



BRANCH LINE

NMRA'S FIRST REGION

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Sierra Memories Ride the YMSPRR



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President's Message

Ron Plies

This is my second report as your new President and I am still trying to feel my way in this position and so far enjoying the ride. As with any new job one is always learning new things and one of the things that I found out is that I need to make a report to the National Model Railroad Association Board. Mr. Bob Gangwish, the Secretary for the Board, was very helpful in giving me an outline to follow.

I think the questions that Bob laid out for me to answer would

be good questions to ask the membership. Many of you have been keeping this organization going for many years with your hard work, leadership and support and know a lot about the organization. At times you may have thought of some great ideas and had concerns.

I would like each and every one of you to know that I am interested what you are thinking and open for new ideas and suggestions. I only ask that whatever you share will be in a constructive and positive way so we can move the organization forward. I am not looking for all the things that have gone wrong in the past, but what things can be changed for the better in the future.

So here is the outline Bob gave me. I, first, was asked to name the successes we have had in the PCR in the last year. The next question was to list any policy issues that we might have and wish to bring up to the Board. The third was topics for future discussion and the last was major concerns.

I am asking the same questions of the general membership of the PCR and am looking forward to your responses. Before I wrote the report to the National Board I asked the old board and former and future officers for input and received a great deal of help in writing that report. I am looking forward to what you will have to say and then in

my next report to you I will share some of what I wrote and the suggestions that you folks submit, with your approval of course.

On this subject of listening to the membership and taking action, as an example, someone came to me at the convention in May and suggested that the report by the President not be on the front page and that our editor put something else on the front page. I believe Bill did that in the last issue with a lot of success. I know I thought it looked great and I trust you did as well.

I also met with our Division Superintendents at that same convention and received a number of great ideas. One of those ideas came from John Marshall, our Coast Division Superintendent, that we need to reach out to the young people of our

I am asking the same questions of the general membership of the PCR and am looking forward to your responses.

communities and introduce them to the world of model railroading. As an old youth minister, this certainly hit the right note with me. Thomas the Tank Engine is so popular with all the children, like Lionel and American Flyer was to my generation. We will miss a real opportunity to keep the hobby going for future generations if we do not capitalize on this latest interest by the children.

Down in the Daylight Division, Brewster Bird, assisted by his wife and other members of the Daylight Division, had a one-day event at one of their train shows so that Boy Scouts could earn their Railroad Merit Badge. As an old Eagle Scout I think this is a great way to introduce young people to model railroading. I asked Brewster to set up this program at our Fresno convention in May. Education Chairperson, Mr. Chuck Mitchell, will work with Brewster to facilitate this program. If this works out well I would like to see

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VIEW FROM THE LEFT SEAT

Pat LaTorres

Looking back over the past three months I have seen things moving forward within our region, though maybe in ways I would not have expected (not a bad thing). Each of our divisions has had a quarterly meeting and all of them provided a good time for their members.

Unfortunately I had to miss two of the meets which I wanted to make, but these things happen. The Sierra Division meet at Jamestown was really high up on my list of things to make, but an important wedding popped onto the schedule unexpectedly. This meant that Ronnie and I had to make a weekend run to Southern California instead of up to the Sierra foothills. It worked out well, because she got to make her first railfan trips to Cajon and Tehachapi.

We also stumbled across a neat little RR hobby shop in the town of Tehachapi, Trains Etc. If you ever find yourself up there, they're worth taking the time to stop in. The shop is run by nice folks and they had a number of neat items in stock (they run the gamut from G scale down to N and have a number of general RR/railfan items as well). One unique item was a railfan guide to the mainline between Bakersfield and Mojave, including instructions on getting to some of the better photo spots. This book was written by one of the owners of the shop and she did a wonderful job. Yes, I bought one.

The following weekend we made the run up to Rio Vista Jct. for the RED meet at the Western

Railway Museum. Not having been up there in some twenty years, the changes are almost too many to mention. A special tour of their restoration shops and the car storage facilities was provided and this collection has to be seen to be fully appreciated.

Two of the high points for me were a ride on one of the Key System street cars from the "7" line, which used to run right by the house where I grew up in Berkeley (WAY before my time, thank you) and a chance to ride in one of the Key "Bridge Units" – something I haven't done in some 49 or 50 years, when they were still running across the bridge to San Francisco. I want to give a BIG thank you to those that put this together; it was a day well-spent.

We even had some time to railfan around Fairfield and get some photos of an MOW building made from a couple of wooden boxcars and an old wooden passenger car, alongside the mainline just inside the Fairfield Wye. For those from Coast, RED and Sierra Divisions that missed this gathering, you missed a great opportunity. This museum is centrally located between Sacramento, Vallejo and the East Bay (only an hour from my place in San Leandro) and well worth taking the time to visit. They have street cars and interurbans running every weekend during the summer and a good time is there for the having. They also have an easy to navigate web site to get all the info regarding past and ongoing projects; just Google or; Yahoo search "Western Railway Museum".

Looking forward to upcoming events in our region, we have several opportunities in both the short and long-term future. The first of these, which may be past by the time you read this is the Great Train Expo (GTE) at the Santa Clara Fairgrounds over the weekend of September 29 & 30. The GTE comes back around to Pleasanton over Thanksgiving weekend. These are a rebirth of the old great American Train Shows, but the new owners have invested a lot of time and effort to renew these shows and they are well worth seeing. By the way, Coast Division will have folks

STATEMENT OF PUBLICATION

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working a NMRA recruiting table at both shows. If you're interested in helping get new folks involved with the NMRA, just contact Steve Wesolowski. He'd love to have you join our crew at the shows.

A bit further out, The World's Greatest Hobby "On Tour" will be up in Sacramento, the first weekend in January. This show is making what may be its only date in Northern California for a number of years and should be well worth seeing. There is supposed to be a high level of manufacturer support and this will be a chance to see what some of the major players have under development.

And finally, O Scale West returns to Santa Clara the first weekend of February. Even if you're not an O scale modeler, there will be a number of activities of interest. I know that there are other activities which I have not mentioned, but using broad strokes I should have hit some of the high points.

Looking a bit farther out, be sure to block out two dates in your calendar now. The first is April 30 through May 4, for the PCR convention down in Fresno. If you haven't registered yet, the earlier you get it done, the better the registration rate will be – and as we saw last year, it may mean the difference of getting a room at the convention hotel.

The second dates are July 13 through 19, for the NMRA National Convention. It's been four years since we've had one out on this coast, and it will also give everyone a chance to make a run to Disneyland (except Dave Loveless, who seems to live there!). Again, there are a number of early registration options which are well worth while.

As we move forward there are a number of things which Ron and I hope to look at, but as always we will need the help of the PCR members to make things happen. I'm excited by what I've seen so far and I'm hoping that I can share some of that excitement with everyone else.

As I've mentioned before all of our region's activities require one common component, we the members. Even if you can't spend more than one or two hours a month, you might be surprised at what that can contribute to your division, or to the region. If there's something which you feel can be done in a way to give better service to the

membership, PLEASE let us know.

But, don't be surprised if we ask you to help, because no one knows how to implement your thoughts and ideas better than you. All you need to do is check the Call Board in either the Branch Line, or your divisional publication and contact the appropriate folks.

Anyway, that's all I've got for this month, got's to get back to work on the TLC as well as getting the wall up for the garden trackage. I'll be needing to move three or four cubic yards of topsoil in the next month or so and will gladly be accepting "volunteer" labor.

Until next time,
Pat LaTorres

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President's Message

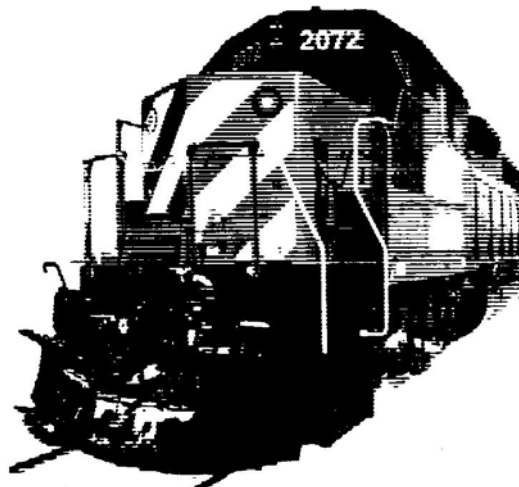
these meetings move from convention to convention each year and cover our region.

