



# BRANCH LINE

NMRA'S FIRST REGION

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July-September 2007

## Remembering the "Suntan Special"



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## President's Message

Ron Plies

Wow, what a great way to start my tenure as your PCR President! What a great convention with Kevin Hurley and his committee doing an outstanding job. That train ride from the boardwalk at Santa Cruz through the redwoods to Felton and the Roaring Camp & Big Trees train ride followed by the Bar BQ was a great way to end what was one of the best conventions the PCR has held. As my old friend Frank would say, "Ron, you sure missed a good one and you need to be there next year". We had a great turnout and those that came all said the same thing, how great it was.

John Houlihan and his crew are planning another one of these outstanding types of conventions and I know all of you will want to be there, so start planning now by signing up for the convention today.

Pat and I have also been given a wonderful PCR board and staff to work with to continue to move the PCR down the track. In railroad jargon I believe they call that, By the Green, High Green, High Ball the Drag. Gene, David, Larry, Rich, and the rest of the board and staff have given us a very firm foundation to build on. We, as an organization, owe these folks a great deal of gratitude for all their hard work in keeping things together and creating if not the best one of the best regions in the NMRA. So thank you all for all the good work you have done.

I would be remiss not to mention the divisions as this is where the main work is done. So to all the Division Superintendents and their staff A GREAT BIG THANKS. Remember that old ad on TV that asked the question, "Have you hugged your kids today?". Have you thanked your Region and local Division officers today? If not, do it at the next division meeting.



## VIEW FROM THE LEFT SEAT

Pat LaTorres

As I thought about my first column as Vice President of the PCR I tried to come up with an original sounding title for the column. The best I could come up with, as the "second chair, or "fireman" was maybe "Fireside Chat", but that one had already been used by someone who had made it over to the right-hand seat, so I figure that I'll stick with the title that Dave Connery has used so well over the past few years.

To start with, I'd like to thank everyone that worked to make this year's PCR Convention, the "Suntan Special", such an outstanding success. This should start with Kevin Hurley and his sidekick, Dave Loveless. These two took the point on the project and then added (read "drafted") a crew of folks that were both conscientious and had great fun working on this project. It will be fun to sit back and relax as John and his crew get things set for next year in Fresno. From what I've seen and heard, a GREAT time will be had by all!

Next I have to give a great big thanks to Mary Moore-Campagna, Robin Fawkes, Steve Wesolowski, Doug Harding, Jim Radkey, Kevin and Dave for keeping both Ronnie (more about Ronnie and the wedding later—ed.) and me from going completely off the deep end in the weeks leading up to the convention (and a certain Non-Rail activity on Friday morning). To all of our friends in the PCR who made our families feel as if they were part of a larger family, "Thanks" just doesn't cover it!

And lastly, to Mark Schutzer, Steve Wesolowski (the ring-leaders), Robin Fawkes, Bill Scott, Dave Connery, Ed & Gay Liese, Mary Moore-Campagna, Gus Campagna, Bill Kaufman, Tom Van Horn, Seth & Lori Neumann, John Sing, Kevin Hurley, Jim Radkey, Kent Williams, Glenn Joesten, Rick Fortin, Dave Loveless, Otis McGee, Tom Crawford, John Marshall, Thom Anderson, Stan & Danette Keiser, David Parks, Chuck Mitchell, and Ken Lunders who together gave us the 1/32nd scale live steam SP 0-6-0 (as a wedding gift—ed.), words are just beyond me, so again I'm just left with THANK YOU. This had to be one of

*(Continued on page 3)*

*(Continued from page 2)*

the neatest and most fun (funnest?) weddings anyone has ever enjoyed.

Next, I'd like to thank everyone that took the time to bring items for the contest room; model, non-rail, photo and non-judged/for display only. By letting us see their work, they inspire and encourage all of us to try just a little bit harder in our efforts. My goal was to run out of space in the contest room and we came close. I hope that everyone who came into the room will try to bring just one item for next year's convention – so they DO run out of space. I also give a hearty congratulations to everyone that took home a plaque or ribbon, it was hard work on the judges. Speaking of the judges, these folks all took time out of their convention to help make the event just a little bit better for the rest of us. (I'd especially like to thank Richard and Venita Lake, who came all the way from St. Louis and then volunteered to help judge!).

Now I have the pleasure of looking forward to the next two years (and perhaps more beyond this) to help the PCR step up and become even more effective to those in the model railroad hobby, in Northern (and "Central", Ron) California. We've got a good foundation to build on, but we need to make sure that whatever we build makes the best use of that foundation. One of our first projects, which is already underway, is to work on coordinating our division meets to eliminate (or at least reduce) having meets in conflict with each other. Everyone on the board sees this as the first step to becoming one region, rather than a group of divisions.

Yes, this may take some adjusting and tweaking to get it right, but we all feel that it is worth the effort and the long term benefit for all of our members. Since there are meets planned in all of our divisions through the end of summer, I don't see it coming together overnight. But, by next year we should be well on the way to working this out. So, if the opportunity presents itself, take a trip out of division to a meet, you'll find some really neat people having even more fun.

Another item that we hope to work toward is better coordination and cooperation with the Special Interest Groups (SIG's) and historical societies within the region. We already have a

pretty good working relationship with some of these folks, but there are some instances where conflicts between the SIG's and the NMRA national organization have had a negative impact on the regional level. I'm not here to point fingers or say anyone is right or wrong. I just feel that anything we can do to help move the hobby forward is of benefit to all of us.

The final matter that I'd like to address in this column is that all of us on the board are here to work for you and to try to help you get more out of the NMRA. All of us have our phone numbers and email addresses (those that have email) listed in the Call Board in The Branch Line. Please feel free to use these to contact us whenever you have a concern, or an idea which might help the region. We are not all-knowing and we don't work well in a vacuum; we depend on input and feedback from the membership to let us know when we're off-base and when we're doing things correctly.

Another way to get information to us and to the rest of the region membership is via the PCR Yahoo Group, which is administered by Bill Kaufman. This is a FREE group, accessible via the Yahoo home page and is a great source of information regarding events within the region – whether sponsored by, or independent of, the region or divisions.

Until the next issue, enjoy the hobby and I hope to see you soon.

Pat LaTorres



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# WRITTEN IN THE PCR

## *Western Pacific*

and other books by David F. Myrick

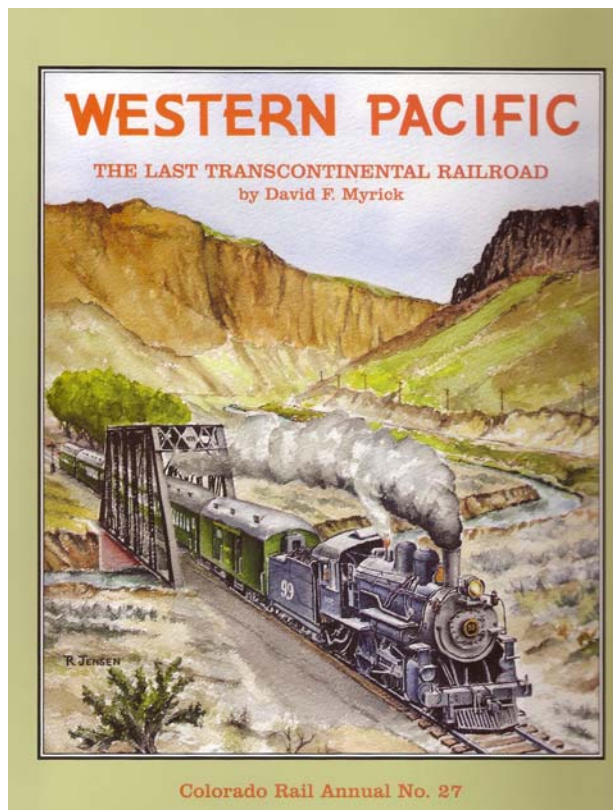
Reviewed by Dave Connery

The Western Pacific is a railroad I do not model nor do I model a railroad that interchanged with the WP, but if I were modeling a mainline railroad it would definitely be the WP. The unique history, underdog status to the earlier mainlines and the marvelous scenery the WP passed through all make it a dynamic line to build a model of. Recently the Colorado Railroad Museum published their Colorado Rail Annual No. 27 titled *Western Pacific, The Last Transcontinental Railroad* and written by prolific western railroad author David Myrick of Santa Barbara in 2006. I have long admired the intensely researched rail histories of Myrick and have at least a half dozen of his previous books in my library.

This book covers the early history of the railroad, including the perturbations the original developers went through to obtain right-of-way and funding for such a colossal undertaking. The railroad was built between 1903 and 1909 but its antecedents go back into the 1890's (a clinic at the Santa Cruz convention by Dan Mosier on the Alameda & San Joaquin Railroad highlighted this beginning at the town of Tesla, between Livermore and Tracy, California). The WP extended from San Francisco Bay to Salt Lake City and crossed the Sierra Mountains via the Feather River Canyon, traversing the famous Keddie wye. Much of the book details the arduous construction of the line, section by section, with the background of the

financial and legal activities that built the WP but put the mortgaged Denver & Rio Grande in financial peril. Most of the emphasis of the book is on the construction of the mainline route and a number of chapters are devoted to the northern extension, north from Keddie to a connection with the Northern Pacific at Bieber, including the nearby McCloud River Railroad. The over 200 photos in the book make it a must for WP modelers. These photos are especially strong in the early construction and so are full of information for any period modeler of the first part of the last century. There are 29 "stick maps" that really help you understand the route of the railroad and countless other illustrations and copies of company documents and promotional material that add greatly to the understanding of the railroad and its times.

While the book is jam-packed with detailed historical information I was disappointed with the general readability. At times it reminded me of the way early high school term papers came out – we were sent to the library with a stack of 3" X 5" cards to collect our data and then wrote the paper by sorting these cards into some logical order. The end result was often a series of poorly connected pieces of information – one included every item collected to get credit for the footnote. There are places where this appeared to have happened in this work. The book retails for



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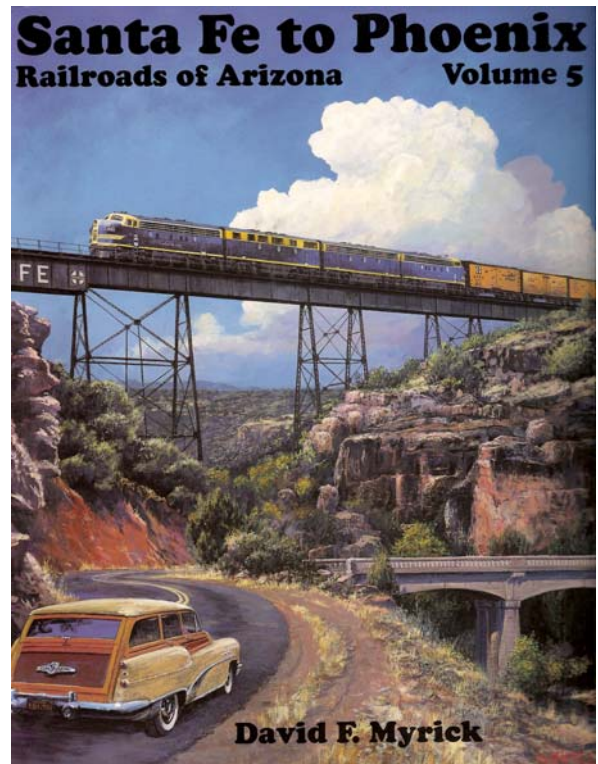
(Continued from page 4)

\$49.95 and is available from local shops or directly from the museum [www.crrm.org](http://www.crrm.org).

As noted above, I was a bit disappointed with the writing in the WP book so I decided to re-read two fairly recent works by Myrick to see if they suffered the same flaw. I am happy to say they do not. These two books are published by Signature Press and are the 4<sup>th</sup> and 5<sup>th</sup> volumes of the history of the Railroads of Arizona. Volume 4 is titled "The Santa Fe Route" and Volume 5 is "Santa Fe to Phoenix". Both of these books are stunning.

Volume 4 covers the Santa Fe railroad starting as the Atlantic and Pacific Railroad and crossing the state from east to west as a part of the AT&SF backbone across the western US. The book includes details of the early organization, railroad construction, places passed, passenger and freight operations and ending with the Burlington Northern merger in 1995. The book includes over 300 photos, dozens of maps, and 288 pages of definitive information.

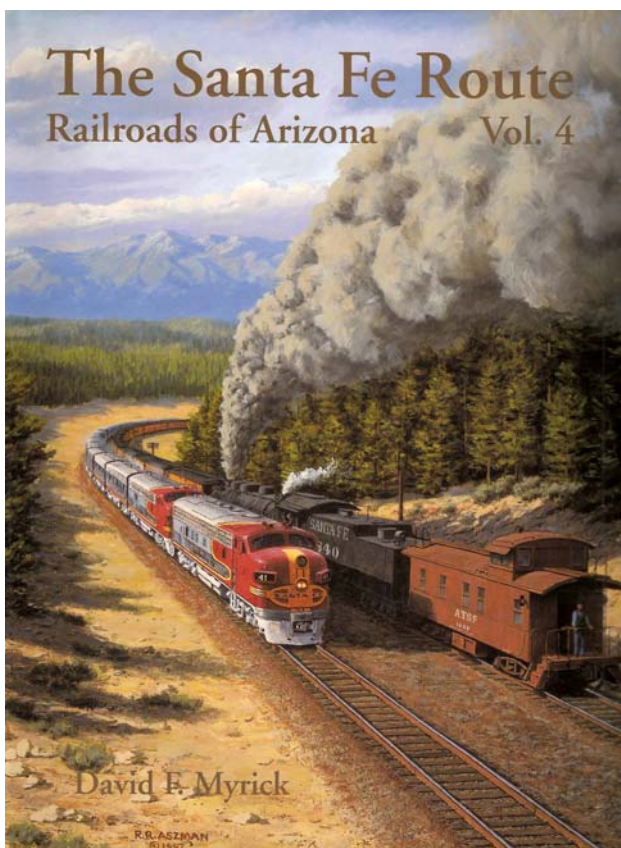
In Volume 5 Myrick covers the history of railroads making a north and south connection within Arizona. It is of particular interest to me



because it includes a chapter on the ill-fated Prescott and Arizona Central. This was the first railroad in this area and was built by Thomas Bullock, whose Arizona line went bankrupt. This caused him to migrate to California in search of a new railroad opportunity – which turned out to be the Sierra Railway. One relic of his days in Arizona (he moved the P&AC rolling stock and even the rails to the Mother Lode) is Sierra locomotive #3, recently funded for return to steam operation. This 4-6-0 was originally built as P&AC #3 in 1891 by Rogers. The book goes on to describe in detail the several other north-south lines in central Arizona and ends with the Arizona & California Railroad in the mid-1990s and owned by the California Northern Railroad of Napa. This book includes over 250 photos, several dozen maps, and a total of 280 pages.

