Your comments and suggestions for the Non-Rail program are welcome. Contact Suzanne Fox at foximage@value.net or call (925) 372-6636 (daytime message or evenings 6:00 – 8:00 p.m.)



(Continued from page 17)

Verrier. The Switching Contest winners were; Brake person to Don Shortt, Senior Brake person to Mark Schutzer, and Youth to Sondra Tagachini. Congratulations to our winners. The raffle prizes were won by Joe Hanson and Tom Van Horn. Lucky guys!

The snack bar was open and active again this meet. Due to another commitment, the Rainbow Girls were not with us, but they sent our Superintendent's wife Marilyn, her mother Pat Nathan, and two rainbow parents Terry and Montenida to supply us with food. And what a spread we had. Because the hot dog machine was absent, we were treated to deli sandwiches, which were prepared before our eyes, and to our order! Of course there were the usual selections of beverages, candy bars, muffins, etc. Wow, are we ever blessed with their participation in our meets.

The auction had 396 items entered, and a lot of stuff went home with new owners. Bidding was brisk and many real bargains were available.

Don't forget the upcoming events in Coast Division for your enjoyment. The Great American Train Show will be in Pleasanton November 27-28, and then in San Francisco February 12-13. Just up in the Redwood Empire Division, on December 18-19 they are having a Great Western Train Show. I've never been to the Great Western one, but I always enjoy the GATS, and often find something for sale I want. I also get to see friends there, so don't forget to enjoy these opportunities. O Scale West comes to Santa Clara February 24-26. It's not just for O Scalers either although O Scale is the principal subject. And then there is the Coast Meet on December 5, where all the activities mentioned above will happen again, though with different clinics and auction items. Get it on your calendar and plan to come and enjoy another great meet. Get permission from your spouse to pick up a nice Christmas goodie for yourself! Save them the shopping inconvenience! They probably don't even know what you really want, but it might be here, in the John Dennis Auction.

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NATIONAL NARROW GAUGE CONVENTION

By
Bill Kaufman

The National Narrow Gauge Convention is not a part of the NMRA, but the recent convention in Santa Clara might as well have been a PCR function. All the usual suspects were in charge. Bob Ferguson was the registrar and the grand high Poobahs included Dave Connery, Charlie Getz, Rod Smith, Ken Lunders, Jack Verducci, and a host of others.

PCR puts on great conventions and, no matter what its official status, this was another. Over 1600 people attended the thing. I had a great time and I think everyone else did too. The clinics were fantastic. I finally got to see two members of my model railroading Pantheon, Dave Frary and Bob Hayden. I've been amazed by their modeling for twenty years. I think I would have shown up to listen to them read the phone book, but they did a very interesting clinic on some commercially available rocks and how to use them. I kept trying to get to Boone Morrison's

clinic, I'm not sure how I missed it, but I did at least twice. On the other hand what Bruce McGregor had to say about the Carter Bros. helped fill the void.

The Narrow Gauge folks do a very interesting thing about layouts. They close the whole convention down in the afternoon and go look at layouts. No clinics, no show, no nuttin'. I was sure that the layouts would be crowded or impossible to park at or their would be lost railroaders spread from San Berdoo to the Oregon border. Went smooth as silk. Only problem I encountered was at Jim Vail's and that was because the tour to Roaring Camp had just let out and Jim is both well-known and very near Felton.

I think that for the narrow gauge community the manufacturers are more likely to be just modelers who have garage and hobby industries.



One of the Elsie Narrow gauge modules at the convention, Unfortunately, I didn't take notes, but it's very nice

(Continued from page 20)

This lets them see the layouts too.

I finally got to see Furlow's San Juan Central. Charlie Getz has owned it for quite a while and most of you have probably seen it, but I never had. And my current layout is based on its track plan. Mark off another member of my Pantheon.

I also finally got around to some of the other Santa Cruz layouts like Mike Laine's V&T and Mike Schwab's Sn3 layouts. A great treat.