The last thing I would like to bring up is that we will be having our mid-year board meeting on the 27th of Oct. in Fresno at our 2008 convention hotel, the Ramada Inn University located at 324 East Shaw Ave. I invite any and all that would be interested in giving input to be there. It is also a opportunity to see how your organization is working to bring real value for your dues. The time of the meeting is 1 PM.

Ron

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WRITTEN IN THE PCR

When Steam was King

by Gerald French

Reviewed by Dave Connery

What is there to not like about a book on the railroads of Tuolumne County? For a fan and modeler of these lines – not much! This new book is primarily a photo album and covers the Sierra Railway, Pickering Lumber Company and the West Side Lumber Company along with some photos of several of the authors other “favorite” tourist rail lines around the country. While this book is light on the history of these lines, the photos make it a must have for aficionados of these railroads and west coast logging railroad fans in general. It is particularly fitting that it arrives a bit over a year before the PCR Convention in Fresno – “Sierra Memories”.

The first 55 pages cover the Sierra, and while there was not much new information here for me, it would serve as a wonderful introduction and resource for those new to studying this railroad.

Section two is 90 pages of information and super photos of the Pickering (originally Standard Lumber Co.) full of interesting information and page after page of never before published photos of this logging and lumbering operation. The author worked on the Pickering’s bridge crew during the summer of 1958, giving him a unique opportunity to experience the Pickering and to obtain photos no one else could get. This section alone justifies adding this book to your collection. I wish the entire book had been dedicated to the Pickering, a very under documented operation that screams to be modeled. I was especially interested in the 30” gauge lines and inclines employed to get rough-cut lumber out of the North Fork of the Tuolumne River watershed to the standard gauge Sugar

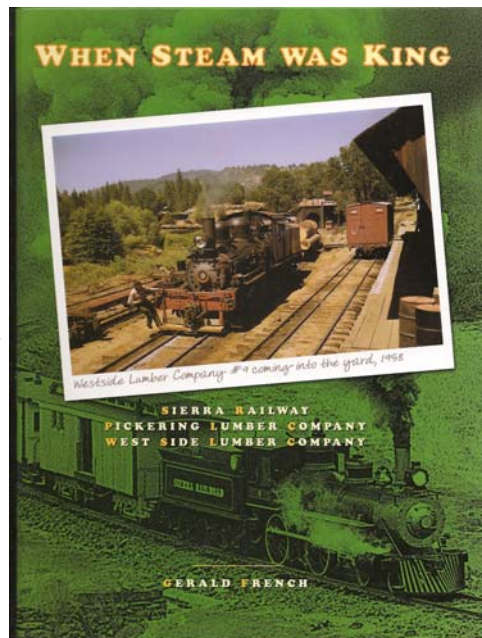
Pine/Pickering mainline for hauling to Sonora and the world. For On30 modelers, this was the second use of the 30” gauge equipment originally purchased by the Sierra for its ill fated attempt to capture the tourist/mining/lumber trade with the Yosemite Short Line railway.

I worked for five years for the Santa Clara County Council of the Boy Scouts and our summer camp (High Sierra) was at the Cold Springs mill site and used one of the original buildings for the camp dining hall – a photo of which appears on page 67 of this book. (Ah, the memories!)

The West Side is covered from pages 149 to 198 and again adds some interesting information and photos to this already well documented railroad – but one can never get too much of a great thing. Following the West Side section are smaller sections about the Shay locomotive, places where remnants of the Pickering, West Side and Sierra can still be found and then short glimpses of

some of the author’s other favorites: Skunk Train, Sacramento River train, Grand Canyon Railway, Cumbres & Toltec and Sierra Madre Express.

The book retails for \$65 + \$7.50 S&H directly from the author at www.whensteamwasking.com. I got my copies from fellow PCR member Clark Stewart, who operates W&W Hobbies. He sells the autographed books for \$53.00 plus \$8.00 S&H. You can contact Clark at www.hobbies@yahoo.com or send your check for \$61.00 to W&W Hobbies at 726 Ely Blvd. South, Petaluma, CA 94954 (415) 892-1613.



MADE IN THE PCR

Rusty Rail HO and O Details & Kits

Review by Dave Connery

How many times have you heard the saying “You never have too many details” and how many model railroads have you ever seen that were, in fact, too heavily detailed. Rusty Rail comes to our rescue with a series of products to bring life to many of your modeled locations. They have a large catalog of items available. When I recently downloaded their on-line photo-enhanced catalog I found a 38 page effort. In HO scale the line includes 46 details, 3 mini-scenes, 2 truck conversion kits and one complete structure kit. In O scale there are 36 details and 5 mini-scenes. Actually there is really no clear break between the details and the mini-scenes, since many of the details are really mini-scenes themselves.

For this review I purchased 6 detail pieces, five in HO and one O scale. These details are in cast resin and come un-painted. The details fall into several main categories – piles of junk, work benches, cabinets, sheds, boxes, logs and steam boilers. The details I chose included junk piles and outhouses. The exquisite detail contained in the castings is truly amazing – a fact I did not thoroughly appreciate until I started to paint them. While some may think the wood grain overdone, I find it perfect because it allows the viewer to recognize the grain exists from a viewing distance

of a foot or two – and of course further adds to the texture and detail of the scene.

The Rusty Rail web site includes finishing suggestions and color photos of their finished castings. I roughly followed their suggestions, using paints and chalks I had on my work desk and am familiar with. I started by spraying the castings with Floquil Foundation. I then mostly used Apple Barrel brand craft acrylic paints to paint the color and a mixture of black and brown shoe dye in alcohol to color the raw wood parts. Some dry brushing highlighted the various cast edges. I then applied Bragdon’s Weathering powders for rust and fading paint, followed by a light spray of dilute India ink and alcohol to tone everything down and tie the coloring all together. Where there was a splotch of dirt as a part of the casting I painted it with white glue and then sifted some real dirt on the parts to match the soil where the part was to be employed.

I am thrilled with how these came out and have already ordered some added castings, as I found that when I was placing them on my layout I had more spots that were crying out for the castings than I had painted details available. Rusty Rail is owned by Rick & Mary Hamlet, PO Box 27135, Fresno, CA 93729. Their e-mail is

rickenmary@rustyrail.com, phone (559) 434-3363 and web site is www.rustyrail.com. I purchased my details over the past two years at the annual West Side Reunion in Sonora. I hope Rick & Mary are at the Fresno Convention next spring – if you don’t buy some of their castings off the web site; I know you will become a believer like me if you see them in person.



EDITOR'S NOTEBOOK

By Bill Kaufman

It is interesting where model railroading can take you. My daughter-in-law, Michelle Kaufman, whom some of you know takes pictures of model railroads with me for the magazines, has taken a job as collections manager for the Marin History Museum.

They have an exhibit that they are mounting, in collaboration with the Northwestern Pacific Railroad Historical Society, called *Riding the Rails*. They intend to “present the fascinating story of trains in Marin County and celebrate the railroad boom from the first tracks laid by the North Pacific Coast Railroad in the 1870s through the bustling days of the Northwestern Pacific (NWP) passenger and freight service ending in the 1960s. Marking 100 years since the historic consolidation of the Northwestern Pacific in 1907, the exhibit describes the early industries supported by the railroads such as lumber, dairy and tourism. Steam powered ferries of the NWP are also featured connecting Marin to San Francisco and neighboring counties before the bridges and highways.”