Each of these books retails for \$65.00 and is available locally or through Signature Press, 11508 Green Rd., Wilton, CA 95693.

[www.signaturepress.com](http://www.signaturepress.com) (800) 305-7942, fax (916)939-1960. Signature editor Tony Thompson indicates there are several Myrick books in the planning stages, including a 6<sup>th</sup> Volume of the Railroad of Arizona series. YES!



# MADE IN THE PCR

## Driftwood Scenery Company Products

Review by Dave Connery

As many of you know, scenery is one of the aspects of building a model railroad which I greatly enjoy and now I have a new source of some fantastic products to make these scenes more realistic. The Driftwood Scenery Company is a relatively new provider in our hobby and one I suggest you give very serious consideration to. Their product line consists of a range of interesting materials aimed primarily at the logging modeler, but since they provide material for woods scenes they are very useful for anyone that has a forest or tree intense area on their layout.

Their product line consists of a series of bags of various types of materials which are nothing like what you can purchase from any of the nationally known scenery sources. For example, they have bags of “Rotted Stumps, Deadfall and Snags” in N, HO, S, and O scale. These are packaged by weight and range from 2 to 10 oz. and cost from \$10.00 to \$20.00 per bag. They have a range of “Ground Cover” packages of various sifts of a material that looks like miniature bark and duff found on the floor of all wooded areas and these come both with and without sand.



They also have a line of various sifts of Green Moss. This product is a dark green and adds a whole new dimension to the undergrowth found in woods and I think could make some really special “pucker bush” applications in open fields. Again, this is unlike other product I know and adds to the palette of color and texture so important in creating successful, realistic scenes. Finally, they provide logs of various lengths in all four of the major scales. These logs have an absolutely marvelous texture to them. The logs come in two diameter groupings for each scale and I know the ones I purchased will look wonderful as flat car loads in my logging area.

I was thrilled to meet the proprietor of this company, PCR member Fred Stapp and his wife during the recent PCR convention in Santa Cruz. All of the product line can be seen and ordered through the web site at [www.driftwoodscenery.com](http://www.driftwoodscenery.com). Fred can be contacted by e-mail at [fstapp@cox.net](mailto:fstapp@cox.net) or reached by mail at 755 Sandpoint Road, Carpinteria, CA 93013 (805) 276-8013.



# EDITOR'S NOTEBOOK

By Bill Kaufman  
(with apologies to Bill Schaumburg)

My most common activity on these pages is to gush about the convention. I love them. I schmooze with friends, go on a tour or two, see a couple of layouts and generally wallow in Model Railroading for three or four days. However, I have been upstaged on my own turf, to mix a few metaphors to the point where they make no sense whatever.

Steve Wesolowski has written us a fantastic report on the Suntan Special convention that just finished along with a social column that would benefit the Chronicle. (It isn't every newsletter editor who has or even needs a Suzy Knickerbocker).

Jim Providenza's "Tales of the Santa Cruz Northern" is full of wailing and gnashing of teeth about what he didn't get to Santa Cruz to see. He waxes rhapsodic about the parts he did manage to attend.

The solution to all this is at hand. Starting on page 28 is a full discussion of Fresno next year, "Sierra Memories" which will focus on the logging and narrow gauge just up the hill from there. (I told them I would do a couple of clinics, but what my operations clinic and the State Belt RR of California have to do with that I haven't a clue.)

There is a lot of other good stuff in this issue. Dave Connery reviews a series of books about the Western Pacific and some nice scenery materials. In addition to the required reports on the Board of Directors Meeting and the Annual Meeting, sprinkled throughout the pages are some of the pictures Mark Schuster of the winners of the contests at Santa Cruz. There were a lot of entries, especially photographs. I primarily chose ones that I thought would reproduce well, rather than the best in every class. Some of them I don't have quite all the data for. If I messed up one of yours,

please accept my apology.

We've also got Ron Plies' and Pat LaTorres' first attempts at explaining what they want to do now that they are the honchos. Interesting stuff. I know that Ron has been reaching out to other groups and they both seem open to new ideas. I'm looking forward to their reign.

I am beginning to worry that John Sing doesn't have a home to go to and covers it well by always being out of town. Whatever the case is, he does well by us and has sent us a photo essay

of a German museum with models of a size and precision that will have you drooling all over your chin.

I have been beating up on the East Bay Club to send us something that highlights all their layouts and sub groups. They came through with a wonderful piece for the last issue, but I lost it. Fortunately, they kept a copy and it is in this issue.

As far as my own stuff, the State Belt ran very well for BayRails. I've built a bunch of new structures for it, laid in a lot

of road and sidewalk, glued a bunch of switches shut (a couple of which I, in fact, had to flat out replace), I've decided to try and run it about every two months. If you want to operate on it, let me know.

I also survived being "Father of the Bride." Actually it was a lovely wedding and I didn't have much to do besides try to not embarrass either myself or my family.

Beyond that, I'm off to Detroit for the National. I'll see you when I get back.

Bill

**I schmooze with friends, go on a tour or two, see a couple of layouts and generally wallow in Model Railroading for three or four days.**

# ACHIEVEMENT PROGRAM

## Master Builder - Motive Power

By Jack Burgess, MMR

Given the continuing stream of new super-detailed diesels and steam engines which flow into our hobby each year, it would not be surprising if the amount of scratch-building of locomotives continually decreases in direct proportion. The Master Builder – Motive Power certificate includes a requirement to scratch-build a locomotive and that requirement may mean that this certificate is one of the hardest to earn. (Although I'd say that earning Association Volunteer certificate is much more time consuming!) Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

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

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

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

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

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

Steam locomotives - Frame, boiler, cab, tender

frame and body, and either valve gear or main or side driving rods.

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

Items such as the motor, gears, drivers or wheels, couplers, trucks, etc. are all excluded from the requirement for being scratch-built. Note that the term "scratch-built" implies that the modeler has done all of the necessary layout and fabrication that produces the final dimensions, appearance, and operating qualities of the model. This is a good statement of the intent and spirit of the "scratch-built" requirement. Notice that it does not say that the use of a few commercial detail parts will disqualify the model as being "scratch-built". In general, the same standard applies that is used in contest judging: "Completely Scratch-built" means that 90% or more of the model was scratch-built. (But you still need to scratch-build the specific items listed above.) This means that in contest or merit judging, the model you are claiming as "scratch-built" should have earned at least 11 points in that category out of a possible 15.

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

I am happy to announce that Dave Grenier has volunteered for the position of Daylight Division AP Chair. He can be reached at (559) 297-1345. Other contact information for Dave is included on the Call Board on Page 2.

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



## HIGHLIGHTS

# BOARD OF DIRECTORS & ANNUAL BUSINESS MEETINGS

## MAY 2007

By Rich Kolm, PCR Secretary

**THE BOARD OF DIRECTORS met on May 2** at the University Inn and Convention Center in Santa Cruz, which was the first day of the PCR Annual Convention "Suntan Special." Board members present were President L.E. "Gene" Mayer, Vice-President Dave Connery, Treasurer Larry Altbaum, Secretary Rich Kolm, Directors Doug Wagner (Daylight), Kermit Paul (Coast), Mary Moore-Campagna (Sierra), and Nolan Alexander (Redwood Empire), and Director-proxy Jim Long for Eric Minton (Hawaiian). Putting in an appearance were Ray deBlieck, Director on the NMRA Board, and various Department Managers and Committee Chairpersons.

• **New directions for PCR. Vice-President Dave Connery reported** there are things PCR should be doing to better prepare us for the future: (a) Take the initiative to make e-mail address information in the NMRA membership database as complete and correct as possible, since NMRA has

been slow to develop its database with promised regional access. (b) Develop coordinating meetings between the Region, Divisions, SIGs, and clubs to share calendars, plans, and joint promotion of activities, and to identify areas where increased cooperation would be mutually beneficial. (c) Determine what activities members support, how members want to be communicated with, and ways PCR can better serve them and enhance their model railroading experience. (d) Seek opportunities to hold a joint convention with PSR or PNR. (e) Treat the Hawaiian Division as a "mission" and provide added support to help to rejuvenate it.

Gus Campagna pointed out the Redwood Empire Division website maintains a broad-based calendar of events, but the information has to be submitted to be posted.

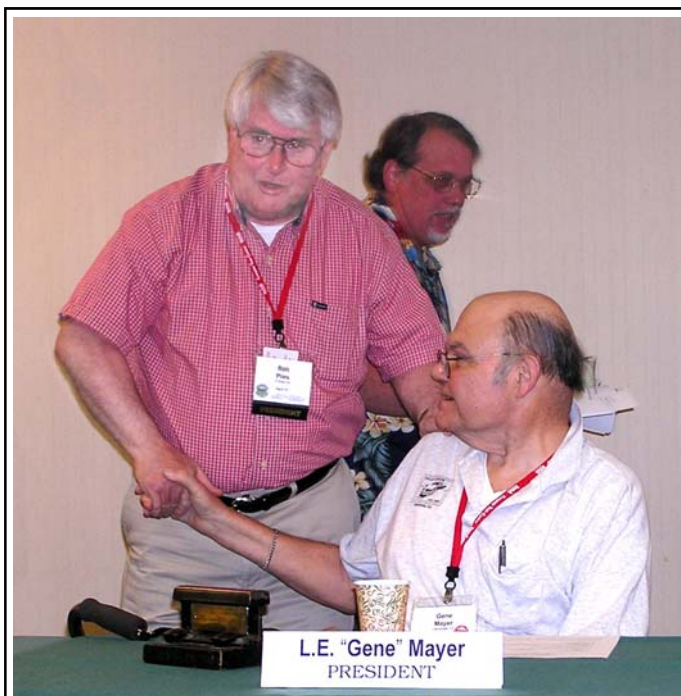
• **Finances. Treasurer Larry Altbaum reported that the** finances of the Region continue to be more stable, reflecting the change in structure brought about by the NMRA single dues system. He made minor adjustments to the FY 2007 budget that was adopted in November 2006 and pointed out that there is still room in the budget and assets for any one-time projects worthy of Region support. Division Directors are encouraged to continue discussions of this with Division officers and all other members. The bottom line is that PCR is financially healthy considering income, expenses, and assets, and by continuing sound financial planning will continue to be so.

• **Division Directors** reported on upcoming activities in each of their Divisions.

• **Election of Officers. Jim Providenza, Chairperson of the Ballot Committee,** reported that Ron Plies was elected President and Pat LaTorres was elected Vice-President (to take office at the Annual Business Meeting).

• **Conventions. Dennis Stokely, Manager of the Convention Department,** summarized the status of upcoming conventions. Chairperson John

*(Continued on page 10)*



Ron Plies, the new PCR president (left), takes over from Gene Mayer, outgoing president, at the Annual Business Meeting in Santa Cruz on May 6. Pat LaTorres, the new vice-president, slips behind them.

(Continued from page 9)

Houlihan reported on planning and preparations for the 2008 Convention “Sierra Memories” in Fresno. He said they have a website [www.pcrnmra.org/conv2008] and registrations are being accepted. There is not yet a chairperson for the 2009 Convention, although one-third of the host committee is already recruited; the location will be in Pleasanton or the Fremont/Milpitas area. The 2010 Convention is scheduled to be in the Redwood Empire Division, but they haven’t been able to find a hotel in that area that is reasonable and available with space for a convention like PCR. Other locations in the Bay Area may have to be considered.

• **Hawaiian Division.** The Division has not been active because of its unique situation with only a few members scattered over several islands. Director-proxy Jim Long said Director Minton reported that the Hawaiian members don’t feel a connection with PCR. The Board approved mailing the *Branch Line* to all 20 members for the next four issues. Vice-President Connery pointed out that we need to include Hawaiian Division content in the *Branch Line*.

• **The next Board Meeting** will be in Fresno during the last weekend in October. The details and agenda will be posted on the PCR website prior



Bob Booth’s water tower and pump took first place in “Open Structures” at the Santa Cruz convention with 102 points.

to the meeting.

**THE ANNUAL BUSINESS MEETING** was held on **May 6** at the University Inn and Convention Center in Santa Cruz, the last day of the 2007 PCR Convention “Suntan Special.” President L.E. “Gene” Mayer presided and there were 78 PCR members present.

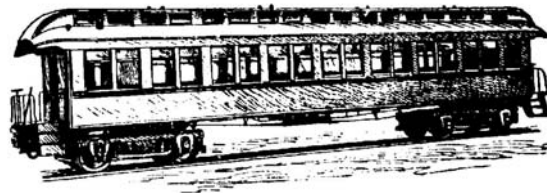
• **Summary.** President Mayer, Vice-President Dave Connery, and Secretary Rich Kolm summarized various aspects of the May 2 Board Meeting (see the highlights of that meeting).

• **Member comments.** There was a lively discussion about new directions for PCR. This ties in with Vice-President Dave Connery’s earlier recommendations and follows the discussion at the May 2 Board Meeting. It was generally agreed that there is a need to better coordinate the activities of the several Divisions in the Region, to develop more of a partnership between the Region and the Divisions, and to consider new approaches that accommodate members’ changing interests and thus generate more participation in Division activities.

• **New Officers.** Under New Business, President Ron Plies and Vice-President Pat LaTorres took office. President Plies recognized Gene Mayer’s service to the organization and presented him the Past President’s Pin. Treasurer Larry Altbaum and Secretary Rich Kolm will continue in office.

• **Conventions.** Kevin Hurley, Chairperson of the 2007 Convention, commented about the convention activities and their success. John Houlihan, Chairperson for the 2008 Convention in Fresno, described the planning and preparations for “Sierra Memories.”

• **The next Annual Business Meeting** will be at the 2008 Convention in Fresno. The details and agenda will be posted on the PCR website prior to the meeting.