There is also a good selection of Garden Railroads involved with Narrow Gauge. Never been to an operations oriented Garden RR, but Jack Verducci's winds up and down his back yard and along the side of his house. Live steam and dispatched. Amazing.

Another treat was the manufacturer's show. It was not open to the public and I was sure it would be dead, but it wasn't. There must have been a hundred to a hundred and fifty vendors there. Now a number of them were very specialized to narrow gauge, but a lot of them like Joel Bragdon, Bar Mills, and Evergreen sell to all of us. They filled most of the 50,000



Brian Ellerby of Evergreen Scale Models at the Manufacturer's show.

square feet.

The rest of it was filled with fifteen or so modular layouts. Some I recognized like the guys from Sonoma County and the Elsie's who often have a column in Branch Line. Some were new like the Yosemite Short Line with Dave Biondi, Jim Long, Scott Maze, Ken Lunders, Ron Kolodziejczak, Brad Lloyd, Richard Brennan, Jim Eckman and Dave Connery. It's an On30 group based on a railroad that started from Jamestown in 1905 but the effort was abandoned in the spring of 1906 - they only got about 10 miles of track laid. They plan to bring it to Concord next year,

As with most conventions, I got to hang out with a bunch of my friends, learn a lot from great clinicians, visit a bunch of spectacular layouts, and play with lots of trains.

What's not to like?



Jack Verducci and his back yard live steam operating layout must be seen to be believed.

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

DISPATCHER

Interest in realistic operations on model railroad layouts has been growing exponentially in recent years, especially operations under TT/TO or timetable/train order. Typically, such operations include a Dispatcher. The Chief Dispatcher certificate recognizes the work involved in operations, although volunteering as a Dispatcher during operation sessions is not a specific requirement.

The requirements for Chief Dispatcher are fairly basic. 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.

To meet the requirements, you must participate in the operation of a model railroad (either home or club) for not less than 50 hours. The layouts used to meet these requirements must have at least two mainline trains plus yard switching in simultaneous operation. Some system of freight and passenger car movements, including road switching, must be used for controlling train activity.

Of the 50 required hours of operation, a minimum of 10 hours must have been served in three of the following five categories:

- Engineer
- Yardmaster
- Hostler
- Towerman
- Dispatcher

There are definitions for the above positions and their duties included with the requirements

for the AP category. For example, a towerman can operate one or more towers, determine which cars come and go from each industry, or be the operating trouble-shooter and repair person.

In addition, the modeler must: 1) prepare a schematic drawing of the layout being used to qualify for this category; and 2) develop an eight-hour timetable for the layout; and 3) develop an operating chart (graph) for this timetable; and 4) develop or adapt a system of operation for the layout including the necessary forms. If members of the same operating group are applying for Chief Dispatcher, they can use copies of the same paperwork with their application but must develop and submit their own timetable and train chart, even if they are for the same operating scheme.

Once you complete these requirements, submit a Statement of Qualifications (SOQ) which includes the required drawings and forms and describes the jobs held and approximate number of hours in each category. Witnesses must sign a *Certificate of Operation* verifying that the applicant has operated the model railroad in a prototype manner. Send the completed SOQ to your Divisional AP representative, **along with a photocopy of your NMRA membership card** and you are on your way toward another certificate!

I am pleased to announce that Dan Mahoney of Carmichael has earned a Golden Spike Award for his N scale layout. Way to go Dan!

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 31.

**The Chief
Dispatcher
certificate
recognizes the
work involved in
operations**



Redwood Empire Division Report

By Steve Skold

We had a very successful November meeting at the Monroe Hall in Santa Rosa. There were 34 people in attendance. The Redwood Empire Live Steamers gave a video show on live steam operations and an explanation of what they are trying to accomplish in Sonoma County. They are negotiating space with the city of Santa Rosa at an undeveloped park site. They brought a 2 1/2" gauge 3 truck shay to display. After the meet they had an open house at a members house and shop where they had several passenger cars and the RGS 20 they are building.