The exhibition will open Nov. 9th, 2007 and run until April 12th, 2008. Museum hours are:

11:00 – 4:00 Tuesday – Friday and 2nd and 3rd Saturdays of each month. It is located at the Boyd Gate House, 1125 B Street, San Rafael, California. (www.marinhistory.org)

They’ve got a couple of special events planned in conjunction with this. On November 17th, 2007 Fred Codoni, co-author of *Northwestern Pacific Railroad*, is going to do a presentation on the history of the Northwestern Pacific Railroad from 1:30 pm to 3:00 pm in the San Rafael City Council Chambers, 1400 Fifth

present the fascinating story of trains in Marin County and celebrate the railroad boom from the first tracks laid by the North Pacific Coast Railroad in the 1870s through the bustling days of the Northwestern Pacific (NWP) passenger and freight service ending in the 1960s.

Avenue, San Rafael. Richard Torney is also going to do a presentation at the same place on January 19th. The Bay Area Garden Railroad Society is going to come and set up on the South Lawn on a weekend in March. They’re also trying to put together a panel on model railroading in conjunction with all this.

A lot of this is model railroaders wearing other hats. Harold Mentzer and Gus Campagna, movers and shakers in the Redwood Empire Division of PCR, also move and shake a bit

in the NWP Historical Society. The Historical Society’s traveling exhibit of pictures from the

NWP was the genesis of this presentation, but this exhibit will have a lot more artifacts and depth, some of it from the archives and personal collections of members of the NWP Society, some of it from the History Museum, and some from people not affiliated with either group..

That’s how I got involved. Michelle knew that I could “talk trains” and asked me to look at what they had. I was part of a meeting or two with Harold and generally a source for other people to talk to. It’s been fun. You might truck down to your local museum and see if they

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San Rafael Depot from Exhibition

ACHIEVEMENT PROGRAM

Chief Dispatcher

By Jack Burgess, MMR

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

The requirements for Chief Dispatcher are fairly basic. Like the other certificates, the full requirements for this category are available on the web at the NMRA site. You can also get a copy of the requirements by calling me.

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

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

- Engineer
- Yardmaster
- Hostler
- Towerman
- Dispatcher

There are definitions for the above positions and their duties included with the requirements for the AP category. For example, a Towerman can operate one or more towers, determine which cars come and go from each industry, or be the operating trouble-shooter and repair person.

In addition, the modeler must: 1) prepare a schematic drawing of the layout being used to qualify for this category; and 2) develop an eight-hour timetable for the layout; and 3) develop a operating chart (graph) for this timetable; and 4)

develop or adapt a system of operation for the layout including the necessary forms. If members of the same operating group are applying for Chief Dispatcher, they can use copies of the same paperwork with their application but must develop and submit their own timetable and train chart, even if they are for the same operating scheme.

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

Those of you who are members of the Layout Design Special Interest Group (LDSIG) will remember Bryon Henderson as the editor of the *Layout Design News* and then the *Layout Design Journal* from May 1996 through March 2001. Byron used that volunteer experience (along with some clinic presentations and assistance at the PCR/LDSIG regional meetings) to meet the requirements for and receive an AP certificate for Association Volunteer. Congratulations Byron!

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number and e-mail address are listed in the Callboard on Page 43.



GOLDEN STATE MODEL RAILROAD MUSEUM, EAST BAY MODEL ENGINEERS SOCIETY

By John Edignton

As most know, the layouts displayed at the Museum are built and operated by the East Bay Model Engineers Society (EBMES), founded in 1933. Next year will be the Diamond Anniversary of EBMES and we will be planning a variety of events commemorating this historic event. EBMES is one of the longest lived model railroad organizations in the country. If you have been involved with EBMES over the years, please let us know how you can help us provide better detail in our recounted history and give us any ideas for celebration. Please forward these to John Morrison, chair of the anniversary committee, at cartoad@comcast.net.

We have had two special events so far this year, a book signing in June, described in the last issue, and more recently, an N-Trak display by the Peninsula N-Scale Modular club in late July. Both were quite well attended and provided variety to our standard displays. On the horizon, we are discussing having a visit from one of the portable

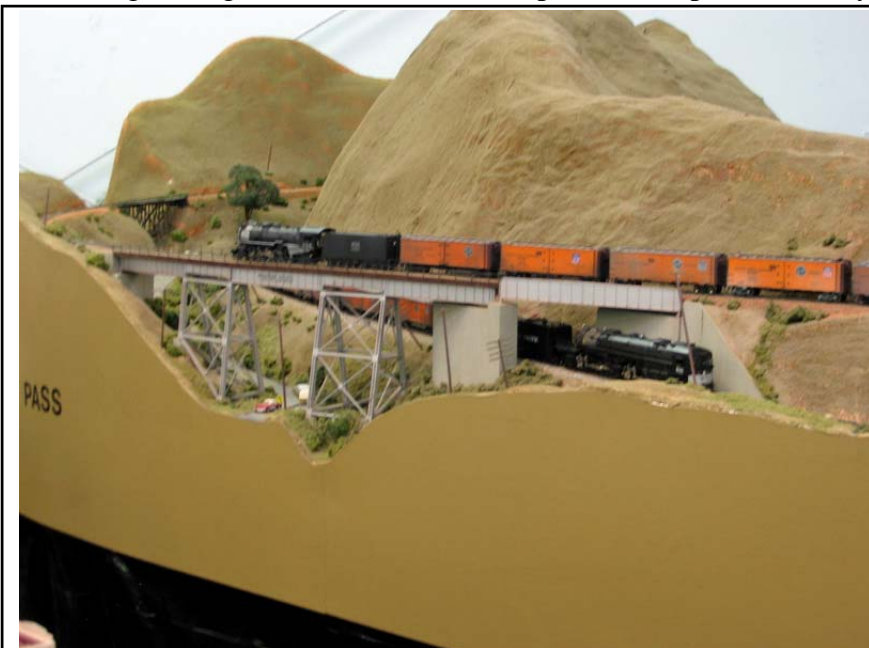
live steamer operations and the possibility of reviving an old plan to add a garden layout. We were also pleased to have been included as “a favorite place to visit” by the authors of “Babies by the Bay” and featured in their interview on ABC 7 TV. There is also a video clip of the Museum on www.ktvu.com/video/13709391/detail.html which you might enjoy.

We anticipate having our usual Holiday Shows this year which means that we will operate trains on BOTH Saturdays and Sundays after Thanksgiving, but not on Christmas Eve or Christmas Day or New Year’s Eve or New Year’s Day. Also, in our static display area, look for a new Bill Ryan PFM display from the Ryan Collection. Our gift shop area continues to be improved and new merchandise, particularly for the little engineers, constantly is added. One of our best sellers is our DVD, “Train Play” – it is a 50 minute movie (plus 20 minutes of outtakes) professionally shot in the Museum. The detail is

fabulous and it is enjoyed by young and old alike. It is priced at \$14.95, a real bargain for a high quality production, and is available either at the Museum or through our website.

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

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Picture by Walt Freedman of WP 334 crossing over SP 4268 on our model of the bridge crossing that can be seen from I 580 just east of Livermore. Alas, the lower track is now a bike path.

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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.

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.

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Visit us during weekly public hours 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.

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. 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 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.

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Editor's Notebook

would be interested in some sort of train project

I seriously thought of this issue as the "Too Much Information" issue. In addition to the usual stuff from the administration, a bunch of my friends came through with stuff that I had been talking with them about.

I know that Les Dahlstadt has already done a presentation or two on Wehauken. Les and I have talked to Bill Schaumburg about taking our article and redoing it in for *Railroad Model Craftsman*. Read it here and be ahead of the pack.

Pat LaTorres continues his article from last issue on the Tower Lumber Company that he is building. I have been to his house. There is real progress. No electricity but benchwork and track. It may actually end up looking like the plans.

Jim Providenza is back with something he calls a "self inflicted injury". I have to confess to once calling it a "sewer pipe with wires", but it looked awfully good by the time it got to the National Narrow Gauge convention in Portland, Maine.

Ed Merrin has an interesting article contrasting the styles of two round robins he has been part of.