# Suntan Special: Report and Social News

By Steve Wesolowski

Former Suntan Special Publicity Pooh-Bah/Bozo, now a free rider of the Underground Railway Press, reporting from the San Juan, PR, Hilton Caribe

Ok, yeah, so I was wrong in my last report-- I DO have more to write about the Suntan Special, after several others twisted my arm until I agreed to do this (ouch!). Now, a month later, recovered from riding the "runaway train" (yes, often it was that exciting!) that was the PCR 2007 Suntan Special, I'll give some highlights for those who missed it...

Wednesday seemed to start slowly, like steaming up a cold loco. "Our Passengers" began arriving all day, some enjoying layouts on their way. ( I was busy volunteering & I missed the layouts and slept through the only clinic I tried to attend, but I know the Clinics I walked past were all FULL! and next time I want to sit in on the Logging ones -- that fellow knows Everything about logging).

Many Volunteers, especially in Registration

and Setup, were "oiling the engine", getting Clinic Rooms Ready and handling a zillion other last minute details. Meanwhile, all day Friends happily greeted friends who only meet once a year or so.

Thursday, we began running with a Full Head of Steam: an Excellent Granite Rock Quarry Tour,

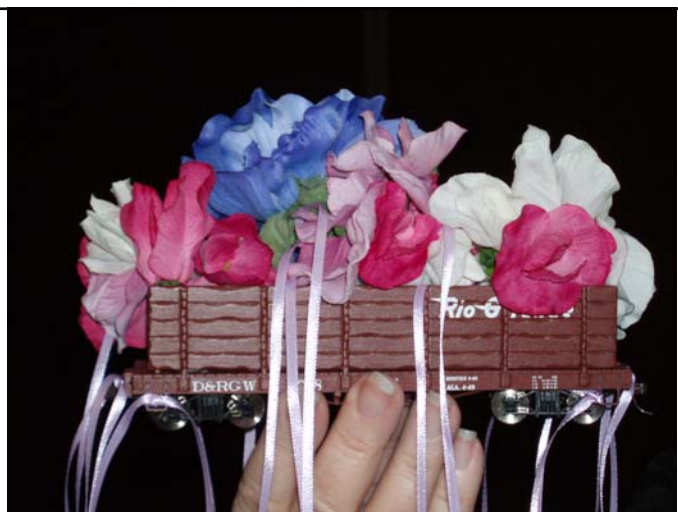
Ok, yeah, so I was wrong in my last report-- I DO have more to write about the Suntan Special, after several others twisted my arm until I agreed to do this (ouch!).

where we saw heavily tagged 1:1 scale Convention Cars and where and how they got dropped off, loaded and sent off full of rocks of

various grades. We saw REALLY BIG Monster Trucks and even Larger mobile machinery running around. The quarry operates mostly at night when electricity rates are lowest, so we weren't in the way. A GR engineer boarded our bus while wirelessly running his 1:1 switcher just like we do with DCC. Talk about G scale, Granite Rock is GIANT Scale, with 1:1 Hopper cars and larger stuff. The rest of Thursday is a blur to me: I helped some stuff, but I was busy writing up contest entry forms, AND I'll remember the GR tour as long as I live. People kept arriving, many clinics were held & layouts were open. Robin arrived for Friday's First Event: a wedding.

Friday, Oh Dark Thirty, the Jar Awake Phone call rings: arrghummph...a light rain is falling, so I will be in the Dawn Room by dawn.. Shower/coffee-ed semi-awake, in jacket & tie (like SuperDuffus in a Temporarily Out of Order phone booth) I transformed myself into Best Man for Patrick LaTorres' & Veronica Wong's dawn wedding, which I think was the most Fun and

(Continued on page 12)



The Bridal Bouquet also won third place in Railroadania in the contest

*(Continued from page 11)*

**Funniest wedding I have ever attended!**

The sight of the Breathtakingly Beautiful Blushing Bride, clutching gingerly her On30 freight car filled with her wedding bouquet brought tears and cheers to all in the room, or at least me, as she entered.

Their vows and the entire ceremony were a Union of The Old Time Railroading Religion, mixed with more modern phrases, during which they both agreed to "forever couple together our separate MU units until their run together reaches beyond the End of Track or Time, whichever signal switch is thrown first" or something like that -- I was trying not to laugh too loud or often so everyone else could hear the Reverend's Righteous Rites for Foamers.

Anyway, I think you just had to be there to hear and see the truly railroaded wedding ceremony, and around 50-100 of us were, even at this early time.

Soon afterwards, and after a quick bite of breakfast, the Bride & Groom & I and about 40 others boarded the 'Honeymoon Tour Bus' for the Davenport CEMEX Cement Plant tour, during



Pat and Ronnie, groom and bride

which Jim Long explained to our wonderful tour hosts they had decided to take the tour on their wedding day to cement their relationship.

Later Friday, afternoon, we enjoyed a Thomas the Tank Engine animated & decorated wedding cake & piñata party where Pat & Ronnie were presented with an Accucraft 1:32 SP 0-6-0 live steam engine wedding gift.

The Suntan Special continued to move on Friday, with more clinics and layouts open and the Contest Room became FULL with entries of Models, Photographs, Slides & many Crafts, along with a large display of many fine show & tell models, more than Patrick had ever seen, so the Volunteer Judges Saturday AM had a lot of models to judge.

The Suntan Special continued to roll on Friday, with more clinics and layouts open.

Meanwhile, the Contest Room became Very Full with entries of Models, Photographs, Slides, Passes, and many beautiful Crafts!

There was a large display of many fine models for Show (Un-judged): more than Patrick had ever seen. So, we Volunteer Judges Saturday AM had many excellent models to evaluate, which was great! Plus, I had a chance to help monitor the

*(Continued on page 13)*



The Rev. Doug Harding, CB&Q aficionado and hog expert, whistling, tap dancing and doing bird calls to amuse the congregation waiting for the grand event.

(Continued from page 12)

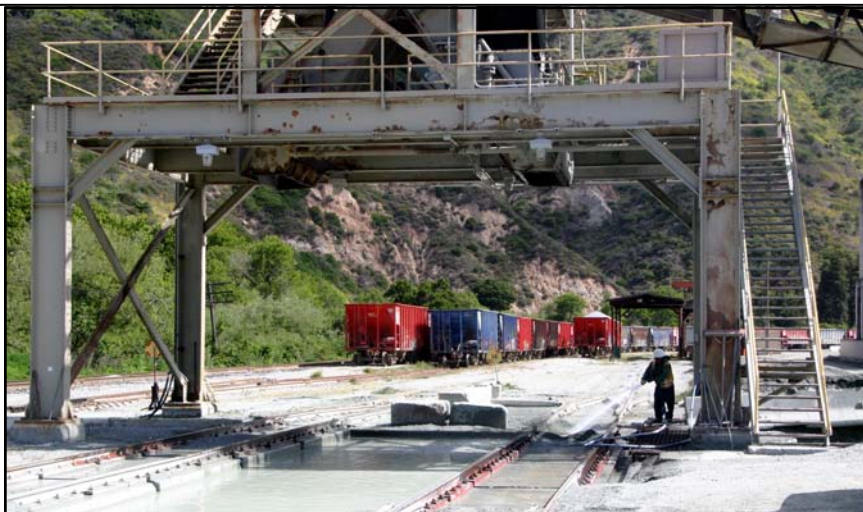
Allen Fenton Switching Contest while an enthusiastic young Hurleyman solved the puzzle for his first time, for 1st place in his category!

Meanwhile, Friday Evening/Saturday Morning's Swap Meet was organized and took place, where many cool/great items got swapped for cash and/or?: I know I bought my share of HOn3 brass, a Shay kit & RTR Caboose-- even better, I found a wonderful new/40 yrs old NG book.

Anyway, Saturday AM I spent mostly in the Contest Room, and then helping people board the shuttles to the Boardwalk for the Roaring Camp & Big Trees train rides and Awards BBQ!

The Train Rides were Pure Magic! Trains filled with excited, happy Train Lovers & Foamers talking excitedly and snapping more pictures than Carter made Liver Pills, or the Carter Brothers made freight cars! I didn't even have to close my eyes in

order to be transported (in my imagination) back to 1880 -90s and imagine I was riding a South Pacific



Granite Rock Tour

Coast Narrow Gauge Railroad Suntan Special Beach Special from Alameda through the Santa Cruz mountains to the beach/boardwalk and back...

In addition, we had so many people signed up that Roaring Camp added a 12 Ton diesel Critter as a helper engine onto our train! The added cars and engine meant they had to split the train up to get past the switchback near Bear Summit -- what a special treat for Critter lovers like me! WOW!



Davenport Tour

It was a beautiful spring day for train rides and a

BBQ dinner; the Awards were enthusiastically received after Jim Vail's really fine slides and extemporaneous presentation on Santa Cruz Steam Railroading History. Our festively lit train ride back to Santa Cruz was filled with excited adults & kids talking & enjoying the ride over the former SPC right of way, followed by many choosing to walk back to the University Inn instead of riding a shuttle van. I believe a Wonderful Time was enjoyed by all!

Sunday Morning's Annual PCR Business meeting was quite interesting, with many new ideas raised and discussed, after which it seemed well over half of us won

(Continued on page 14)



Granite Rock Tour

*(Continued from page 13)*

door prizes! Jim Radkey, who I heard wasn't planning to attend, so he could get his layout ready for an OPS session, actually **WON** the Grand Prize of being a Steam Engineer for a day at Roaring Camp! I know Jim was glad he stayed!

Riding home after many goodbyes, I was tired, but it was a happy tired: from meeting many First Timers & others who hadn't attended a PCR Convention in years. Many volunteered after they arrived.

Thanks to Every person who volunteered: Thanks to All of You I know every attendee could and did enjoy more fun with trains.

I especially hope every volunteer enjoyed volunteering during the Suntan Special, so all of us will continue to volunteer at least some time every year, and not just during conventions. While I'm already excitedly anticipating a train ride during Fresno 2008, I'll also try to find some time during Fresno's fun to lend a hand wherever one more will help. Until Fresno, Happy Trains to all!



Davenport Tour



## 2007 PCR Contest Report

By William Scott, PCR Contest Manager

This year's convention saw the largest number of contest entries in many years. We filled the contest room to overflowing. There were 126 entries, in 29 categories, 12 merit awards, and 31 entrants. Again, this year we projected photographs of the winning models, photographs and non-rail entrants as the winners were announced at the banquet.

Due to Steve Wesolowski's persistence we've brought back the pass contest. This year also saw some special awards. There was a popular vote by all convention attendees and peer's award (anyone who entered a model voted on what they liked best) won by Giuseppe Aymar, with a string of Union Pacific TOFC's. . . The non-rail category winner was Carolyn Weber's counted cross stitch, "The Carousel". Jim Vail won the photo category for his "375 at Snowshed". The model category was won by Bob Booth for his Republican Mine.

The contests don't happen without the volunteers. As always Carol Skold helped with model entries and anything else that needs doing in the contest room. Mark Schuster ran the switching contest and it was his efforts that made the photographs during the Banquet work out. Pat La Torres & Ronnie Shadlow spent a significant part of their honeymoon assisting in the contest room. Ronnie was in charge of the photo contest judging and Pat was a big help in tabulating results.

The contest would be just a display without the judges, so thanks to the following members that took a few hours out of their Saturday morning to help with the judging: John Stutz, Mary Moore-Campagna, Carol Skold, Dave Grenier, Gus Campagna, Richard Lake, Venita Lake, Giuseppe Aymar, Pete Cressman, Terry Smithson, Dennis Hill, Gordon Searle, George Pisching, Lynne Maddy, Steve Biggs, Stanley Keiser.

We'll see you in Fresno.

See you, Bill

# Membership Department Report

by Doug Wagner

Pacific Coast Region Membership Department Manager

By now, some of you have had some time to recover from the fantastic "Suntan Special" convention, in Santa Cruz. One of the items brought up from the Sunday PCR Membership meeting, was better coordination and communication between the 5 Divisions in the PCR. I figured as the Membership Department Manager, I would try to earn my pay, by listing some information that may help do just that – I hope!

The Pacific Coast Region's newsletter, *Branch Line*, and the National Model Railroad Association's magazine, *ScaleRails*, are excellent ways of getting out information to the members. But *Branch Line*, which is published quarterly, and *ScaleRails*, which is published monthly, may not be able to print last minute

changes to events that may occur. That's where the Internet makes it possible to get out last minute updates to members and keep members informed of other division's and region's activities.

The first place to start to keep informed of PCR and Division activities, via the Internet, is the PCR's website, located at <http://www.pcrnmra.org/>. Here you will find links to 3 out of the 5 divisions in the PCR, along with reports, schedule of events and photos of past meets. It also contains contact information for both PCR and Divisions.

Another great way to keep informed about PCR activities is by joining the PCR's Yahoo Groups email posting site. If you are a member of the PCR Yahoo Groups site, every time someone posts a message, everyone on the group receives the email. So, if last minutes changes for an event or information being passed on are posted, you'll have the latest information. If you would like to join the PCR's Yahoo Groups site, it is located at <http://groups.yahoo.com/group/PCR-nmra/>, and follow the directions for joining the groups So, if

anyone wants to post some information, ask a question, etc. – not only for PCR, but other Divisions – may post an email at this site. Also, to keep informed of Daylight Division activities, the Daylight Division also has a Yahoo Groups site and it is located at <http://groups.yahoo.com/group/daylightdivision/>.

... better coordination and communication between the 5 Divisions in the PCR... as the Membership Department Manager, I would try to earn my pay, by listing some information that may help do just that - I hope!

OK, that's it for how to get more information concerning PCR and Division activities. I also want to relay some information to you on any membership questions you may have. Ever since the NMRA went to the single membership status, the PCR does not keep separate cards for PCR members any longer. If you are a NMRA member, you are also a PCR member. We get our mailing labels directly from the NMRA Headquarters, in

Chattanooga, Tennessee. So, if you have a change of address or membership status, or change of address, you can do it directly to the NMRA Headquarters. I mean we'll be more than happy to take any changes in membership status or questions that you may have, but you can eliminate the middleman, i.e., me, and report it directly to the NMRA Headquarters, since they keep all the records now. Also, they can get back to you in about 5-7 days, since I'm a firefighter, and during a bad fire season, which this year is shaping up to be, I may not be home for 2 weeks at a time.