Steve Skold did a clinic on using computers and ink jet printers to make railroad signs using adhesive backed photo paper. It was well received and numerous comments from the audience complimented the presentation.

Our next meet will be hosted by the Vallejo Model Railroad Club on February 13 at the Solano County Fairgrounds across from Marine World in Vallejo. We will be accepting nominations for Superintendent and Chief Clerk/Paymaster at that time and the election will be at the May meet in Napa. Both Nolan Alexander and Steve Skold will be running for a second term. We will be having a swap meet and again running trains. The contest will be a weathering project from the 24 Athearn models from the 1994 PCR Convention. They will be handed out at the

November meet and we will see how good and/or inventive our members can be.

Our summer picnic meet was at the Kaiser's Westside Farms on the Russian River. It was a beautiful warm summer day. RED provided soft drinks, ice and charcoal. We visited Ron Kaiser's new train room that already has a backdrop on one wall over the framework for part of the layout. As the day got warmer, there were more people in there appreciating the air conditioning. The kids got a ride on the hay cart behind a tractor and also got to see all the exotic birds in the back yard. There was at least one adult hogging the swing.

The Spring Meet and election will be at the club in Napa tentatively scheduled for May 22, the week after the PCR Convention in Concord.

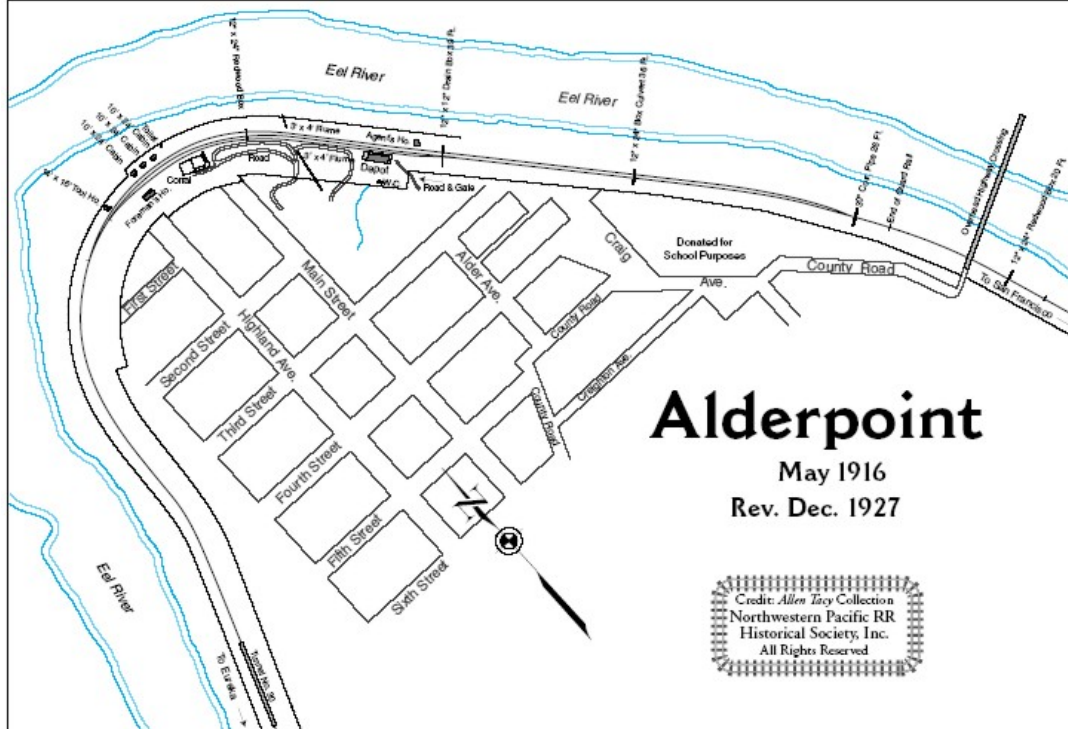
Visit the RED Website at:
<http://home.earthlink.net/~campgus/>