There are not one but two different "Made in the PCR" articles by different authors.

The "Sierra Memories" folks have a nice article on what they are planning. I'm going to go. Hope I'll see some of you there.

John Sing has a meditation on the "Value of the NMRA" which is filled with his usual quality pictures

All the usual Division Reports. A full issue. See you next time.

Bill

A Tale of Two Round Robins

or

You Can Take it With You

By Ed Merrin

The point of this article, if there is one, is to share my experience of having been a member of two round robin groups and how they were both alike and different (the past tense here is merely a literary device; both groups are active and well).

I suspect that most people only experience one of these organizations in a lifetime, so I feel blessed. My first one, now called either the Nameless Round Robin or the No-Names (but back then it really *had* no name). It was based primarily in Marin County, although people drifted in and out from the East Bay and Sonoma County. I was introduced to that group by a fellow parent at our local school who had discovered there was a model railroader floating around town without any affiliations. After a few years I moved my family from Marin to Santa Rosa and I was fortunate to be introduced to the Hi-Ballers, who had been operating in the North Bay since the 1970s. Some of the original members were actually still alive!

Both of these groups have some important features in common. They are not clubs in the formal sense. There are no rules, no officers, no formal meetings, and no dues. There is no “site” or location and there is no shared or communal layout or equipment. Instead, the group activities are based on the private layouts in individual members’ homes. Each group meets on a weekly basis, always at someone’s home, and the location changes or rotates. Thus the term “Round Robin.”

There isn’t any formal application procedure to join. New members seem to emerge from the mist somehow, tagging along with someone who is already a member and showing up consistently enough so that after awhile it is just assumed they belong. People leave the same way, sometimes without much fanfare. After awhile it might be noticed that so-and-so hasn’t been around for awhile. Someone might offer the explanation that they have left the area or have other things dominating their time and attention.

Despite these similarities, the two groups differ in a number of ways. There is a unique personality to each group that develops from the mix of the people making up the membership. Each group has its own traditions and ways of doing things that came from somewhere. There are in-house historians and cultural anthropologists who can explain how this procedure came about or who started doing it this or that way. These people are invaluable sources of oral history but who knows (or cares) how accurate their memories are? But these things are not static; the groups have changed and evolved with time as their membership changes.

The founders of the No-Names were no longer around when I first turned up there and a number of people were phasing out. There were two layouts going, Jim Providenza’s and Scott Kew’s. Several other people were planning or talking about layouts that never turned into reality. Scott’s was an enormous basement thing in his mother’s Tiburon house cobbled together from Truescale roadbed and snaking around through crawlspaces and around support beams. He powered the rails with house current because of the voltage drop he was getting from the enormous distances involved. Jim saved me on several occasions from leaning over with my arm across the rails. Help from younger members like Morgan Trotter was essential if trains derailed in far off places reachable only by crawling around on dirt with little head clearance. Morgan was younger and thinner back then and could handle this duty handily.

We would start off the meetings at Scott’s at the kitchen table, which was always crammed with model railroad equipment and various ongoing projects. It was my first exposure to the idea that you could take a plastic diesel shell and modify it with added detail parts. I would never have had the nerve to carve up something I had paid good

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money for if I hadn't seen what he was doing. Scott was also the first person I ever met who had actually worked on a real railroad.

Jim's place was a totally different experience. He was still piecing together the Santa Cruz Northern, adding sections to a smaller version of the layout he had moved from his previous home. This was the first time I had ever seen handlaid track and switches. It was also my first exposure to a layout with more than one level, to a helix, and to the design concept of a single track running once through a scene. Other eye openers included patterning scenery after photos of actual scenes instead of from pictures of other layouts in magazines, using foam for scenery, upgrading "shake the box" freight cars, and designing layouts for realistic operations. He also used a primitive form of command control with walk around throttles, although the throttles didn't have memory so the train would stop if you changed your location to another plug. Another occasional participant in the group, Larry Galletti of Fairfax, had a small garage layout using the Keller Onboard System. When Lenz came around in the early 90s Jim jumped right on it.

Although a high premium was placed on realistic operations, the group's gatherings were focused on layout construction. Operating sessions were things that were scheduled on other days, usually on weekends. As time went on new people arrived with layouts to work on. Bill Kaufman had a "completed" layout already, if there is such a thing. But he was quickly convinced that he needed new track, new this, new that, and so on. Of course, as you all know he eventually trashed the whole thing and started over.

Tom Combs (the second former railroader that I met) had a beautiful layout that he had had built for him up on Mount Tamalpais, but it had no provisions for realistic operations and needed all kinds of changes. The group was only too happy to offer its services, and this is continuing to the present day. Otis McGee came along from the East Bay with a small garage layout totally inadequate to handle his huge collection of brass steam locomotives. The seed of bigger plans took root, eventually leading to his current Armstrong designed extravaganza. Various other people

floated in and out as well, too numerous to recall now.

Jim was also a networker type of person and would arrange special operation expeditions on our



Jim Providenza working on Bill Kaufman's layout many years ago.

meeting nights. One was to Jack Burgess's Yosemite Valley layout in Newark. I was astounded at the craftsmanship and the beautiful scenery. It was another first exposure, this time to the idea of trying to closely duplicate an actual railroad. It looked vaguely familiar, and it turned out that I had seen a photo of his layout, unidentified, in a book on electrical projects for model railroads. The focus of the photo was the use of telephones to communicate with the dispatcher. The scenery in the picture was more barren than what I was treated to on that evening, so clearly Jack had been hard at work.

Another arranged trip was to Don Cabrall's Hessel & Lone Pine in Sebastopol. Don was one of the mainstays of the Hi-Ballers, but I didn't know anything about them at that time. Again, I was impressed by the level of craftsmanship. All the trackwork was flawless and beautiful, and all handlaid. The benchwork, the fascia, the control panel, all could have been created by a skilled cabinetmaker (which Don apparently was). The models themselves, structures, bridges, rolling stock, all reflected the same high level of skill. And everything ran and worked beautifully.

Some of these Hi-Ballers would show up at the Santa Cruz Northern for operating sessions, and when Jim became chair of the 1996 PCR convention a bunch of them, always PCR stalwarts,

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joined the convention committee. So when it came time for me to move to Santa Rosa and I was invited by Don to attend one of their meetings I already knew many of them.

There was some culture shock I had to go through, however. Not all Round Robins come from the same mold.

First and foremost, the Hi-Ballers, in addition to having an actual name, had a different focus. Yes, they would build layouts. But the goal was to operate, and as soon as possible. Trips to specific layouts would become operating sessions rather than work sessions. Thus the name Hi-Ballers.

The group dated back to the 1970s. Members had come and gone since then but a core group had stayed on. Steve Skold remains the carrier of culture and history and provides whatever structure there is by maintaining an actual published schedule.

Yes, there is actually advance planning! Whereas the No-Names decided at the end of each session where they will be the next week, the Hi-Ballers plan things out six months in advance. For me this is comforting and familiar. It's very much like the on-call schedules I've helped schedule in my past professional life. And, of course, people are constantly trading dates and changing the schedule after it's already been circulated, just like doctors do. This penchant for structure also included the steadfast holding to Wednesday night as the meeting time. The No-names were always changing things around, although they've stuck with Thursday for some time now.

The Hi-Ballers ate differently as well. Whereas the No-Names provided chips and soda to their

guests, the Hi-Ballers leaned towards coffee and cookies. Some of this has been changing recently, mostly because of the insidious influence of border crossing, immigrant No-Namers. There are actually four modelers who belong to both groups and attend both regularly. These nomads are Ron Buckwalter, Ernie Semard, Clark Stewart (another actual railroader!), and the ever important Verne Alexander. Once Ernie provided us with baklava! How's that for creative snacks.