The NMRA Administration Department Customer Service Associate will be happy to answer any questions regarding replacement Membership Cards, Missing Issues of the NMRA Bulletin, and other Membership Database related questions. You may fill out the form located at <http://www.rhistorical.com/NMRA/AdminForm.htm>. Or you may contact the NMRA Headquarters via an email directly to [hq@hq.nmra.org](mailto:hq@hq.nmra.org). Please allow 5-7 working days

for a response. You may access the NMRA's web site at <http://www.nmra.org/>, and use this web site and the above listed form for the following items and any other questions you may have:

Report changes of address

- Member Card replacement
- Missing Scale Rails
- New Member Pack
- Deceased Members
- Request a Membership Promotion Pack for Region Conventions
- Incorrect Expiration Dates
- Multiple NMRA Member ID Numbers
- Region Dues Payment
- Membership Information
- Region Contacts
- Collector's Insurance (please see memo below)
- Region Event Liability Insurance
- Monthly Region Reports
- Order Shipment Tracking
- Wholesale Merchandise Items and Pricing
- Modeling with the Masters Program
- To renew your membership online
- To order NMRA merchandise

Or, if you want to contact them by phone, the NMRA's Headquarters' phone number is (423) 892-2846, Monday – Friday, 5:30 AM – 2:00 PM, Pacific Standard and Pacific Daylight Savings Time.

I hope I have given you all the information required for you to keep up on the latest information concerning National, Regional and Division activities that you may be interested in. For other related membership assistance, please look at the Callboard in *Branch Line*, under Membership Department, and there you will find the particular membership assistance that you are requiring. The folks that are listed under each membership listing are experts at helping folks out with any particular problem or question that you may have. But if there is a question that we can't answer, the answer I give at work is, "I don't know the answer, but I know where to find it!" And that's the way these folks will help out – any which way they can !

That's it from me for this issue. Now, I need to get back to work on the registrar's job for the 2008 PCR Convention, "Sierra Memories", in Fresno.



Sierra Division Picnic  
August 11, 2007

Railtown 1897 State Historic  
Park Jamestown

We will meet at 11 AM  
Have lunch and train ride and shop  
tour

Sierra Division will provide  
hamburgers, hotdogs and soda.

Please bring something to share with  
the group.

All PCR members welcome, all  
divisions

RSVP to Jim Long

Jim Long 530-676-1798 or [jimclong@sbcglobal.net](mailto:jimclong@sbcglobal.net)



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

By John Edignton

The Museum resumed its regular public schedule on April 1, 2007, our 17<sup>th</sup> year in our present location in Miller-Knox Regional Park. The Museum is open on Saturdays and Sundays from 12 noon to 5 PM; however, model train operations are scheduled only on Sundays, the only day admission is charged except for our December Holiday Shows. Wednesday and Friday evening hours are as reported in the Club Information section. The layouts displayed are built and operated by the East Bay Model Engineers Society, founded in 1933.

Our layouts continue to approach completion and below are some updates from our Trainmasters of each of our Scales to let you know what is new for this year.

## SPECIAL EVENT HELD JUNE 24

Oliver Chin was with us on June 24, from 1 to 3 PM to autograph his new book — *Timmy and Tammy's Train of Thought* -- on sale at our gift shop for \$15.95. A recognized children's author, this book is partially based on Chin's inspiration from visiting our Museum. All aboard with this joyful celebration of the railroad! The colorful illustrations by Heath McPherson are equally de-

lightful and bring to life Timmy and Tammy's magical railroad experience. The book introduces young readers to a rainbow of trains, colors and sounds and makes a perfect repeat reading gift for children who do or *should* like trains. A rollicking ride!

## HO Scale Update

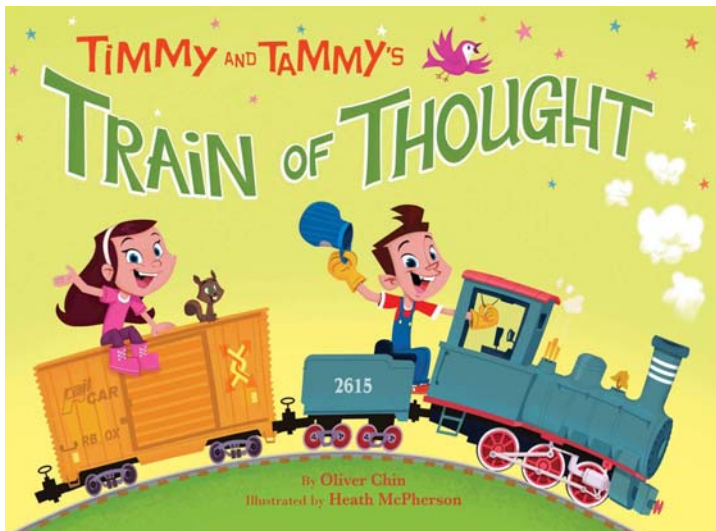
By Walt Freedman

Over the past year, work on our Mountain Division (Roseville to Truckee over Donner Pass) has focused on both scenery additions and bringing Truckee Yard (our highest elevation staging yard) online. Scenery has to be carefully approached, working on the uppermost levels first, so as not to block access worker access. Careful attention has been paid to creating scenery as close to true life as possible. Bragdon rock mold castings are principally used over a light epoxy-on-mesh base where visible rock is involved or sometimes over pre-installed plaster. Areas completed to date are the upper level (Summit through Norden – including the “Chinese” Wall and summit tunnel) and the American Canyon overlook. The number of trees that it will take to depict these Sierra Nevada mountain scenes is breathtaking. Since installation, the scenery in our Altamont area has faded and you will note that “late spring” is again occurring in this area.

The 9-track Truckee Yard and engine facility, caboose tracks and Norden turntable were all brought in operation. The yard is the last of our large freight yards with a capacity of close to 250 cars. Signal indication on our 4 Mainline Cab positions is being implemented.

On the “Flats”, a large engine facility has been completed at Roseville, capable of storing 40 locomotives. This includes a 130ft Walthers motorized, indexed turntable which works very well. Work continues to develop our last 3 industries and towns – we now have a small town and station at Tracy with a nearby refinery,

(Continued on page 18)



*(Continued from page 17)*

Heinz Foods factory and Holly Sugar refinery close by. Work recently started on the town of East Pleasanton. Finally, with new firmware available for our Oakland turntable controller, we hope to have it back in operation shortly. This is a favorite of our public visitors.

The Narrow Gauge layout has seen major improvements. Controls have been converted to DCC – it's now common to see 2 or 3 trains running under the control of just one member. Several track improvements have been made – the non-prototypical run and loop to Elvas has been eliminated. Instead, the line exits from view at Auburn and runs up a new helix to the fruit sheds at Colfax – and then on to the original helix back to the yard. Several sidings have been added as well as a rash of main and auxiliary control panels.

The Trolley line continues to impress people with its detail and faithful rendition of original buildings. The 2 members of Trolley are also the builders and maintainers of our impressive Oakland Mole building and they are in the process of replacing all the old and deteriorating wooden roof trusses with ones made from brass and redoing the overhead window “glass” with window panes printed on clear acetate.

## O Scale

By Jeff Rowe

We have completed more scenery work around Mt. Zenith (the large mountain in center of layout) and the large canyon area on the west side of Mt. Zenith.

The east Departure yard ladder was entirely rebuilt this winter with #8 turnouts. This should greatly improve operations in this area. The older, steel rail turnouts in the Midway east yard ladder are being upgraded to nickel silver.

Our engine terminal at the west end of Midway yard is under construction. So far, a turntable and 13 stall tracks have been installed. The turntable is a Diamond Scale kit and is fully automatic. The steam service facilities will include an eight stall roundhouse when completed. The diesel service facilities will include a three stall repair building, plus tracks for fueling and storage. A control panel for the engine yard and turntable control has been installed and wiring is progressing.

New control panels for the passenger yard and Post Rd. (double crossover and slip switch area) have been added. Three color signals, infrared detectors, and wireless surveillance camera insure smooth operations with minimum crew.

Our layout now supports both DC and DCC equipped locomotives. One member has demonstrated a battery powered, wireless controlled locomotive, which looks promising.

The narrow gauge section has completed trackage and wiring up to the town of Palisade. The Palisade division control panel is being wired. Scenery along the several areas of the Palisade division has been completed. The mine scene, featuring a placer mining “monitor” in action, is the work of our member, Jim Ambrose, and is not to be missed. See if you can find the mule train approaching the mine.

## N Scale

By Steve Cleere (for Chuck Ciaccio)

The N Scale layout has seen quite a bit of progress this year including a working turntable at Sacramento! We are also in the process of turning the set-up room tracks into a working yard and engine facility which will be called Oakland. A wye also has been installed off the Cal-P line and three tracks will run down a long shelf that will eventually become the Oakland Mole.

Work continues on the Mojave Yard project that will soon be back in operation. Previously, operators had to enter and exit the yard in order to continue ‘around’ the layout. Last year, we put in a ‘bypass mainline’ that allowed trains to go around the yard and we gained an additional yard track to boot! Scenery work also continues in Bakersfield with a Santa Fe Depot and Engine Facility expansion, as well as installation of new industries and buildings in Truckee.

Operations are also taking a larger role in the scale with this season's first session happening in April. This year, we will see separate operating sessions for DC and DCC models, although our layout accommodates both during normal running. We have been working to ensure smooth operation of the Sacramento street trackage which abuts the Sacramento Station and Coach Yard. Installation of the rest of the streets and trackage should be com-

*(Continued on page 19)*

(Continued from page 18)

pleted this season, as well.

Look for additional detail items being added to the layout and please join us to view an Operations Session as it is more fun to have the dispatcher yell at you when people are watching!!! Session dates are listed on the N Scale page of our website.

Bill: We could provide you with some layout photos for each Scale if you wish.

Also, in our static display area, look for a new Bill Ryan PFM display from the Ryan Collection.

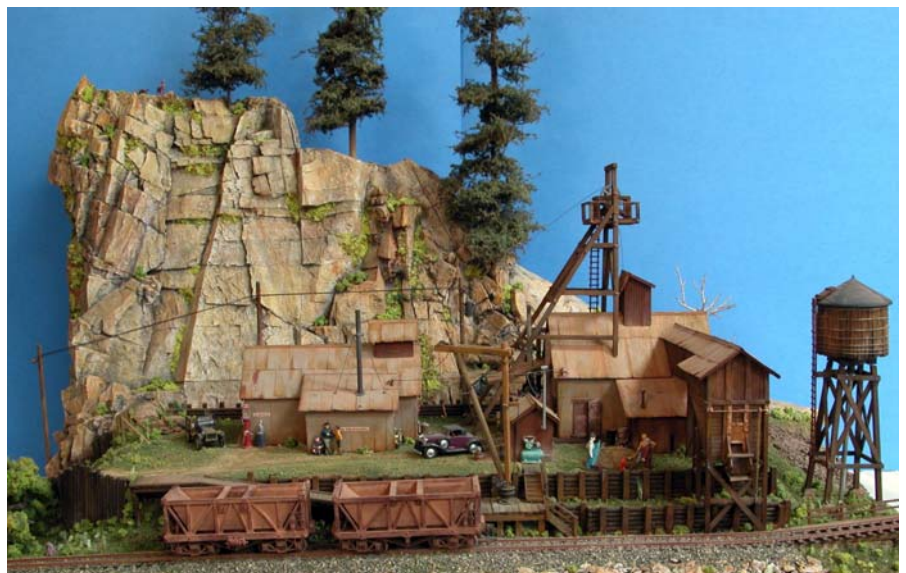
\* \* \* \* \*

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

Other nearby attractions include the Park for picnics and hiking (Bay Trail); the **RED OAK VICTORY** and the ATSF Ferry Pier restoration just down the road; and, the Rosie the Riveter Memorial and National Park. We continue to receive much-needed donations of cash, equipment and books. One of our current projects is to get some of the equipment recently donated on display so the

public and model railroading enthusiasts can enjoy it. As a tax exempt organization, all donations to the Museum ordinarily are tax deductible and donations of models, artifacts and library materials, both prototype and model, are greatly appreciated. Donated equipment is either used in our Museum operations, is auctioned off to members or is otherwise sold with the funds benefiting the Museum. A special Home Front Festival is scheduled for September that will feature the "Rosie the Riveter" and similar WW II historical monuments in the Richmond area. See: [www.homefrontfestival.com](http://www.homefrontfestival.com).

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. For 2007 admission on Sundays and operating Saturdays in December is: Adults \$4; Seniors and Children over 2 and under 12 \$2, and families \$9. For information, a map and to see photos of the Museum, view our website at, [www.gsmrm.org](http://www.gsmrm.org). Telephone: (510) 234-4884 (recording). Museum Memberships offering unlimited annual admission starting in 2007 are \$24.00 (individual); \$45.00 (family). For other information or to schedule special shows or birthday parties, email John Edginton, Public Relations Director, at [publicity@gsmrm.org](mailto:publicity@gsmrm.org) or use the contact section of the website. Please note that both Golden State and East Bay's **mailing address is: P.O. Box 71244; Point Richmond, CA 94807-1244.**



Bob Booth also won the Open Display category with the Republican Mine

# LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

Well, it's been a busy spring for SIG Activities in the PCR! The big activity was the SIG program associated with the "Suntan Special" convention in Santa Cruz (covered elsewhere in the BL). SIG activities included a clinic track covering design and operations issues

Dave Bayless – two clinics on modeling prototype signaling  
 Robert Clark – Layout Design for Passenger Operations  
 David Clemens – Prototype inspired layout design; Time Table and Train Order Operations  
 Les Dahlstedt – Modeling the wood chemical industry  
 "Breezy" Gust – A day in the life of a train dispatcher"  
 Doug Harding – Livestock and the Railroads  
 Seth Neumann – Communications Systems for Model Railroad Dispatching

And Thursday evening, we had the traditional Layout Design SIG round table and Operations SIG round table.

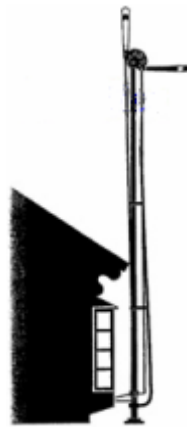
All were well attended and well received! As I mentioned in the last column, the two major tours: Granite Rock and Davenport Cement covered rail-served industries and offered a wealth of information and photo ops for anyone modeling the aggregate or cement industries. Lots of good photos were taken by many who attended so if you missed out and need pictures to model from, a quick note on the PCR list <pcrnmra@yahoo.com> should yield good results! An unexpected treat was the wedding of design/ops couple Ronnie and Pat LaTorres! (Pat is also the incoming PCR Vice President). The Rev. Doug Harding presided in between his clinics

on Livestock and the Railroads.