Jon Addison's Sn3 portable layout of the Silverton Northern won best of scale in S scale at the National Narrow Gauge Convention

Alderpoint

Layout Design from the Northwestern Pacific Historical Society
By Allen Tacy



Canyon line was being built, Alderpoint headquartered the last construction camp. The golden spike celebration occurred just a few miles south at Cain Rock, where the tracks cross the Eel on a three span truss bridge. Ed Nervo shot

Here's a prototype fit for an end lobe on a layout. Deep in the heart of Eel River Canyon, far from the normal haunts of rubber-tired man, lies Alderpoint. The townsite which the map indicates celebrates the lost dreams of long-ago promoters. To quote an NWP brakeman who worked in the Canyon, Blinky Hallstone, "There was nothing there." In fact the sawmill in the photo next page occupies the site. When the postwar Boom came, sawmills sprouted up and down the Eel. Alderpoint was no exception. The ground next to the team, the inside track, filled with shippers. Blinky said the team held sixteen cars and there seemed to be sixteen shippers trying to use it every single day. Local freights would switch Alderpoint headed southbound only, because the curves on the north end meant shoving cars blind. You could not see around the corner.

the photo at right, Sept. 1, 1941, of the day Eureka Passenger stopped at the north end of Alderpoint siding to meet a southbound freight. Railfans aboard talked the conductor into letting them take photos. As you see on the map, the depot was away around the corner to the right.



Back in 1914, when the Eel River

(Continued on page 25)

(Continued from page 24)



Alderpoint operated by F. M. Crawford Lumber Co. This was the pine mill. The fir mill specialized in crafting large dimension timbers up to 48 feet long. The white building in the upper left hand corner is the NWP depot. Crawford also had a log deck on the team track, shipping logs in gons to its Ukiah sawmill. They used a shovel loader with a big three-prong hook which picked up logs and dumped them — BANG — in the gons. Dented the car sides some. A modeler's delight. In 1968 the Crawford fir mill suffered a disastrous fire. The company replaced it with a small log mill making 2x4 studs

The train has made its station stop, then pulled ahead to clear the freight so it could switch. Note on the map the section gang cabins and foreman's house for the B&B gang stationed here. In the 1959 photo of the depot, below, a corner of an old wooden coach can be seen in the background. Alderpoint still had a B&B gang stationed there. The many flumes indicated on the map as crossing under the tracks explain why the section was needed. NWPRRHS has an authentic scale drawing of a standard NWP wooden box flume. Its model would make a wonderful accent on the layout. The 1964 photo above, courtesy of Roots of Motive Power, shows one of two sawmills at

typically shipped out by flatcar. When Louisiana Pacific acquired Crawford in 1968 they continued sawing at this plant into the Eureka Southern era. Blinky Hallstone said that more ties were shipped out of Alderpoint than anything else. Fred Stindt made the depot photo in September, 1959. Looks like generous patronage. But the 1964 Christmas floods washed the depot away, and NWP put in a double door steel boxcar, still there, to replace it. Northwestern Pacific Railroad Historical Society has hundreds of tracings of NWP RR station maps covering nearly all the depots on NWP. They represent a treasure house of layout design ideas. Use them to model a prototype or simply for freelance inspiration.



Write NWPRRHS P. O. Box 667, Santa Rosa, CA 95402 or visit the Society's Library in Rohnert Park with over 12,000 catalogued records including maps, 6,500 photos, plans. Open Saturday afternoons, 1-5 PM. See NWPRRHS.org for direction map and info.