Another facet of the Hi-Ballers is their total dominance of the model railroad political scene. Hi-Ballers have basically been running the RED for years and are beginning to creep up to the PCR level. People like Steve Skold, Gus Campagna, and Nolan Alexander have kept the organization afloat, sometimes relying on the mentorship of Don Cabrall and Harold Mentzner. Now, even the Northwestern Pacific Railroad Historical Society has fallen under their influence. Harold is the Society's President, and three other Hi-Ballers (Gus Compagna, Charlie Siebenthal, and Clark Stewart) are on the Board. I myself have been laboring as the Storekeeper for several years (Wanna buy a hat? How about a mug?).

When I started with the Hi-Ballers the main operating activities took place at Don Cabrall's and at Harold Mentzner's, each visited once every month. Don's layout has been chronicled extensively in the model railroad press. Harold's was (and is) a winding, multilevel turn of the 20th century world based on Northern California logging roads. After awhile the members were familiar enough with these layouts so that certain people landed secure jobs with the railroad companies.

At the Hessel & Lone Pine, there were three yardmaster jobs, all spoken for. Verne Alexander commanded the key post at Lone Pine, where he developed a reputation for downright orneriness that made it clear who was in charge within his yard limits. This is the same personality he brings to the Mac Street Yard on the Santa Cruz Northern.

At the other end of the line, Nolan Alexander (no relation) ran the Two Rock Yard. Nolan was very low key and efficient; he attracted respect without the fear component. Perhaps the fact that he had to stand open and exposed in the aisle while

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Hi-Ballers in Vern's Kitchen

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Verne had his own private cul-de-sac made a difference. Finally, the yard at Bloomfield belonged to Steve Skold. Good thing, because his social skills were absolutely essential for dealing with traffic coming in from two directions (three if you count the Bodega Flyer).

There were (and are) three yards on the Bellena Bay Railway & Navigation Co. in Mentzerland, but the Alta yard is strictly self-service. On this railroad, by the way, the origin of the beautiful bridges and kitbashed plastic structures on the Hessel & Lone Pine was revealed. Mr. Menzter is definitely a master bridge builder and “structure constructor” and his touch has found it’s way to Skold’s emerging Whiskeytown & Shasta as well.

The yardmaster duties fall to Hart Corbett at the foggy port of Bellena Bay, and Gus Campagna up at the mountain town of Lorraine City. Gus has the difficult chore of turning trains around so they can go on their way up or down the mountain. Things get pretty complicated up there. Down at the harbor things are more straightforward, but don’t tell Hart that.

Somehow or other Don entrusted me with the job of dispatcher on the Hessel & Lone Pine. Perhaps his intent was to keep me out of trouble, since I had a tendency to not pay attention to what the dispatcher was telling *me*. For whatever reason, I was in. Harold was apparently impressed enough to award me the same job at the Bellena Bay etc. (it’s an awfully long name). Since I knew (and know) nothing about dispatching and absolutely nothing about radio talk I can create an endless series of mishaps, delays, near tragedies, and so on. Many is the time I’ve had to endure the seething anger of Verne Alexander, relegated to the mortal role of operator on the Bellena Bay, as he sits in a siding waiting forever for permission to move on.

The worst part is that we don’t use radios; instead of being hidden in another room the dispatcher is standing out there with the operators, open to abuse of all kinds. This may all have been a part of Harold’s plan for inserting “operating interest” into his session. He is also known for springing surprises like weird extras.

Now as time has moved on there are more layouts under construction and the Hi-Ballers have

been spending less time operating. The demise of the Hessel & Lone Pine, a national tragedy, has left us with only one fully fledged operating layout. However, others are coming. Ernie Simard’s Western Pacific hosts trial operating sessions as construction proceeds in his Petaluma garage. Verne Alexander’s Colville, Republic and Palouse RR (CRAP for short, shame on you Verne!) is teetering on the edge of operations in World War II era Washington State as we speak. Ron Kaiser’s large Western Pacific is closing in as electrical bugs are being addressed. Hart’s outdoor railroad, although not set up as yet for formal operations, hosts entertaining railroad evenings (Hart has three railroads, including a tabletop full of classic Lionel and a basement HO narrow gauge empire that has been under construction for quite some time). Steve Skold didn’t have an operating layout for some time, although he was famous for a legendary “hanging and swinging” HO layout in his garage that was gone before I arrived on the scene. Since then he has replaced it with God’s gift to model railroaders with failing vision, an On3 layout. The Whiskeytown & Shasta is awaiting a few final track adjustments before its sound equipped machines can go to work. In the more distant future, Charlie Siebenthal has a monster garden railway system designed for operation drawn out and surveyed. My own Northwestern Pacific may be in the picture if people can get up the driveway. The Hi-Ballers may be challenged in the future to absorb all this as it completes a metamorphosis from an operating group to a construction group and then back again.

Happy Railroading



Vern and Nolan operating on Don Cabral’s now departed layout



Redwood Empire Division Report

By Steve Skold

RED had a successful picnic at the Western Railway Museum at Rio Vista Junction. We had over 20 people in attendance. Ed Zakarekis arranged for three tours, one of the metal/woodworking shop and two of buildings housing their collection of cars and street cars. There were street car rides and interurban rides along with fellowship (Ron Plies likes that word) at the picnic tables. The temperature was surprisingly mild which made up for the gusty winds we had to deal with. We were blessed with the presence of PCR Vice President Pat LaTorres and his lovely new bride Ronnie. President Ron Plies was unable to attend as he was running trains at the Humboldt County Fair in Ferndale.

There were a goodly number of RED members at the PCR Convention in Santa Cruz. Giuseppe Aymar won the convention attendees and peer's award for his

string of Union Pacific TOFC's. Steve Skold received first place for his color photo of the Quincy and Torch Lake Mason Bogie. Carol Skold took first place for her quilted table runner. Gus

Campagna took second place in the newly reinstated RR Pass contest.

Our fall meet will be held Saturday November 17 at Monroe Hall in Santa Rosa. There will be a hands on clinic on applying dry transfers. There will be 14 HO scale 40' box cars with dry transfers available for the clinic. If you would rather, you can bring your own car and transfers.

Future meets will be at the Napa Model RR Club on Sat., Feb. 16, at Monroe Hall, on Saturday, May 17, and the summer picnic on Sunday, August 17 at Ron Kaiser's Westside Farms. Details of these meetings will be in future RED Callboards.





Ron Plies at the Eel River Valley Model RR Club's run during the Humboldt County Faire



Fortuna station on the Eel River Valley Model RR club's layout



Richard Carlson, one of Eel River's members

MADE IN THE PCR

*McKenzie Brothers Timber Company-
Pine-Fir-Aspen*
By Steve Skold

I first saw the McKenzie Brothers (John and Mike) at the Hon3 Symposium in Occidental last June. They sell Pine and Fir trees and also Aspen. In addition, they sell the jigs they use to make the trees which comes with a DVD with detailed instructions.

They developed a bottle brush tree jig about two years ago. They displayed the trees on their Sn3 modules (6) which they took to several conventions and of course were asked to do clinics. They plan to be at the PCR Convention in Fresno next year with a display and probably a clinic or two.

Pines and Firs are \$3.00 for 4 to 6", \$3.50 for 6 to 8", \$4.00 for 8 to 10" and \$4.50 for 10 to 12". If you want a trunk, it is an additional \$.50 up to a 10" tree and \$1.00 for taller trees. Basic colors are a medium green blend for Pine trees, and a blend of Forest green and Hazy green and the darker of the two Conifer greens. They use Sage green for the Blue Spruce trees. The foams are all from Scenic Express.

For the Aspen trees, they use K&S aspen foliage. Aspens are priced at \$3.50 for 3 to 5", \$4.00 for 5-8". Trunks can be 2,3, or 4 inches for an additional \$.50. Orders must have at least 40 trees, but you can mix and match. It takes about 2 weeks for an order to be filled after checks have cleared.

You can e-mail John McKenzie at captmckenzie@sbcglobal.net

or call at
707-447-7386.
He also has a
cell phone 707-
689-7579.