David Parks organized 3 Op Sessions including:

- Bob Osborn – Chicago & Mackinac
- Jim Radkey – Pink Lady
- Kevin Hurley/Dave Loveless – Corralitos, Brown's Valley and Western (CBV&W)

There were 25 guest operators with a total of 31 operating including the hosts.



I only had the chance to run at the CBV&W as I was showing my Niles Canyon layout on Sunday afternoon when the other layouts were available. This is a fun modular layout that Kevin, Dave and friends have assembled in a decommissioned church. I can't believe that they had the energy to stage a very fine op session along with all of their efforts organizing the Suntan Special! Thanks again for a job well done!

In addition to all of the Suntan activity, a group of local operators traveled to an operating meet in Bethlehem, PA. We ran for 3 days on a variety of eastern themed-layouts with operators from around the country. Ray de Blicek, my traveling companion, and I also took in a couple of Phillies games and got in a few days of rail fanning the Norfolk Southern over former Reading, Lehigh Valley, and CNJ trackage.

If you are interested operating locally or joining us on some of these out of town operating meets, please contact me at [sneumann@pacbell.net](mailto:sneumann@pacbell.net) and I'll see what I can arrange.

For this summer, don't forget the NMRA National convention: "Great Lakes Express" in Detroit July 22-28. The big attractions (for me) are the Wednesday LDSIG self-guided layout tour and

*(Continued on page 21)*

# Ops Sessions that go BAMM....

By Dave Clemens

Say what? 'Tis a long story. Here we were, seven of us, racing around with five throttles in use all at once throwing trains in every direction. Including an Extra SI job (thx to Cyrus's prodding - even if CCT 80 didn't work). We ran all the trains more or less "on the advertised", except Wallace local passenger No. 68 which had been missed from the its regular 1PM slot the previous Ops session.

Mr. Gust's priority load of UNOBTAINIUM processors got expedited to E Spokane to be hitched to the MILW 64 for Butte, Mont. No. 298 made the extra setout enroute out of town. Which necessitated giving No. 251 a RIGHT OVER order on 298 to keep 251's delay to a minimum in the process.

The Depot Switcher made itself useful, on time. All passenger car swaps at Union Station came out fine (thx John for coordinating). Several engineers got dragged into the Depot pool job as I recall. All in all, things were running pretty much as organized chaos per usual when.....

**BAMM!!!!**

Everyone looked around wondering what the heck just went off. Locomotives were sniffed to

see if a decoder had melted down, but nothing found. After a few additional moments of trying to find something to blame it on, we more or less shrugged our shoulders in unison and moved on. A few minutes passed, things seemed to settle in again without any apparent problems then.....

**BAMM!!!!**

Total agreement, BAMM came from under the MILW yard at E Spokane. Circuit boards in the "control system plugs" were checked - no dice. Locos again got the sniff test - no culprits. We're about to go back to it when Cyrus noticed a slight warping on the battery cover to his radio throttle. Closer inspection found the 9v battery had self-destructed (more or less in IED form), blowing the metal bottom off the battery case and spewing small amounts of battery crud into the throttle cavity. And the battery was STILL HOT!

After clean-up and battery replacement..... no more bamm. Frank noted he'd pulled a hot battery out at the previous Ops session, and I surmise I didn't get it changed out in between.

Well, as "true facts" go, this one is for the record books.

Dave

*(Continued from page 20)*

picnic (must be a SIG member -- \$15/year to participate) which is always the highlight of my convention and the Op SIG sessions Monday, Tuesday and Thursday night (must be an OP SIG member , \$15/year to participate. There are lots of slots and you can run every night if you like! Contact John Depauw at [eye700@mac.com](mailto:eye700@mac.com) for further information!

As usual, summer is a chance to get out and watch and photograph the prototype. Check around as people are moving around on vacation to extra board slots do open up for operations sessions! It's a great time to make new friends and try new things!



Chicago Park Station won third place in open structures for Steve Wesolowski

# Travelin' Around – The Deutsche Bahn Museum, Nuremberg, Germany

By John Sing, Coast Division

In our broad world of scale model railroading, it is incredible to see what modelers worldwide have created. The Deutsche Bahn Museum in Nuremberg, Germany (German National Railway Museum) is one case in point. Apprentice German mechanics, as part of their training, have for decades, built incredibly detailed 1/10 scale models of the German locomotives and rolling stock that they work with (what better way to learn inside and out these machines, as well as the precision machine skills necessary to work on them?) Here's a few photos:

*(Continued on page 23)*



Deutsche Bahn Museum, Nuremberg, Germany  
1:10 scale heavy flatcar - truck detail  
Photo by John Sing 2007, All Rights Reserved



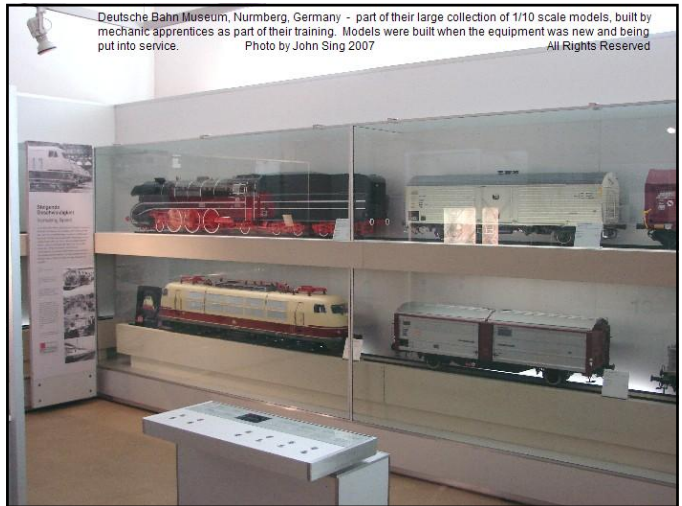
1:10 scale model at Deutsche Bahn Museum of German Federal Railways, Nuremberg, Germany. John Sing 2007, All Rights Reserved



Deutsche Bahn Museum in Nuremberg, Germany  
1:10 scale multi-truck heavy flatcar  
Photo by John Sing 2007 All Rights Reserved



Deutsche Bahn Museum, Nuremberg, Germany - their collection of custom 1/10th scale models, representing over 100 years of German railroad history. Photo by John Sing 2007, All Rights Reserved



Deutsche Bahn Museum, Nuremberg, Germany - part of their large collection of 1/10 scale models, built by mechanic apprentices as part of their training. Models were built when the equipment was new and being put into service. Photo by John Sing 2007 All Rights Reserved

(Continued from page 22)

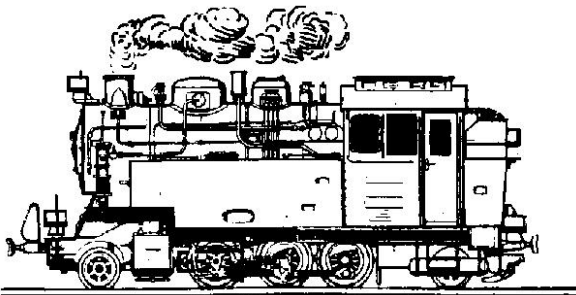
The rest of the museum is great as well. More of this April 2007 visit can be seen at:

[http://community.webshots.com/user/Deutsche\\_Bahn\\_Museum](http://community.webshots.com/user/Deutsche_Bahn_Museum)

Certainly, my mind was blown up and my horizons expanded greatly when, on the back end of a business trip, I saw what the Germans have done in terms of modeling German railroading. If you are ever of a mind to see and appreciate a major expanding experience of what is possible in model railroading, consider a model railroading / railfanning trip to Germany, Switzerland, and rest of Europe.

If that sounds interesting, I'd recommend looking into [www.greateventours.com](http://www.greateventours.com), run by my acquaintance Carsten Ramcke, an American of German descent. As a fluent German speaker, long time modeler, he runs great model railroad / railfan / spouse-friendly tours of Germany, Switzerland, and surrounding European countries. His tours are a great way to see Europe and enjoy model railroading and railfanning at the same time. And, if you, like many of us, are not able to go that route, check out the photos URL above and enjoy. I'll post more photos as I have time.

I met Carsten basically because of my involvement in NMRA. The value of NMRA is really in the great people you meet, and the adventures, both local and far away, that happen from there. Take advantage of meeting and interacting with your fellow NMRA members - who knows where it will lead. Your fellow modelers will certainly enhance your fun greatly and they look forward to meeting you too. J



## Redwood Empire Division Report

By Steve Skold

The last meeting of RED was on May 19, 2007 at Monroe Hall in Santa Rosa. The election for Superintendent and Chief Clerk/Paymaster was held. There were 29 votes cast and the winners were Steve Skold, Superintendent, and Ed Merrin, Chief Clerk/Paymaster. After the annual meeting, Don Fiehmann gave a clinic on DCC. This was followed by a hands on display of DCC in several gauges and scales. Jim Betz accompanied Don and showed his laptop and the how Decoder Pro worked.

Special Door prize winners were: Verne Alexander who won a book on Railroads of the Couer d' Alenes. He says he now has three copies. Winner of the Atlas U-23-B was outgoing Supt. Nolan Alexander. There were no more Alexanders in attendance which was fortunate as there were no more Special Door prizes. Regular door prize winners were: John Rolston, Harold Mentzer, Michael Shrum, Ed Merrin and Ron Plies.

Our next meeting will be the summer meet. We will be at the Western Railway Museum at Rio Vista Junction on August 18<sup>th</sup>. The Museum opens at 10:30 AM. RED will provide soft drinks and ice. Bring your own lunches, we are not planning on doing a BBQ. Relax and ride whatever is running. Admissions are: Adults \$10, Seniors \$9 and kids 2-14 are \$7. Railcars depart every hour on the hour from 11 AM until 4 PM.

Our fall meet will be back at Monroe Hall on Saturday, November 17. Doors open at noon, the meeting starts at 1 PM. There will be more information in our next Call Board and the next Branch Line.

## Tales of the Santa Cruz Northern

Jim Providenza

### What I Missed Most... and Didn't

What a crazy mixed up week. I'm not a guy who travels all that much, but in the three weeks leading up to the week of the PCR convention I had flown first to Hawai'i and then to New Jersey. A little trip down to Santa Cruz shouldn't be such a big thing. I mean, the reason my railroad is called the Santa Cruz Northern is 'cause our family has ties to the area. So, attending this year's PCR should be a no brainer. But even getting there was a question (work has impinged on modeling activities in a serious way ever since the flood of December 31, 2005).

I knew I could not make it Wednesday afternoon or Thursday day. As late as Tuesday the day before the convention I was not sure if I could be there on Friday. Saturday morning looked likely, but Saturday afternoon and evening and Sunday morning were a no-go due to family activities. Why not just bag it and wait 'til next year? I mean, I was going to miss most of the convention in any case...

I was sure however that I could get down to Santa Cruz Thursday evening even if I had to head back to Marin for work Friday. I really enjoy facilitating the Layout Design Forum and so I committed to doing it. It is a good way to give back to the hobby. I felt bad enough about having to pass for the second year in a row on giving a clinic or two, but life (read work) was just too uncertain to be able to commit.

I arrived in Santa Cruz Thursday evening in time for a bite of dinner. Entered the diner with one friend and quickly ran into 4 other model railroad friends I hadn't seen in months. Made it back to the convention hotel in time to register and started the

ball rolling with the forum. Learned I had missed a truly great prototype tour of the Granite Rock quarry and plant. Eventually traded places with Seth Neumann when he took over as the moderator for the OpSIG sponsored operations forum – our editor will tell you (even if you don't ask him) that the way you tell which of the discussions you are walking in on is to see who is heckling who from the audience. If I'm sitting down heckling Seth it

must be Operations; if I'm on the receiving end it's Layout Design.

Got up early for Pat LaTorres and Ronnie Shadloe's wedding – everyone was pretty much agreed that this was a first for a PCR convention. It was a very different wedding in several respects. But the thing that amazed me was the feeling of

solidarity amongst those of us in the "pews". I knew most everyone there, we all shared a common bond. And we all meant it when we replied together to the Reverend Mr. Harding that we would support Pat and Ronnie in their life as a married couple!

At some point after Doug had changed out of his vestments I caught his clinic on Fairmont Motor Cars... missed several others that I wanted to see that had been given Wednesday or Thursday. I also missed the tour of the Davenport cement plant as I had not signed up for it (uncertainty rearing its ugly head again). Decided to take in the Friday afternoon layout tours as I had not seen any of the Santa Cruz area layouts since the 2000 national convention.

Ran around with Richard and Venita Lake from St. Louis (like Doug Harding they should be given

The annual convention is pretty much the best thing we do in the PCR in my opinion. It was well worth the effort even if I missed a lot of it.

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honorary membership in the region they have come to PCR conventions so often of late), this Kaufman guy, Reverend Doug, Editor Bill from New Jersey and, a First Time Attendee (it said so right on his name tag). Steve was enjoying himself and didn't seem too put out by our antics or attitude. It was great to see the progress on such some very good layouts. It was also instructive to have a chance to see very different approaches to the hobby one after another. It is a great experience to see the local Free-Mo modular layout on its own and ponder the effort to do exact reproduction a of prototype scene. There is a whole different level of experience if you bracket it with visits to John LaBarba's and Jim Vail's layouts. Driving time between layouts was spiced with thought provoking discussions...

Friday late afternoon back at the hotel I ran into Jim Zeek; he and I went out to dinner together – spicy Thai food and western logging make an interesting combination!

Saturday morning I arrived too late for the Hobo Breakfast, but Steve Williams showed up and we spent an enjoyable breakfast together. I was lucky to be able to sit in on one of Steve "Breezy" Gust's clinics on train dispatching just before noon. Steve has a fabulous way of making his thirty years of experience as a professional train dispatcher accessible to modelers. Don't miss one of his clinics except under extreme circumstances!

And then I had to skip the trip up the San Lorenzo Gorge to Roaring Camp and the afternoon and evening among the big trees. That hurt. I can still imagine what it must have been like for Guido, Richard and Venita and Doug... I hope you were able to be there.