A Letter from Pat

Beiber CA

Well folks, unfortunately the good taste police have not yet come to retrieve my confuser, so I'm back with yet another tale of debauchery and general rail fanning. The seeds for this trip up the High Line had been planted back in June, but due to the NMRA national convention in Seattle and such mundane things as work, had been put off repeatedly. I finally put forward to Seth Neumann, Jim Radkey and Ray deBlieck that I was going to head up, with the hope that they would join in the adventure. As the date approached, it turned out that only Jim would be able to make the journey.

In the meantime my personal vehicle (an 18 year old Nissan pickup, with 348,000 miles on the clock) developed what appeared to be a terminal death rattle. This brought about my purchase of a new vehicle, a Subaru Outback with all wheel drive -- gee, and there are LOTS of dirt roads up around the high line ...

The morning of September 18th dawned with a slight overcast, but nothing to inspire any real concern as I headed up towards Albany to pick up Jim. With our normal diligence, we immediately stopped in El Sobrante for breakfast -- not knowing when our next meal might appear, we thought it better to be safe than sorry! Shortly after we got back on the road, the new car turned over her first thousand miles. I thought it neat that the car's first serious rail fan trip would coincide with my first trip up the High Line.

The scanner FINALLY came to life, with BNSF 4934 South requesting clearance through Westwood and down to Keddie. With great dispatch, Jim and I grabbed our cameras and placed ourselves trackside

The ride up to Oroville passed quietly, not seeing any traffic along the Cal-P, nor along the former WP main north of Sacramento. After a quick fuel stop (not to be confused with a gas stop made later in the day) we headed out of Oroville for The Canyon. As

we were heading out of town, the scanner came alive with a westward train heading into town. Unfortunately all we saw was the tail end of the train, rounding a curve away from us just east of town. The ride up the

canyon was also without any rail traffic, though there were any number of scenic delights to help compensate for this. The high point of the run up along the Feather River was seeing a bald eagle rising up from the river, with a fish in its talons. Having never seen one of these beautiful birds along this stretch of river before, it seemed like a good sign for the rest of the trip.

We swung north onto Hwy 89, towards Lake Almanor without seeing or even hearing any traffic along the tracks. I'll admit at this point, I wasn't doing much in the way of sightseeing, wanting to get up to Bieber and not knowing exactly how long this would take. All the while Jim kept filling little bits of information about the area, having made a trip up into this area (and having family ties to the area as well). The next time I make this journey, I'll probably try to allow a few more days for exploration.

(Continued on page 27)

(Continued from page 26)

As we were pulling into Westwood, Jim mentioned we should stop by the former WP depot, since the community had made quite an effort to restore the building. As an added treat, the BNSF had been kind enough to park a spreader and a rotary snowplow with F-unit snail adjacent to the depot (and former roundhouse) area. We spent quite a bit of time wandering around the tracks and former building sites, trying to figure out just which buildings were where.



BN4367S at Nubieber

As we were looking around the scanner FINALLY came to life, with BNSF 4934 South requesting clearance through Westwood and down to Keddie. With great dispatch, Jim and I grabbed our cameras and placed ourselves trackside to get our first shots at a live train for this trip. We now had a purpose for being here!

After the passing of X4934, we spent a bit more time poking around the depot, which was unfortunately closed for the day. While checking the area I noted a rather substantial concrete structure in the parking lot of the depot, which had one door but no obvious purpose. If anyone knows what this building was originally for, I'd be interested in finding out its purpose. The other

item, which got our attention, was a notice for a chili cook-off at the local watering hole. Being just after 1:00 PM, we both decided it was as good a time as any to grab lunch -- so much for the Subaru's "New Car Smell". There were actually several REALLY GOOD chilies, so we headed out of town with a good lunch under our belts (and yet again, having spent no great amount for the food).