TOWER LUMBER COMPANY

(Part 2, The Birth)

By Pat LaTorres

As we move forward with the birth of the Tower Lumber Company (a.k.a. TLC), I'm hoping that the initial stages of the construction won't set the flavor for the further growth of this railroad. With wisdom born of blissful ignorance I started construction at the beginning of February, right as the rain decided to return to the S.F. Bay Area. This would add an entirely new level of excitement, trying to get work done in my driveway when the weather decides it wants to unload.

The construction of the first two bench work modules went just fine, but when I wanted to put together the next three on the following weekend I got chased inside three times by rain flurries. At that point I said the heck with it and waited for my next free weekend day (two weeks out) to finish up those units. I then carefully planned to hang the modules for Wellington Yard the Monday after the Bay Area LD/OPSIG weekend, as sort of a decompression exercise from two days of hardcore model railroad operations.

When Ronnie and I got home from work that evening, it was in the midst of a torrential downpour. It would have been wonderful to get to work inside the house and laugh at the weather conditions outside, but the weather got the last laugh. We came home to a substantial, though not catastrophic flow of water in from the back door of our garage due to a clogged drain behind the house. So rather than hanging modules in the study, I got to spend the evening moving items to "high ground" and mopping up a small creek

flowing through the garage. It's so nice to know that one doesn't need a basement to enjoy urban floods (though I did think warmly of my friend, Doug Harding while singing a chorus of "Down By The Old Mill Stream"). I got to spend the next few days weatherproofing the garage, a job I

couldn't really dodge since there will some day be a model railroad moving into that area as well.

The first thing I had to consider in the actual installation of the modules in the study was that they were going to co-exist with (at least) three bookcases set against two of the walls. This is one of the joys of having a really good railroad library (and a large library in general), in that all of those books need a home. I kept this thought in mind from the very beginning of my plans for an around-the-walls layout and so all of my bookcases are 48" high, or less. This will allow me to mount the bench work low enough that I can actually see the railroad, but still high

I then carefully planned to hang the modules for Wellington Yard the Monday after the Bay Area LD/OPSIG weekend, as sort of a decompression exercise from two days of hardcore model railroad operations.

enough that I can do wiring and switch machine work underneath. Even at the proposed height of Camp 1 – about 63" – it will still be workable for me, though Ronnie will probably need to use a step-stool to work it comfortably. If/when the railroad works up to the height level to clear the doors to the room we will need to use short step stools or ladders or operations, but that's a bridge we'll burn as we cross it.

The basic idea for the railroad as shown in

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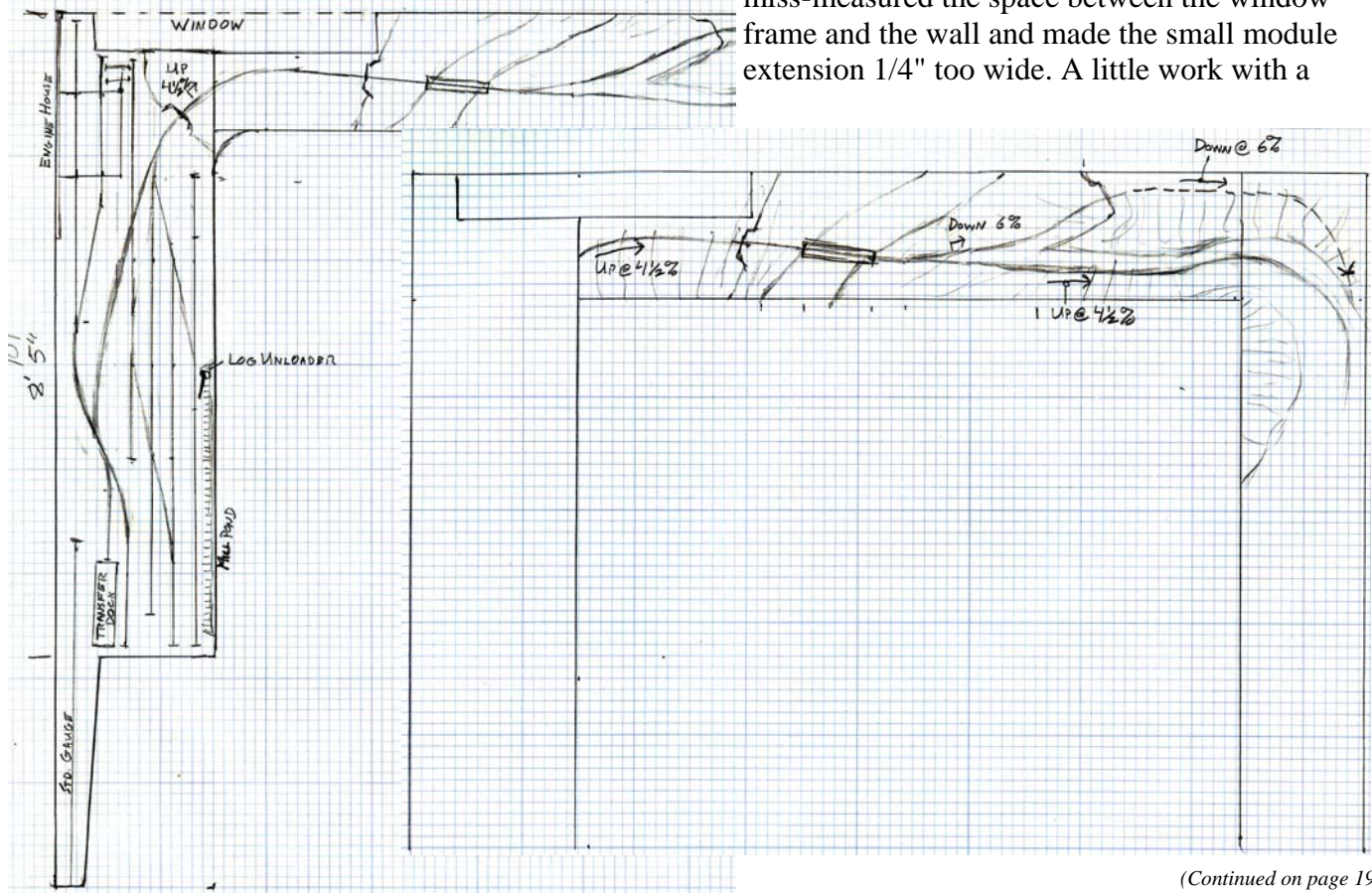
the track plan posted with this chapter, is a short yard of about eight feet with an across platform standard gauge interchange as well as the edge of an implied log pond at the west (near) end of town and the company shops and the narrow gauge tracks out of town at the east end. Please keep in mind that these are more “working drawings” rather than hard and fast plans (it’s easy to spot that I’ve not included the slimmed down module behind Ronnie’s desk, as an example).

One of the set building features that I had to work around were the two windows on the outside walls of the room. It was suggested to me that I could just panel them over, but I’m one of those vegetable life forms which really flourishes under the effects of natural light so I decided to try and keep them functional. The next building/lifestyle issue that I had to handle was that this room had a second and equally important purpose in both Ronnie’s and my life – that is, it had to serve as our study. This meant there are the bookcases holding close to half of our library along two walls of the

room and two desks (which house our confusers as well as other basic “administration” materials) set face to face with their ends against one of the outside walls of the room.

Finally the closet, two display cases (to hold my collection of 1/64th scale die-cast cars), as well as the doorway into the room along the fourth wall of the room. This fourth wall just happens to also be behind my back when I’m at my desk, while Ronnie’s back is toward one of the outside walls. This way each of us gets to look toward one window to let light into our lives and allow photosynthesis to work its magic on us. Also, we’ve managed to have room for some smaller art work and such by having the bench work mounted slightly higher on the walls.

As construction actually started I got the first three modules assembled rather quickly and should have been very afraid right then. When we started to install the first module (which was actually the second one as one worked around the room) I had the opportunity to relearn that old adage, measure twice - cut once. It turns out that I’d miss-measured the space between the window frame and the wall and made the small module extension 1/4" too wide. A little work with a



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wood chisel fixed that problem and with Ronnie's help I got this first unit up, but it has caused me to slow down a bit and check my work multiple times. A nice bonus from getting this module up was to confirm my feeling that 24" wasn't going to intrude into the room too far, something which had been working on me just a bit as we moved forward on this project.