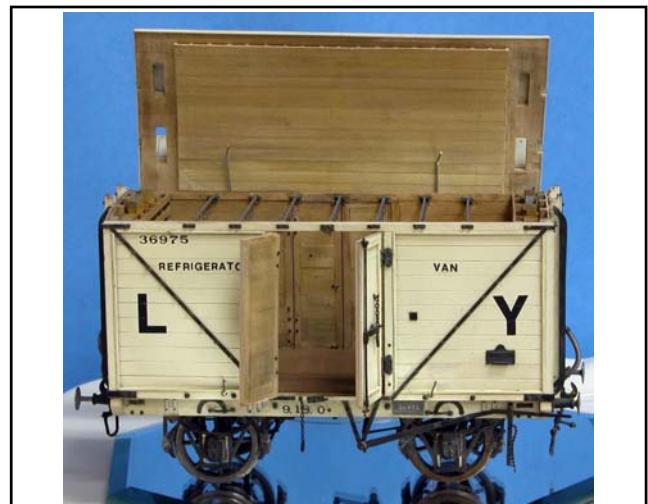
A summary is in order, I think. I was able to

make it, and made the best of the convention in the time I had. I spent quality time with good friends I don't get to see near often enough. I learned things I didn't know that I will be able to apply in my modeling. I saw layouts that will inspire me as I continue to refine and update the SCN in the garage and sustain me during the slow progress on the SR&RL in the backyard. I enjoyed making a new friend or two and felt good about taking the time to help make the convention a better experience for someone who had never been to one before.

I missed a number of tours, clinics and events; I missed a lot of time I could have spent talking with friends about our mutual passion. Hmmm, seems to me there is more to the plus side than the minus side!

The annual convention is pretty much the best thing we do in the PCR in my opinion. It was well worth the effort even if I missed a lot of it.

I'm certainly looking forward to next year in Fresno. Will I see you there?



Scott Maze's Best in Show L&Y Refrigerator Van



Display at Santa Cruz convention



# Daylight Division Report

By Doug Wagner

Daylight Division held their spring meet in Santa Barbara on Saturday, May 19<sup>th</sup>, hosted by Gary Siegel. Gary has graciously allowed us Daylighters to invade his house for the last several years.

The meet started out with a clinic given by Walter Naumann, who has developed a new computer-based system for model railroading called Railroad Positioning System, or RPS. Walter will be demonstrating his RPS software at the NMRA's National Convention in Detroit this July. It was very interesting to view where your train was on the layout in Walter's presentation. Walter will be looking for testers for his program, so be sure to watch for further information on this exciting feature to model railroading.

Bruce Morden presented the second clinic, "Every Inch Counts," featuring his design for "thin wall benchwork, which he is currently putting to use on his under construction Southern Pacific HO scale layout. It was a great learning experience to see how others develop answers to the common problem which seems to haunt all us model railroaders – how to squeeze every inch out of the space you have for your model railroad !

The third clinic was two different tree-making clinics. Gary Siegel always needs more trees for his famous L & N layout, and this meet was no exception! I've made more trees for Gary's layout than my own layout – but it's been fun! Bruce demonstrated how to make conifer trees, from a process he learned from Terry Haven, of Ridgecrest. Gary led the other part of the clinic, making deciduous trees.

The fourth clinic was presented by Andy Richert on his line of Proto 87 track laying, rolling stock and locomotive parts for converting manufactured HO track, rolling stock and locomotives to Proto 87. It was really amazing to see the difference when the manufactured HO models were compared to the Proto 87 equipped models. If you'd like more information about Proto

87, you can get all the information at [www.Proto87.com](http://www.Proto87.com).

After a too-filling lunch of pizza, we held the quarterly Daylight Division business meeting, and then proceed to visit Gary's HO scale L & N layout, which depicts the Eastern Kentucky Division. Gary has added a lot of scenery – with much of it from the trees we've made over the years. Gary has also branched out into Garden Railroading. Gary has added some trees to his Garden Layout since we visited it last year. Then it was time to disband from Gary's house to visit the layouts in the Santa Barbara area.

The first layout on the tour was Walter Naumann's N scale Union Pacific, with its mile long "s-curve" on Sherman Hill. Walter has constructed his Sherman Hill layout with Code 40 track and elevated curves. That reefer block sure looked nice going through that curve!

Next up was Bill Everett's not-to-be-missed O scale trolley system. Bill has scratch-built every trolley using manila folder material. Bill's models are featured at the California State Railroad Museum and the Orange Empire Museum.

Next was John Ryan's soon-to-be-torn-down N scale layout. John has constructed a two-level layout, which depicts the area between Santa Barbara and Los Angeles. John is able to hold operating sessions on his layout, with each level connected with an easy-to-build helix. John hopes to salvage the modular sections of his layout and use them in his new layout at his new location.

Next on the tour was James Donlan's HO SP coast layout. A lot of cab forwards and first generation SP diesels could be viewed running around James' layout.

Next on the tour was Art Sylvester's outdoor LaPatera and Pacific garden railroad, with a scratch-built wooden trestle.

After departing this layout, we took then a sidetrack to visit the Goleta Depot, which has a

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Southern Pacific bay-window caboose on display.

Next up was Richard Abraham's home, with both outdoor G-scale and an inside Lionel layout. Richard's layout is probably one of the most animated Toy Train layouts you will ever see. There were both trains and animation over every square inch of this 20' X 20' layout!

On the way out of town, we dropped by Bruce Morden's under-construction "thin wall benchwork" layout to actually view in person what Bruce's concept looked like. It's amazing what us model railroader's can think of to get more layout in your space. Bruce is not quite finished with his benchwork, but it was neat to look at a different principle in constructing benchwork. If any of you are in the Santa Barbara area, look Bruce up and take a gander at his benchwork to see if it might work for you. With that, it was time to hit the road for the 2 ½-hour trip back to Bakersfield.

The Daylight Division's summer meet will be held in San Luis Obispo (heh, it gets us out of the Valley heat!), Saturday, August 18<sup>th</sup> hosted by 2008 Daylight Division Members of the Year Award winners, Hilding and Mary Carol Larson. If you don't come to the meet for the trains, at least come on over for the best tri-tip lunch you'll ever get for \$5.00 – and complete with dessert ! Hilding and Mary Carol put on a really mean meal that you will not want to miss !

We are working on a plan to have the Daylight Division's fall meet in Fresno, on Saturday, October 27<sup>th</sup>. This meet will coincide with the PCR Board of Director's meeting, to be held at the Ramada Inn, where the 2008 PCR convention will be held. We hope to have at least one operating session – possibly Marlin Costello's or Chuck Harmon's layouts. We are just in the planning stages for this meet, so as information is received, we will pass it on to you.

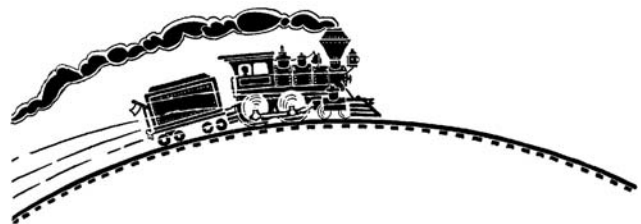
For 2008, which is just in the talking stages right now, we hope to have the February meet in Merced, the May meet at the "Sierra Memories" convention. Then something we've wanted to do for a long time is to host a meet in August on the Fillmore Western Railroad. Bruce Morden has been discussing this with the Fillmore Western folks and is just starting to get information from them, but one thing they did tell Bruce was that we need to reserve the train about 3-4 months in advance and

complete with a pretty good down payment for a deposit. So this means we'll have to get the word out several months before the August meet so that folks can send in their money – which will be around \$50 per person – so that we can get the deposit to Fillmore Western in time to reserve the train for the meet in August. The "Sierra Memories" convention might be a good venue for advertising the August meet and accepting paid reservations. Then, maybe the November meet could be held in San Luis Obispo. These plans are all tentative and in the talking stages so far, so please stay tuned to this station for further information as it becomes available.

And speaking of information, I would encourage every one of you to get on the Pacific Coast's Region's Yahoo! groups e-mail list, and the other Division's e-mail lists. This is the best way to receive information – especially last-minute information. You can join the PCR's Yahoo! groups list by going to <http://groups.yahoo.com/group/PCR-nmra/>, and following the instructions for joining. Also, if you'd like to receive e-mails from the Daylight Division's emailing list at Yahoogroups, you can go to <http://groups.yahoo.com/group/daylightdivision/>, and follow the directions to joining the list. Also, another way to get information on the Daylight Division, you can view the on-line version of the Daylight Division's newsletter, the Observation, at <http://www.pcrnmra.org/daylight/>. This is an excellent way to keep abreast of the schedule of the Daylight Division – even if you reside in another Division.

Well, that's it from the "south" part of the Region. I hope I have brought you up with all the activities of the Daylight Division, and I hope if your schedule allows it, you'll join us for one of our meets!

Until next time, may all your signals be green!



## PCR Returns to Fresno in 2008 for the Sierra Memories Convention

Those who have been around PCR for a while remember the great time everyone had in Fresno during the Daylight '85 and Valley Flyer '89 conventions. Well, now after 18 years the PCR convention is returning to Fresno!

The name is **Sierra Memories 2008** and the theme is those great railroads that felled the redwoods and built the hydro-electric dams in the

Sierra Nevada just east of our Great Central Valley. The Central Valley boys and girls are pooling their convention experience to bring you the greatest time you have ever had...fun, fellowship and learning.

Over the next four issues of the *Branch Line* we will be presenting you with some of the different features the committee is planning for you to enjoy next Spring. Here we will

whet your appetite with one of the extra fare events you will certainly not want to miss, the Yosemite Mountain Sugar Pine Railroad.

### Yosemite Mountain Sugar Pine Railroad Excursion

According to the "Sierra Memories" web site (<http://www.pcrnma.org/conv2008/>) the Sierra Memories 2008 Convention extra fare event is an excursion to the [Yosemite Mountain Sugar Pine Railroad](#) at Fish Camp, on Highway 41 north of Fresno. This extra fare item includes the bus ride to YMSPRR, a delicious BBQ dinner, and entertainment. Oh, yes, the train ride is also included.

Sounds and scenes from the era of steam powered railroad logging come to life at the Yosemite Mountain Sugar Pine Railroad in the Sierra National Forest south of Yosemite National Park.

From 1899 to 1931, the Madera Sugar Pine Lumber Company operated miles of narrow gauge railroad track. During that time, nearly one and a

The theme is those great railroads that felled the redwoods and built the hydro-electric dams in the Sierra Nevada just east of our Great Central Valley.

half billion board feet of lumber were harvested from the forests. Five wood-burning Shay locomotives hauled massive log trains to the mill over the extensive rail network. Today, the Yosemite Mountain Sugar Pine Railroad is a restoration of the old narrow gauge Madera Sugar Pine Lumber Company Railroad. A section of the original

rail bed has been reconstructed using the same techniques used at the turn of the century. Two vintage Shay steam locomotives have been brought in from the Westside Lumber Company and restored to provide authentic motive power for the trains.

Shay number 15 was built in 1913 and weighs 60 tons. Number 10, built in 1928, weighs 83 tons and is the heaviest operating narrow gauge Shay locomotive today.

Railcars once used to provide transportation for logging and track repair crews have been refurbished and are now operated for passenger excursion. Antique Model "A" Ford gas engines power the trolley-like "Jenny" cars over the route.

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Those of you who went to Roaring Camp during the Sunshine Special know what great fun these excursions are. Join your friends, make new friends and relive some Sierra Memories on this event. Space is limited, so you need to get your reservation in quickly. If you haven't registered for the convention, fill out the registration form that is printed in this issue of *Branch Line* or do it on-line at the convention web site. (See Doug Wagner's information below.) If you've already registered for the convention and want to add the YMSPRR Excursion, get in touch with Doug and he will be glad to take your money.

## Save now on Convention Registration

From The Desk of the **Sierra Memories** Registrar:

Well, for those who wanted to save \$20.00 off the registration fee of \$115.00, for "Sierra Memories", the deadline was May 31st. But don't fret, because you can still save \$10.00 off the registration fee! From June 1st, to February 28th, 2008, the cost of registering is \$105.00. On March 1st, 2008, the fee goes up to the full price of \$115.00 – so don't say you weren't given enough advance notice! You can register at Sierra Memories web site at <http://www.pcrnmra.org/conv2008/registration.htm>, using either a credit card or a PayPal account that you may have. If you don't want to register at our web site, you can still visit the same site and download the registration form, for you to print off, then mail it in, with your payment for registration. If you don't want to do it that way, you can use the registration form that is in this issue of *Branch Line*. As of May 29th, there has been 66 members register for the **Sierra Memories Convention**. If you have any questions concerning registration, you may contact Doug Wagner, at [PCRCConv2008@aol.com](mailto:PCRCConv2008@aol.com), or by phone at (661) 331-6695.

## Clinics

Clinics will be presented by various clinicians from all over the Pacific Coast Region, including some from outside the region. Whatever your interest, whether model or prototype, we'll have just the clinic for you. So far we have seventeen clinics lined up, with more expected. Here is the

list of what we have so far:

- Robert Alexander: The Operation Lifesaver Crew with the Loco Simulator
- Dave Biondi: Painting Clouds and Backdrop Scenery
- Brewster Bird: Switching action in the Visalia Industrial Park
- Brewster Bird: Square-foot modeling
- Brewster Bird: Track planning for beginners
- Brewster Bird: Railfanning throughout the modern era (slide show)
- Dave Grenier: Web Site Design for your layout and club
- Darryl Huffman: Painting scenery and backdrops
- Bill Kaufman: Two clinics on topics to be announced
- Mary C. Moore-Campagna: Insurance and Your Model Railroad
- George Pisching: Creating logos and images for your railroad, club, convention
- George Pisching: Building "Franken-Modules"
- Ron Plies: Railroad Prototype Modelers and assisting with Free-Mo
- Rob Saberényi: Lead on the Free-Mo clinic
- John Vasconcelos: Modeling ideas for the San Joaquin & Eastern modeler
- John Vasconcelos: San Joaquin & Eastern operations

If you would like to present a clinic at Sierra Memories 2008, please contact the Clinics Chairman, [Brewster Bird](#).