When we'd parked to walk over to the cook-off, we'd stopped to ask one of the locals about the route we hoped to take up to Pittville, which seemed to follow the railroad rather closely. He informed us that they were all "hard surfaced roads" and would be just fine to get up there. He also warned that Pittville was basically not much more than a four-way intersection and we might not even need to blink to miss it. Armed with this information, some tight scale U.S.G.S. maps and more confidence than good judgment we headed up county road A21.

A few miles up A21 we ran into a road construction crew, with one lane being repaved. This construction wasn't much of a problem, since we were planning to swing over onto Pittville Road about a half mile further up A21. As soon as we saw our turn off I headed for the railroad. We crossed the tracks and within fifty feet ran out of



Radkey at Westwood

(Continued on page 28)

(Continued from page 27)

asphalt. After rechecking the maps we realized that "hard surface roads" meant hard packed dirt, but we had ALL WHEEL DRIVE -- COOL!!!

Once I got used to the concept of driving on dirt, the road was actually quite good at speed (35 to 40 mph). I just had to pay attention for the odd large rock sticking up, but mostly no big deal.

Looking in the rear view mirror brought new meaning to the term, "what's in the past is not important", since all that we could see behind us was a cloud of dust -- so much for a nice clean new car look!

One of the really neat features of this road was the large number of old railroad grades crossing our path. This is where the U.S.G.S. maps were a great help. I had picked up a set of California maps on CD-ROM, put out by National Geographic. These are well worth the investment, since they allow you to print out exactly which maps you need in a variety of scales. Also having a (relatively) competent navigator was a good thing, since Jim would be looking ahead for potential points of interest. As we approached Halls Flat he noticed a wye off of the mainline, so we swung off on a side road to see what we could see.

Halls Flat isn't much to write home about (which is why I'm writing to you folks instead), basically having the wye, a well and a number of bovine rail fans(?) and not much else. On the



BNSF 2820 at Lookout

other hand, if one had a few days to explore, it would be a neat place to set up camp and catch some unique shots of trains passing -- well off the beaten track.

Leaving Halls Flat we headed up the road past Jelly Spring (damn, I love some of these names!) to Jellico, where the BNSF swings off to the east. From here until Little Valley, the railroad only seems to be near roads "4WD", which looked to be a bit worse than the dirt road we were on. Again, the next trip I hope to allow more time to wander up some of these more obscure roads. We stayed on Pittville Road till just short of Pittville, which if anything was even less than we'd been led to expect.

We swung over toward Little Valley, since the map showed a road heading up towards the Pitt River Bridge, which I was hoping to get some shots off -- having seen an almost disastrous head-on collision on this bridge at Rick Fortin's last operating session. As we wandered around, the best I could find was that the alleged road traversed private property and went through a gate or two. I will say that Little Valley looks like another neat place to catch some photos, if the railroad would only run some trains!

After being unsuccessful at getting to the bridge we ran back through Pittville (I think) to Hwy 299 and up towards Nubieber and Bieber. Being pretty much blissfully ignorant of the WP/NP/BN/BNSF operations in this area I always thought Bieber was the site of the junction. I now know better. Jim and I spent a while walking around the yard at Nubieber, where the BNSF had considerately parked an interesting spreader -- the rear section had a fully enclosed car body (I may have taken some shots of this same unit up in K-Falls six or seven years ago) -- and some MOW equipment, ballast cars and flats.

After wandering around the yard, I'd wandered back to the car, when I heard Jim shout, "A train, a train". After banishing a number of REALLY BAD Fantasy Island images, I grabbed my camera and rushed over to get ready. This time we caught BNSF X4367

(Continued on page 29)

(Continued from page 28)

heading southward with BNSF 4367 and 4926 in pumpkin, and 708 in war bonnet heading a bunch of coil cars. Thus we managed to catch our second train of the day, just as the day was wrapping up.