The second module to go up (the first one around the layout) was going to go together a little bit differently, which is part of the joy of a learning experience. Since this was going to have the implied log pond along the nearside edge, I figured that I'd cut the material for the pond and put everything together before I tried to mount it in the room.

This has worked out pretty well, since it also has given me a feeling for how it's actually going to look when we get it in place. When it came time to mount the module I just pulled the top off of it while we mounted it and then remounted the top when we had the shelf up. Since these may be the only two flat topped modules on the railroad, this will be the only area where I need to worry about pre-fitting the pieces. Everywhere else we'll be using spline sub-roadbed mounted on risers from the basic 1X4 frame work, so I'm not as worried.

I guess this is as good a time as any to go into a little more detail on the construction of the railroad structure. We're using basic modules built of 1X4's, each about four feet long – though this will vary depending on where they will fit around the room. The two yard modules are each 24" wide, with a top of 1/8" "door-skins" and a sheet surface of 1/2" Homasote® with the track spiked down onto this surface. The subsequent modules around the room will only be 11" or 18" deep, so that they won't intrude as deeply into our living/working space. The module directly behind Ronnie's back (when sitting at her desk) will only be 11" deep, to give her some space. The next two modules, which are alongside our desks as well as the one behind my back will open out to 18". The sub-roadbed along these modules will be 1/8"X1" splines mounted to the top of 1X4 risers, with homasote roadbed mounted on top of these. The

splines will allow me to provide comfortable curves, since it lays in a nice transition curve as it is put in place. The homasote roadbed was never in question, since it holds spikes better than any other roadbed I've worked with. To both pre-color and seal the homasote,

I found some wonderful brownish "OOPS" paint at Home Depot which cost me a whole \$5.00 for a gallon (which I'll probably never be able to use up!). This brown actually turned out to be a pretty close match to the red clay which I remember from the adventure up between Westwood and Bieber that I enjoyed with Jim Radkey a couple of years ago. If I try hard enough, I may be able to unload some of it on him! I'll be painting all of the homasote on the layout as it gets placed, both to seal it from moisture, but also to provide a base of the correct color if the ballast or ground cover goes on a bit light anywhere. For the basic scenery we'll probably be supporting PCR member Joel Bragdon, since his technique is both light and fairly easy to install. Yet another learning experience waiting in my future.

The actual planning of the railroad was an enjoyable learning experience, since I got to spend some time studying maps and the geography of the north-eastern part of California. The area around Westwood is at the southern end of the Cascade Mountains and here one gets a good lesson on how our state has been formed. While the Sierra Nevada Mountains were primarily formed by seismic action, the Cascades are mostly of a volcanic origin. Also the flora tends to be slightly different, depending on the elevation being modeled. This will probably require Ronnie and me to make a few trips up to this area for actual first hand research (oh, the sacrifices of the hobby!) and to get a better feel for what we're building.

Hopefully more on the railroad, as well as some photos of the current state of construction next issue.

Until then,
Pat

Tales of the Santa Cruz Northern

Jim Providenza

A Self-inflicted Injury

As I made my way through one of the labyrinths that make up O'Hare airport with the Sandy River and Rangeley Lakes #24 trundling along behind me encased in foam in its very own walk-on suitcase I looked back at the last two and a half years of off-and-on work on the locomotive. It was a major kitbash of a Bachmann 1:20.3 45mm gauge 2-8-0 into a 1:20.3 30mm gauge 2-6-2. I certainly learned a lot about model building. I used tools and techniques I had only heard or read about. I learned a lot about research. I learned a lot *from* the research. I had some very critical help and encouragement from some very good friends and modelers.

Ah, but that last 3 months, that was something else. I was buried deep, about in fact, as deep as I could ever remember being. I had squeezed in the latest Tales article for the Branch Line at the last minute. I had four different deadlines looming, not one of which involved work. I was beavering away like mad and could see no end in sight. Every time I completed one thing it seemed that two more jumped up to take its place – and they always had the same due date, or had to be done immediately and to heck with everything else.

At one particularly intense moment about two months ago my wife Terri walked by and heard me muttering under my breath about how unfair it all was. Terri had been cheerfully picking up the slack around the house for some time, taking care of chores and “kid stuff” that we would normally share. She knew how I was feeling and how carefully I had laid out the timelines for the competing projects to

try to get them all done. Being a particularly wonderful mate she had kept her thoughts to herself about my blatant silliness, but finally decided I needed a reality check. As she made her way past me hunched over the work bench she said, “You know, all of this really is a self-inflicted injury.” And kept going into the kitchen.

Every time I completed one thing it seemed that two more jumped up to take its place - and they always had the same due date, or had to be done immediately and to heck with everything else.

At first I was a bit shocked. Then I started to laugh. Talk about a good dose of perspective. Of course it was all my own doing. And if I chose I could put an end to my misery by simply deciding not to try to meet some of my own self-imposed deadlines.

Did I choose that route? Well, no. It might have been (make that would have been) more sensible, and certainly a lot less

stressful. But it wouldn't have gotten things done that I wanted to do. Terri's comment did help me put my feelings in perspective and that was very good – and hopefully made me a bit easier to live with.

The end result was that, from a model railroading standpoint, the large scale model of the Sandy River and Rangeley Lakes #24 did in fact get finished in time to take it to the National Narrow Gauge Convention in Portland, Maine. (I can report for the record that the other, non-railroad projects, were also completed - we left for Portland with a clean slate at home!)

In May the number 24 was still in the major subassembly stage – details were a thing of the future.

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I had worked long and hard at understanding drawings of the framing and suspension of the lead and trailing trucks – in 1:20.3 scale you are hard pressed not to model the smallest details, because they are so, well, large. This required a lot of headscratching, sketching and then scratchbuilding with sheet and strip styrene. Interesting work, but oh so slow! Weeks fled by. Some work led only to a dead end – it took three tries to come up with something that would work for the smokestack. A German brand of thread spool turned the trick there.

In the first part of July I was working on the tender and tender trucks, fabricating sideframe and brake rigging parts; working over the joints in the tender body and frame (the tender was reduced in length, width and height!) But it was only after the middle of the month that I was able to start on detailing the boiler and cab interior.

I was able to use a number of details from the Bachmann 2-8-0 and several from a Bachmann 4-6-0.

Many had to be modified and some had to be kitbashed or scratchbuilt. Finally the beginning of August – a week and a half devoted to painting and lettering, Then some weathering and then some repainting and final details.

How am I going to take this thing to Maine anyhow? It is 30 inches long, heavy, but relatively fragile. Carry on luggage? Why not! Now where will I get big enough pieces of the right sort of foam so I can pack it up like a brass model?

What do you mean we're leaving in four days, of course it is finished (sort of, for now!)

Having been to the mountain and made it back in one piece, I am glad I made the effort. It was worth it. Now I have a concrete reason why I moved all that dirt in the back yard over the last several years.





Daylight Division Report

By Chuck Harmon

Special announcement: Terry Taylor, Daylight Division's elected Chief Clerk / Paymaster, has requested that someone volunteer to take over the duties of the office as he is unable to travel to division meets that are outside of the central coast. Suzanne Paff of Madera, having served in that office in years past, has volunteered to run in the next election and to carry the duties of the office for the remainder of Terry's term. After an e-mail thread developed favoring the appointment of Suzie, Superintendent Pat Boyle e-mailed Suzie: "Your appointment as Chief Clerk Paymaster has unanimous support from the "board" and you will serve the remaining term before the next election. Thank you for your volunteerism." The next election for Chief Clerk Paymaster will be in the fall of 2008.