## Layout Tours

The **Sierra Memories 2008 Convention** layout tours will be both self-guided and tour-guided. Layouts in the local Fresno/Clovis area will be self-guided and self-driven. Layout tours to the Merced/Mariposa and Visalia/Tulare areas will be tour-guided on a bus. Guided tours with buses will be extra fare items. Space will be limited on the bus tours.

If you want to have your layout open for the **Sierra Memories 2008** Layout Tours, please contact the Layout Tours Chairman, [Jim Posey](#)

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(Continued from page 29)

## Non-Rail Activities

The **Sierra Memories 2008** Non-Rail Activities Chairperson, [Sally Bird](#), is considering a full slate of activities planned to appeal to everyone. Among those activities are shopping trips, museum visits, a bakery tour, a ranger-led nature walk, a zoo visit, and both underground and above ground garden tours. Thursday night is "Movie Night" with fresh-popped popcorn and drinks. Friday night is "Bingo Night", so get your markers ready! Saturday night is the Convention Banquet. There will be a Railroadiana and general Arts & Crafts contest. Get started now making those award-winning quilts and afghans for the contest.

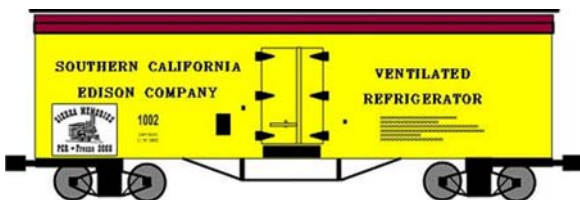
## Convention Car

The **Sierra Memories 2008 Convention** car will be a model of reefer #1002 operated by the Southern California Edison Company on the [San Joaquin and Eastern Railroad](#). The reefer was used to bring perishable foods to the workers during the construction of [Big Creek Dam](#), the world's largest hydroelectric project in 1912, in the mountains east of Fresno.

Hank Johnston's book, "The Railroad That Lighted Southern California" documents the story of the [San Joaquin and Eastern Railroad](#), one of the most fascinating and crookedest railroads ever built. A photograph of the prototype for the convention car appears on page 124.

The model will be a fully assembled Roundhouse 36' old time reefer, in a special collectible box, painted with reefer yellow sides and boxcar red roof and ends, lettered for the Southern California Edison Company. The lettering set was provided courtesy of Russ Clover of [Clover House](#) especially for this project. See picture below for a preliminary artwork version. The cost will be \$25.00, with only 200 cars available, so be sure to order early.

The [Irish Tracklayer](#) is sponsoring this year's convention car.



## Web Site

The Web Site is fully constructed and available now. Log onto <http://www.pcrnmra.org/> and click on the **Sierra Memories 2008** convention logo or go directly to <http://www.pcrnmra.org/conv2008/> to get lots more information.

We'll see *you* in Fresno!

## Convention Committee Roster

General Chairman: John Houlihan (559) 435-0874  
 rubyjohn@comcast.net

Vice Chairman / Facilities: Bill Scott (559) 298-7715  
 valleyflyer@aol.com

Registrar / Treasurer: Doug Wagner (661) 589-0391  
 CarlDW@aol.com

Door Prizes: **Volunteer Needed**

Division Superintendent: Pat Boyle (559) 642-2954  
 patnt@sti.net

Contests: Steve Biggs (661) 821-7330  
 sbigg@sbcglobal.net

Clinics: W. Brewster Bird (559) 732-6096  
 mec569@yahoo.com

Layout Tours: Jim Posey (559) 299-9039  
 posey1034@hotmail.com

Hobo in Charge: Dwayne Coate  
 DHCOATE@aol.com

Hobo Presentation: Dick Witzens  
 witzrr@frontier.net

Convention Car: Dave Grenier (559) 297-1345  
 grenida@pacbell.net

Publicity - Chair: Chuck Harmon (559) 299-4385  
 harmonsta@aol.com

Publicity - Photos: Jim Martin (559) 224-1674  
 jim.pe@comcast.net

Publicity - Graphics: George Pisching (559) 275-1761  
 gmpisching@netzero.com

Non-Rail Activities / Hospitality Room: Sally Bird  
 (559) 732-6096 mec569@yahoo.com

Junior Engineers: **Volunteer Needed**

LD/Ops SIGs: Seth Neumann (650) 965-4687  
 sneumann@pacbell.net

Webmaster: Dave Grenier (559) 297-1345  
 grenida@pacbell.net

Volunteer at Large: Chuck Wolfson  
 cwolfson@sandisk.com

30-40-50-60-70-80-90-100-110-120-130-140-150-160-170-180-190-200-210-220-230-240-250-260-270-280-290-300



# Coast Division Report

By Tom Crawford, Chief Clerk

The last meet, held on June 3, 2007 at the computer History Museum in Mountain View, was enjoyed by 90 members and friends. 75 were members of Coast Division, 5 were members of Redwood Division, 3 were from Sierra Division, and 2 were from Other (I never heard of it either). There were 5 first timers. I special door prize was drawn for one first timer.

We tried a new idea, a group of tables set up for show and tell of modeling techniques and ideas. The participants ranged from Kermit Paul showing and describing 3D modeling using compute driven scanners and machine tools, to the Bay Area Z group showing off some of their really cool stuff (how about a Z scale locomotive with DCC and all flavors of lights down to ditch lights, or a snow plow with 3 cameras – one in the nose, and one on each side, all feeding a real time monitor.)

Of course we had Jerry Littlefield's ever popular model railroad roundtable in two sessions.

The Rainbow Girls provided hot dogs, Polish dogs, and potato salad and chili for lunch.

## Business Meeting

The business meeting was called to order at 12 Noon by Tom Crawford, standing in for John Marshall who was recovering from knee surgery.

There was a shortage of officers or people to report, so the meeting was short.

Pat LaTorres, our new PCR VP, gave a report on the Santa Cruz Convention, which went very well, and had 273 registrants.

Tom Crawford presented the Division Member of the Year award to John Sing, who was not present at the PCR Convention when it was announced. John has taken over and breathed incredible life in the model contest and the show and tell, and has taken over and updated the web page while Kevin took a break to run the convention.

Bill Burket put in a plug for the PNR

convention August 8-12 in Boise Idaho. This sounds like a real winner.

Bill also discussed the next Coast Division Banquet, stating that we would probably do it in January or February to avoid the holiday season. From a show of hands, we figured that about 50 people would be willing to go. More on this in the next Dispatcher.

Bill also acknowledged David Armstrong, who donated a set of Branch lines from 1961 to the present. Tom Crawford will add this to his Coast Division Archives of *Branch Lines* and *Coast Dispatchers*.

(Side plug: if you have any Coast Dispatchers from before 1987, contact Tom. He will copy them for the archive and return them to you undamaged.

The Business meeting ended and the Auction started at 12:20 PM. There were 350 items, including estate items.

## Contests

John Sing announced that the winners of the Model Contest were:

- Structures: Kenneth Martin
- Diorama/Displays: Mike Linxwiter
- Self Propelled and Traction: Alf Modine

The 3 categories for the September meet will be Steam Locomotives, Diesel Locomotives, and Passenger Cars.

There will also be another "Show and Tell" in any category. This is an opportunity to put something out there just to show your stuff, and ask for feedback (if you want it.) This has become very popular and well supported, and demonstrates just why John Sing is our Member of the Year.

Pat LaTorres announced that the winners of the photo contest for "Model Railroads" were:

1<sup>st</sup> Place John Sing. This photo was so good that several asked if it was really of a

(Continued on page 33)



(Continued from page 32)

model, or the real deal.

2<sup>nd</sup> Place Ken Martin

3<sup>rd</sup> Place Stan Keiser

The category for September will be "Working on the Railroad." The category for December will be "Trains in Action."

Mark Schutzer announced that the winners of the switching contest were:

1<sup>st</sup> Place Brake Person: Ronnie LaTorres

2<sup>nd</sup> Place Brake Person: Steve Williams

1<sup>st</sup> Place Senior Brake Person: Bill Burkett

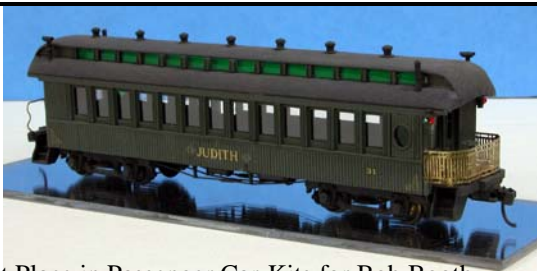
2<sup>nd</sup> Place Senior Brake Person: Tom Crawford

3<sup>rd</sup> Place Senior Brake Person: Alan Havens

In addition to our standard \$75 and two \$25 gift certificate raffle prizes, we had the Superintendent's donation for \$50 from Just Trains, a book – "Ultimate Encyclopedia of Steam and Rail" donated by the superintendent, and a \$25 gift certificate donated by Tom's Trains.

We had 12 door prizes.

Our next meeting will be September 9, 2007 at Bucsher School in Santa Clara. See the Coast Division upcoming events for more details.



First Place in Passenger Car-Kits for Bob Booth



Second place in Steam Locomotives for Mark Schuster



I think this is Jim Petro's Gas Motor Car that got 70 points in the Traction-kit division. Bill K.

## Coast Division Upcoming Events

### September 9, 2007 Division Meeting

Buchser Middle School

1111 Bellomy St.

Santa Clara

9 AM sign in.

9:30 AM to 1:15 PM: Photo Contest: Subject

"Working on the Railroad" Model Contest:

Steam Locomotive; Diesel Locomotive; and passenger cars

9:30 AM to 3:15 PM Allan Fenton Switching Contest

10 AM Clinics: The specific clinics are to be determined.

11 AM Model Railroad Roundtable moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1 PM Additional Model Railroad Roundtable continuation moderated by Jerry Littlefield

1:30 PM Announcement of model and photo contest winners

3:30 PM Raffle and announcement of Allen Fenton Switching Contest Winners

### December 2, 2007 Division Meeting

Bay Area Computer Museum

Hwy 101 at Shoreline Avenue

Mountain View

9 AM Sign In

9:30 AM to 1:15 PM: Photo Contest: Trains in Action. Model Contest: "Favorite Model"

(open category)

9:30 AM – 3:15 PM: Allan Fenton Switching Contest

10 AM The specific clinics are to be determined.

11 AM Model Railroad Roundtable moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1 PM Model Railroad Roundtable continuation moderated by Jerry Littlefield

1:30 PM Announcement of Photo and Model contest winners

3:30 PM Raffle, Announcement of Allen Fenton Switching Contest Winners

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### 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

- Rolling stock (Motive power and cars)
  - \_\_\_\_\_ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).
- 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.
- 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# \_\_\_\_\_

# Club Info

## ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

ACCRS is located at the Alameda Co. Fair Grounds, Pleasanton. A 30 by 100 foot room has O and HO layouts. Open to the public every Friday, 6 to 10 PM, they operate continuously during county fairs and special events. Annual dues: \$24, \$15 initiation fee; Jr membership for ages 12 to 18 (with sponsor), free. Contact: Gary Lewis 925-455-8135 E-mail: [glgslewis@comcast.net](mailto:glgslewis@comcast.net)

Web: [www.pleasantonmodelrr.org/index.html](http://www.pleasantonmodelrr.org/index.html)

## ANTIOCH MODEL RAILROAD CLUB

The Black Diamond Lines is an HO club located at 425 Fulton Shipyard Rd, Antioch. Scenery is 95% complete and there is a lot of operating action. In 2006 we celebrate our 25th year of operation (anniversary cars available). We meet Tues. and Fri., 7:30 to 10:00 PM. Runs are the 3rd Fri. of the month. Contact: President Tom Lutrel, 925-609-7093

Web: [www.blackdiamondlines.org](http://www.blackdiamondlines.org)

## BAY AREA NTRAK MODEL RAILROAD CLUB

BANTrak MRC invites N scale modelers to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Ave., Crockett, on Wed. and Sat., 10 AM to 3 PM. Contact: Bob Lewis, 925-283-6838

E-mail: [BobLewis1@sbcglobal.net](mailto:BobLewis1@sbcglobal.net).

## BAY AREA Z MODULE COOPERATIVE

BAZ is a group in the SF Bay Area interested in developing and displaying Z scale modules. Members are building them to the "Z-Bend Track" Module miniModuleZ specs Anyone in Northern California interested in Z Scale railroading is welcome to join us.

We meet Sundays 10 AM to 5 PM at members houses

Contact: Robert Ray [pray59@sbcglobal.net](mailto:pray59@sbcglobal.net)

Yahoo group: [groups.yahoo.com/group/BAZ\\_modules](http://groups.yahoo.com/group/BAZ_modules)

## CALIFORNIA CENTRAL MODEL RAILROAD CLUB

The CCMRC is located in the old Agnew depot (Santa Clara) of the Southern Pacific (4185 Bassett St.) directly across from the Lafayette St. gate of Agnew State Hospital. The theme of the 15' x 50' HO club is western railroading running from the Bay Area to Southern Oregon. We meet Fri., 7:30 to 11 PM. Operating sessions the 1st and last Fri. of the month. Contact: 408-988-4449 (operating nights), or Wayne Cohen, 408-779-0707.

## CARQUINEZ MODEL RAILROAD SOCIETY

Formerly the Vallejo Model Railroad Club, we moved from the Solano Co. Fairgrounds, and are developing a track plan to fit our 36' x 60' room, located on the 2nd floor of the Odd Fellows (IOOF) Lodge, 645 Loring Ave. We are deciding if we will model a prototype or freelance road. We meet Wed., 7:00 to 10:00 PM. Contact: 510-787-6703 (recorder) Mail: P.O. Box 4057, Vallejo, CA 94590-0405

E-mail: [LoggingRR@aol.com](mailto:LoggingRR@aol.com) or [LambertRP61@comcast.net](mailto:LambertRP61@comcast.net) Place "Carquinez Model RR Society" in subject line.

Web: [www.CarquinezMRS.org](http://www.CarquinezMRS.org)

## COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth,

707-823-9615 Web: <http://home.pacbell.net/jrolston/>

## EEL RIVER VALLEY MODEL RAILROADERS

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building NW corner, Ferndale. Contact: Ron Plies, 707-725-9063 Mail: P.O. Box 950, Fortuna, CA 95540

## 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, 661-322-7955; John Spelce in Martinez, 925-228-3279; or Ken Lunders in Cupertino, 408-777-9572.