Finally feeling the effects of all the excitement we'd experienced, we went looking for food and shelter. The first motel we found, in Nubieber, was closed. Not a good start. As we drove up to Bieber we passed Moe's Pizza, which WAS open. About a quarter mile up the road we found a motel, which was open, so we checked in to make sure we got a room before they filled up with other road weary travelers. After getting checked in, we ran a bit further up the road to see what else was available in the way of food. We found The Red Barn grocery and hardware (open, but not quite what we were looking for) and Kathy's 24 Hour Diner (which was closed!), so decided to walk down to Moe's for dinner, our options being somewhat limited.

The walk down to Moe's, at twilight was actually quite nice, seeing deer and other wildlife alongside a small creek across the road. After a pizza dinner, which was actually pretty good and gave us leftovers for lunch on Sunday, we walked back to our fine lodgings. I hadn't realized how tired I was, but we got back to the motel about 9:00 and by 9:15 I was out cold (Jim later said I just sort of "shut off").

While the day wasn't all one might have wanted, having only caught two trains in action, it was actually a very nice day. We got a chance to see lots of area that was new to us and made lots of notes for future adventures. I'll leave our brave compadres at this juncture and we'll rejoin them in the near future to hear the second half of their adventure in the frozen north.

Pat LaTorres

NEW PCR MEMBERS

We all join welcoming the following new members to PCR.

DAYLIGHT DIVISION

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

COAST DIVISION

Terry Boyington, Watsonville, CA
Daniel Cobb, Belmont, CA
William Eigley, Livermore, CA
Adrion Figel, San Mateo, CA
Evelyn Gillmore, Concord, CA
Joseph Hanson, Redwood City, CA
Albert J Lowe, Mountain View, CA
Jim Manley, San Jose, CA
Michael Morrill, Palo Alto, CA
Ralph Nosek, Redwood City, CA
Henry Stein, Campbell, CA
Larry Stevenson, Burlingame, CA
Mark Stout, San Jose, CA
Marc Tognaccini, San Jose, CA

SIERRA DIVISION

Bruce Duncan, Edgewood, CA
Scott Mc Allister Gold River, CA
Esther Miller, Auburn, CA
Frank Robertson, Citrus Heights, CA

REDWOOD EMPIRE DIVISION

Michael Jameson, Napa, CA
Gordon Mortlock, Benicia, CA

GOLDEN STATE MODEL RAILROAD MUSEUM EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

The Museum continues its regular schedule through the end of December 2004 but with some changes for the Holidays. The Museum is open on Saturdays and Sundays from 12 noon to 5 PM; however, model train operations are scheduled only for Sundays with the exception of Saturday December 18 when we will operate all layouts as a part of our Holiday shows. 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 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 Museum will be decorated for the Holidays after December 11 and we understand Santa will make an appearance on the December 18th and 19th shows. We are closed on Christmas Day and New Year's Day, both Saturdays.

The N Scale Club Car has arrived and is for

sale. These cars are for sale to the public and commemorate the 70th Anniversary of the East Bay club, founded in 1933. They are a Micro-

Trains Special Run in the 74000 Series. It is a 40 ft. boxcar, no roof walk, and plug door, decorated in the Santa Fe style and incorporating the East Bay



logo. Cars are available at the Museum or through the Feather River Train Shop (www.featherrivertrains.com). The cost for each car is \$25.00 (plus applicable tax and shipping). Profits from the sale will go into a special N Scale fund for future layout projects.

In line with this here is a description of our N Scale layout, written by Steve Cleere. This layout, named the "Sacramento, Truckee & Southern" is approximately 1900 square feet covering three levels and 17 scale miles of mainline. The layout uses a point-to-point track plan, with hidden connection between the points to allow for continuous running during public shows. The basic design begins at the Elvas Wye, which is a double track wye modeled after the prototype near Sacramento. Trains approach from the Cal-P line, which empties from the set-

up yard underneath the layout. Once under the industrial complex at Blue Diamond Almonds, trains head either south to the Central Valley or east towards Sacramento/Roseville.



(Continued on page 31)

(Continued from page 30)

Eastbound, trains pass the combined Sacramento/Roseville Yards, passenger station and engine facility. A large icing facility also is located here. During operations, the Sacramento yard functions as a receiving yard and the Coach yard houses passenger equipment or Interposals trains, depending upon the "era" we are operating. Following the yard complex, it's a single-track climb to Colfax and then a 2.5% pull thru Cape Horn and Cisco to Norden. If you need to test tractive effort or coupler congruence, this is the place! Soon the snow sheds covering Norden are in sight and the lucky engineer will be directed over the #1 Main across Summit. Heavier consists will be dispatched through Norden 2 main and into the 'Big Hole' of Tunnel 41, eliminating much of the grade. With sufficient motive power, you glide across the granite summit, 7 feet above the floor, and head downgrade to Truckee.

Truckee is modeled as it appeared during the transition era including an interchange with the Truckee & Tahoe Narrow Gauge Railway. More servicing facilities are located here, as is the famous balloon track which turned helper units needed to make the Donner climb. Past the Truckee yard, a bridge crosses the Truckee River and the narrow gauge right-of-way, and heads for Verdi, disappearing into a tunnel. For the observing public, this is the end of one leg of the layout, although, to the engineers, this is the start of a hidden, long climb through Reno (and Reno Siding, the longest on the layout, at just over 15 feet!) to Sparks which marks the end of the timetable, but in fact, connects to the back of Mojave Yard.

Trains heading down the Central Valley (also timetable Eastbound) curve past granaries (yes, in Central California!) to Bakersfield and the SP and Santa Fe Yards. At Kern Junction, the two Mains combine and we begin another 2% climb through Cliff,

Bealville and Woodford. Curves and climbs bring us to Walong and the famous Tehachapi Loop (which takes 40 N Scale 40ft cars to 'loop' itself!) A short climb thru Cable and into Tunnel #10 takes the trains out of public view, and into the Mojave Yard. From here (the highest point on the layout at 8.5 ft.) trains can either reverse or elect to descend into Sparks and begin another loop.

The N Scale S,T&S is 80% completed and is built with Code 55 Micro Engineering track combined with hand-laid turnouts. Turnouts are controlled with Tortoise machines and the layout operates with 5 Analog Mainline Cabs, three dedicated yard cabs and one local. We are presently completing the installation of a dedicated DCC cab to be run via Digitrax components.

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. 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.

For information, a map and to see photos view our website at, 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, or Jim Ambrose, EBMES President, at 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.

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

(Continued on page 33)

(Continued from page 32)

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 the fairgrounds at the main gate on Fairgrounds Drive, at the traffic light. The Sage street gate is now permanently closed. 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 lambertrp@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

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 (BOARD OF 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 Paul	(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	rlplies@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	BobPCRCD@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	(650) 961-7644	westernbear@msn.com

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@pcrnmra.org

CONVENTION DEPARTMENT

Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
Convention Committee	(four members and Contest Dept. Manager)		
Convention Host Committee Chairpersons:			
– 2004 Napa Valley	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– 2005 Concord	Bill Swindell	(925) 372-6996	Bill.Swindell@clorox.com
– 2006 Sacramento	Bob Warner	(916) 772-7502	bwarner1@softcom.net
– 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	(no e-mail)
– Sierra Division	Dave Bayless	(530) 887-8880	davebayl@pacbell.net
– 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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530 FIG TREE LANE
MARTINEZ, CA 94553

SECOND-CLASS POSTAGE
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Calendar

February 12 -13, 2005 SIG Meeting in
Santa Clara, CA

February 13, 2005: RED Meet in Vallejo.

May 11-15, 2005: PCR Annual
Convention "Devil Mountain" in
Concord

July 3-9, 2005: NMRA National
Convention, "Cincinnati Limited",
Cincinnati OH.

If you have any more listings send them
to whk58@pacbell.net