## GOLDEN EMPIRE HISTORICAL & MODELING

**SOCIETY**, Bakersfield GEHAMS, founded in 1987 and in their current location since March '94, is dual-scale with a 30' x 100' HO, and a 18' x 80' N based on SP's route from Bakersfield to Mojave with Tehachapi Loop. Though under construction, mainlines are in with monthly operations. Contact: Doug Wagner 661-589-0391 E-mail: [carldw@aol.com](mailto:carldw@aol.com)

GEHAMS web: [www.gehams.com](http://www.gehams.com)

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

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Visit us during weekly public hours as shown on our website or to meet members, inquire about membership and behind the scenes tours come Friday evenings between 7:30 and 10 PM (first Fridays are meetings); behind the scenes tours are also available most Wednesdays between 11 AM and 3 PM when work is going on. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call 510.234-4884

(recording); for membership inquiries call 510.236-1913 (to 8 PM). For other information or to schedule special events, email PR

Director and Museum Secretary John Edginton:

[publicity@gsmrm.org](mailto:publicity@gsmrm.org) Website: [www.gsmrm.org](http://www.gsmrm.org).

## HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

The HB&EMRC meets at their clubhouse and layout at 10 West 7th St., Suite #C in Eureka, on Sat., 7:00 PM. Visitors are always welcome. Business meetings the 1st Sat of the month, 7:30 PM. Contact: David Berriman P.O. Box 915, Arcata, CA 95518 707-825-7689

## MOTHER LODGE MODEL RAILROAD CLUB

The MLMR meets Wed, 7:00 PM in the old historic primary school building in Sutter Creek. Additional meetings normally held 9:00 AM Sat. We are a fully DCC modular HO club. Contact: Joe Stafford, 209-245-5016

## NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with offline connections to Stockton and Portland, has 700 feet of mainline, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to present. Member owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail:

[NapaJohn@napanet.net](mailto:NapaJohn@napanet.net) Web: [www.nvmrc.org](http://www.nvmrc.org)

(Continued on page 37)

(Continued from page 36)

### **Nn3 ALLIANCE**

Our 700 members in nine countries model narrow gauge in "smaller scales". Nn3 describes 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Our local portable exhibition layouts and modules regularly appear at conventions and shows. The Nn3 Handbook, 140 pages with 400 illustrations, covering all aspects of small scale narrow gauge, is available through the address on the web site. Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006

Web: [www.Nn3.org](http://www.Nn3.org) <http://groups.yahoo.com/group/nn3/>

### **SACRAMENTO MODEL HISTORICAL SOCIETY**

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wed. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: [d.megeath@comcast.net](mailto:d.megeath@comcast.net) Web: [www.smrhs.com](http://www.smrhs.com)

### **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. Contact: Dick Witzens, 916-684-1987

Web: <http://saccentral.railfan.net/>

### **SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY**

The SJVGRS was founded in July of 1995 to promote the joy of building and operating Garden Railways. We have grown to over 70 families in the Central Valley, meeting monthly at member's homes to spend the afternoon sharing our hobby, weather permitting. Dues: \$25 a year for a family. Contact info: Richard Emerson 559-439-7173 E-mail: [emerson.r@worldnet.att.net](mailto:emerson.r@worldnet.att.net)

Web: <http://home.att.net/~sjvgrs/train/>

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

The SLHRS models the SP 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, located at 1302 Orchard Ave., San Leandro (just off Davis St.). Work sessions Sat. 9:00 AM - 1:30 PM and Tues. 7:30 - 9:30 PM, business meetings the 1st Fri. at 7:30 PM. Contact: Pat LaTorres, 510-276-3121 E-mail: [duhnerd@pacbell.net](mailto:duhnerd@pacbell.net)

### **SAN LUIS OBISPO MODEL RAILROAD CLUB**

SLOMRC members are actively engaged in HO, N, and G scales. Work & run sessions on our N-scale layout most Saturdays. With a nearly 4000 scale ft class yard and 3 scale miles of run, we are actively seeking new members to run with us! Evening meetings on the 2nd Tue. of every month. Web: [www.trainweb.org/slomrc/index.html](http://www.trainweb.org/slomrc/index.html)

E-mail: [slomrc@kingdomhobbies.com](mailto:slomrc@kingdomhobbies.com)

E-mailing list: [groups.yahoo.com/group/SLOMRC](http://groups.yahoo.com/group/SLOMRC)

### **SILICON VALLEY LINES**

The SVL is located at 148 E. Virginia St., San Jose. We meet Fri. 7:30 to 11:30 PM, with business meetings the 1st Fri. and operating sessions the last Fri. of the month. Our HO layout utilizing DCC for realistic operations, computer-generated train orders and radio-based dispatching.

E-mail: [svl@siliconvalleylines.com](mailto:svl@siliconvalleylines.com)

Web: [www.siliconvalleylines.com](http://www.siliconvalleylines.com)

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

SBHRS invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Ave., Santa Clara, Tues. 7:00 to 10:00 PM or Sat. 9:00 AM to 4:00 PM Contact: 408-243-3969

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

We meet every 3rd Tues. at 7:30 PM, and other times. The club has no address, but consists of enthusiasts of all scales and prototypes in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. Activities includes operations and work sessions at member layouts, and field trips. Membership is \$2 per month. Contact: Secretary Walter Naumann, 805-564-1359 E-mail: [WNaumann@aol.com](mailto:WNaumann@aol.com)

### **SISKIYOU MODEL RAILROAD CLUB,**

located at the Yreka Western RR Depot, 300 East Miner St., Yreka, CA 96097. East at Exit 775 from Interstate 5. Meetings Thursday evenings at 7:00 pm. Operating Wednesdays thru Sundays, 9:30--11:30, or whenever the Blue Goose Passenger Train departs, beginning May 27, thru October. Info Glenn Joesten, 530-340-2537 or Tom Brass, 530-842-2359, or email [glenn4767@tco.net](mailto:glenn4767@tco.net)

### **TIDEWATER SOUTHERN RAILWAY HISTORICAL**

**SOCIETY INC.**, Manteca Formerly the Manteca Model RR Club (org '73), TSRHS reorganized and incorporated in 1990. Located at the San Joaquin Fairgrounds, Building 1, (corner of Airport and Charter Ways (Hw 4), Stockton), a 2,400 sq. ft. alcove houses a large HO layout depicting the Tidewater Southern, several Valley towns, and museum display cases. We meet 6 - 8:30 PM Thursdays. Contact: Ben Cantu, 209-825-7215 Mail: PO Box 882, Manteca, CA 95336 E-mail: [bcantu@SQ50.com](mailto:bcantu@SQ50.com)

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

The TCMRC meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO layouts. Work nights are Fri., business meetings the 1st Tues. and operating sessions the 1st and 3rd Sun. of the month Contact: Stanley Keiser, 510-791-1504

Web: <http://nilesdepot.railfan.net/>

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

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$1 for 6-12 and seniors over 60 and \$2 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder)

Web: [www.wcmrs.org](http://www.wcmrs.org)

If you would like your club listed, send a brief description and contact information to [whk58@pacbell.net](mailto:whk58@pacbell.net) or Bill Kaufman, 32 Salvador Way, San Rafael CA 94903



# CALLBOARD - PCR DIVISIONS

## DAYLIGHT DIVISION

• Superintendent	Pat Boyle	(559) 642-2954	patnt@sti.net
• Chief Clerk & Paymaster (Interim)	Terry Taylor	(805) 595-9535	terryntaylor@charter.net
• Editor <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
• Contest Chairperson	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Membership (Promotion)	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net

## COAST DIVISION

• Superintendent	John Marshall	(925) 461-0206	ntrak@sbcglobal.net
• Chief Clerk	Tom Crawford	(510) 790-0371	CrawfordT@asme.org
• Paymaster	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Editor <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371	CrawfordT@asme.org
• Contest Chairperson	John Sing	(650) 372-0765	singj@us.ibm.co
• Achievement Program Chair.	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Member Aid (Key Contact)	Rod Smith	(510) 657-3362	Railgeez@aol.com

## SIERRA DIVISION

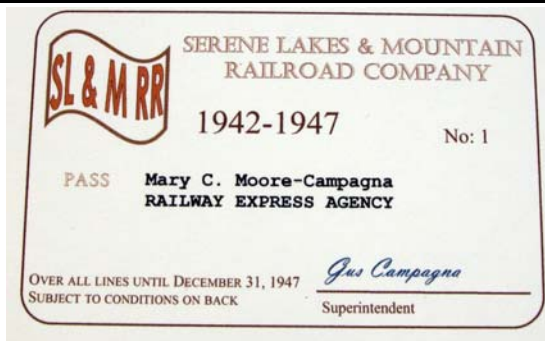
• Superintendent	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Chief Clerk	Bob Warner	(916) 772-7502	bwarner1@softcom.net
• Paymaster	Al Rowe	(916) 772-7502	hofunar@aol.com
• Editor <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 742-6930	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net

## REDWOOD EMPIRE DIVISION

• Superintendent	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Chief Clerk & Paymaster	Ed Merrin	(707) 542-3620	edmerrin@earthlink.net
• Editor <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net
• Contest Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Achievement Program Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com

## HAWAIIAN DIVISION

*Hawaiian Division offices and positions are currently vacant.*



First time we have had a pass contest in a long time. I think Gus Campagna won third with this.



I like this picture a lot, but I can't figure out who shot it or if it won anything.



Bob Booth also won the Caboose, open division with his number 14.



Steve Weslowski's ventilated box didn't win, but I liked it.

# CALLBOARD - PCR

## ----- OFFICERS AND DIRECTORS (BOARD OF DIRECTORS) -----

• President	Ron Plies	(707) 725-9063	ron@ronpliesinsurance.com
• Vice-President	Pat LaTorres	(510) 317-7456	duhnerd@pacbell.net
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Rich Kolm	(510) 538-8973	IronhorseK@comcast.net
• Director, Daylight Division	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Director, Coast Division	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Director, Sierra Division	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
• Director, Redwood Empire Div.	Nolan Alexander	(707) 537-8108	NolanAlexander@mdn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz
• NMRA Regional Advisory Council	Ron Plies	(707) 725-9063	ron@ronpliesinsurance.com

## ----- ADMINISTRATION DEPARTMENT -----

• Manager	Ron Plies	(707) 725-9063	ron@ronpliesinsurance.com
• Budget & Finance Committee	[President, Vice-President, and Treasurer]		
• By-Laws & Manual Committee	Dave Connery	(925) 735-0134	deconnery@aol.com
• Nominating Committee Chair.	[no permanent chairperson; interim appointments are made as needed]		
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
• Honors Committee Chair.	Ray deBlicek	(510) 521-9778	RaydBCS@aol.com
• Storekeeper	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Audit Committee Chairperson	Dennis Stokely	(925) 828-1990	stokely4@aol.com

## ----- MEMBERSHIP DEPARTMENT -----

• Manager	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Asst. Chairperson	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Membership Promotion Chair.	(vacant)	---	---
<i>Most Divisions have a Membership Chairperson</i>			
• Member Aid Chairperson	Rod Smith	(510) 657-3362	Railgeez@aol.com
<i>Some Divisions have a Key Contact person for Member Aid</i>			
• Education Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coordination	Dave Parks	(650) 961-7644	bearwestern@comcast.net

## ----- PUBLICATIONS DEPARTMENT -----

• Manager	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Editor of the <i>Branch Line</i>	Bill Kaufman	(415) 491-0543	whk58@pacbell.net
• Publisher	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org

## ----- CONVENTION DEPARTMENT -----

• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
• Convention Host Committee Chairpersons:			
• 2007 Santa Cruz	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org
• 2008 Fresno	John Houlihan	(559) 435-0874	john@irishtracklayer.com
• 2009 (in Coast Div.)	(vacant)	---	---
• 2010 (in Redwood Emp. Div.)	(vacant)	---	---

## ----- CONTEST DEPARTMENT -----

• Manager	Bill Scott	(559) 298-7715	vallyflyer@aol.com
<i>Contest Chairpersons in the Divisions are part of this department.</i>			

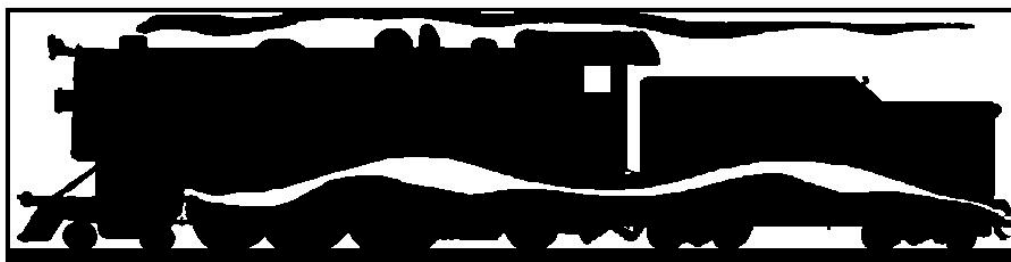
## ----- ACHIEVEMENT PROGRAM DEPARTMENT -----

• Manager	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
<i>AP Chairpersons in the Divisions are part of this department.</i>			

## ----- NON-RAIL ACTIVITIES DEPARTMENT -----

• Manager	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
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5/31/07



BRANCH LINE  
530 FIG TREE LANE  
MARTINEZ, CA 94553

# Calendar

August 11, 2007: **Sierra Division Summer Meet**, Jamestown.

Saturday, November 17, 2007 - Daylight Division Meeting .Fresno/Clovis area, location pending

August 18, 2007: **RED Summer Picnic Meet** at the Western railway Museum at Rio Vista Junction.

December 2, 2007 **Coast Division Meeting** Bay Area Computer Museum, Hwy 101 at Shoreline Avenue, Mountain View

August 18, 2007: **Daylight Division Meet**, San Luis Obispo, at Hilding Larson's home.

August 18, 2007: **Napa Model Railroaders SWAP MEET** 8 AM to Noon \$3.00 admission.

September 9, 2007 **Coast Division Meeting** Buchser Middle School, 1111 Bellomy St., Santa Clara

October 6, 2007: **Sierra Division Meet**, Paradise, CA.

October 6-7, 2007: **Coastal Valley Lines Modular Layout**, Vineyard Commons, Santa Rosa