Daylight Division will hold its Fall 2007 meet at Fresno in conjunction with the mid-year meeting of the PCR board of Directors. The meet and the board meeting will be held at the University Ramada Inn, site of the 2008 PCR Convention, Sierra Memories 2008. The Ramada is located at 324 East Shaw Avenue, just east of Freeway 41. Layout tours and operating sessions will be hosted

for meet attendees and board members at Chuck Harmon's San Joaquin Central and other local layouts, to be announced at the meet.

Chuck Harmon will present a clinic on preparing switch lists with Microsoft Excel, and other clinics will be announced at the meet.

The meet will start at 9:30 am with sign-ins and contest entries. The first clinic will start at 10:00 am. In order to allow division officers to participate in the afternoon board meeting, we will hold the division business meeting and white elephant auction at 11:00 am. No-host lunch will be available at the Ramada. At 1:00 the BOD meeting starts, but the Division will continue with clinics until about 3:00, or until the clinics are finished. The rest of the afternoon and evening is reserved for visits to local layouts.

San Luis Obispo Meet Held August 18th

Daylight Division held its summer meet at the home of Hilding Larson in San Luis Obispo on August 18, 2007.

Paul Deis presented a clinic on outdoor layout planning, from surveying the ground to track laying. The second clinic was presented by Joe Burns on "How a 2 Month Disney Oriented Railroad Poster Ended Up Taking Two Years." Joe filled us in on a lot of the history behind the railroads at Disneyland and about Walt Disney's passion for trains.

We then enjoyed lunch consisting of Tri-Tip sandwich, beans, salad and decadent chocolate cake.

After lunch Brewster Bird gave his clinic on Square Foot Modeling, where he showed us how to use the Golden Angle to draw you into a scene, the use of vanishing point perspectives with physical models in a small space, and how to pull it all together using texture and colors. There was a fourth, brief clinic by John Houlihan on the Saxby & Farmer interlocking machine he is producing to go with the tower kits he brought out earlier this year.

The business meeting was interrupted for rail-



The Auction

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LAYOUT DESIGN AND OPERATIONS SIG NEWS

By Seth Neumann

The big SIG news this summer was the NMRA National Convention in Detroit during the last week of July. The OP SIG, led by local chairman John DePauw offered 20 layouts each of them open 1 to 3 evenings each. I personally got run on Doug Tasgold's spectacular front range, Mike Burgett's

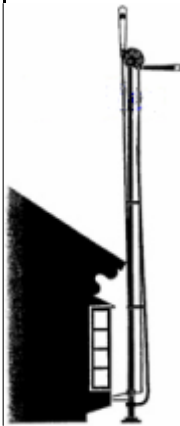
fanning, as everyone stepped out of Hilding's garage to watch a UP freight drag on its way up to Cuesta grade. A spirited white elephant auction followed, in which several members gained valuable treasures to add to their collections.

John Houlihan (rubyjohn@comcast.net) held an open meeting of the Sierra Memories 2008 convention planning committee for next year's PCR convention in Fresno. For more information about the convention go to <http://www.pcrnmra.org/conv2008/>

Operations or layout open houses were hosted By Hilding Larson (Union Pacific), Charlie Burns (Southern Pacific), Karl Kvilvang (Western Pacific) and Terry Taylor (Santa Fe).

John Houlihan (rubyjohn@comcast.net) held an open meeting of the Sierra Memories 2008 convention planning committee for next year's PCR convention in Fresno. For more information about the convention go to <http://www.pcrnmra.org/conv2008/>.

Thanks to our host and lunch chef, Hilding Larson. Everyone had a great time!



C&O, complete with an authentic CTC machine (Mike is CN's regional signal manager as well as the proprietor of Control Train Components, a supplier of CTC parts for modelers) and Norm Logan's free lanced Michigan Northern. The LD SIG held its picnic/tour Wednesday, with over 20 layouts available on a self guided tour. The LD SIG hosted a reception Friday night featuring noted operator Jack Ozanich. The SIG room was a meeting place all

week for the 230 registrants who identified themselves as SIG members (about 20% of the attendees). Consulting and displays of designs were ongoing.

Back home, there were a number of local op sessions in the Bay Area and the Central Valley, too, while other layout owners took advantage of the lull to do maintenance and expansion!

The annual Bay Area PCR/LD/OP SIG meet be held this January 26 and 27, the bye weekend between NFL playoffs and the Superbowl although sadly we don't seem to be at any risk of conflicting with our local teams' playoff games. The format will be similar to past years: Friday night welcome dinner, Saturday clinics, panels, contests and consulting; Saturday night layout tours and Sunday Ops. If you're new to the area or new to ops this is the event for you as the sessions are aimed at new/non-local operators although we usually find space for everyone!



The Contest

Weehawken Quest

Part I: One City, A River & Four Railroads

By Les Dahlstedt

I've often noticed that the acquisition of a model can touch off a chain reaction; the likes of which is liable to take my interests in wholly new directions. For example....During a business trip to Denver several years ago, I bought a nifty brass Pfaudler milk car that had been imported by Overland in the 1990s. As an O&W modeler, I knew it would eventually get painted, lettered and given a place of honor on my layout. While the Ontario & Western Kingston branch was unquestionably bucolic, there was still a fair amount of milk and other dairy products to be transported during the 1920s on this 35 mile stretch of track. To that end, I soon acquired three pairs of Branchline Trains Creamery and Ice House kits...and it was off to the races. By the time Walthers came out with *their* Pfaudler milk cars in 2005, I was headlong into researching and talking about milk operations on the O&W.

It's been said that nothing in life is certain except death, taxes and change. In my case, life's changes overtook layout construction in 2007. A decision to slow the pace of my consulting business coincided with a looming empty nest scenario. These two dynamics pushed a decision to downsize our lives to a smaller house in western Placer County. The first commitment to these changes was a painful decision to tear out the partially completed Kingston branch layout and get the house ready to go on the market.

In the months between the layout's demise and our future relocation, I began to visualize images of the next layout. Even though the new house would probably be a third smaller, I would be able to increase the layout's footprint to about 400 square feet and lengthen the main line courtesy of a double decked, partial mushroom configuration. Owing to my interest in milk ops and a growing curiosity about the O&W's coal hauling business (here we go again), I decided to model the O&W between Weehawken, NJ and Cadosia, NY. This larger layout would include interchange possibilities at several locations. I began to sketch track plans and

most importantly, gathered yet more prototype information. Above all else, the new layout would be designed for operations...and yes, I've also begun to acquire some of the many GLA hopper cars that I'll need for the new layout's coal operations.

I knew enough about the O&W to realize that more than any other location, modeling Weehawken would be my biggest challenge because the facilities had not been developed or owned by the O&W. An understanding of the history behind this unique situation will be helpful.

NY, West Shore & Buffalo

An entity called the North River Construction Company was formed in 1882 to build a line from Weehawken, NJ to Buffalo, NY. It would compete directly with the New York Central & Hudson River Railroad. This new railroad's name; New York, West Shore & Buffalo, was derived from the location of the initial right of way on the West Shore of the Hudson River.

The NYO&W was a major investor in the North River Construction Company in order to reach a growing market in and around New York City via trackage agreements with the West Shore. It was not a perfect solution for a railroad whose main line ended far short of its most lucrative potential marketplace, but practical at the time.

The West Shore reached Buffalo in 1884 precipitating a shipping rate war with the New York Central. Further actions taken by the West Shore to compete with the Central resulted in William Vanderbilt's acquisition of the Nickel Plate. It became evident that the West Shore was not in a financial condition to tolerate costly counter moves by the Central.

Enter the Pennsylvania Railroad, which began to quietly buy West Shore bonds in preparation of the West Shore's failure. The Pennsy saw an opportunity to compete more effectively with the Central by linking its own tracks in Jersey

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City to the West Shore's at Weehawken, and thus have its own version of the Water Level Route all the way to Chicago. The Central countered by acquiring a right of way in Pennsylvania and began construction of a line across that state.

The impact of the rapidly growing animosity between these two giant corporations was so great, that financier J.P. Morgan intervened to work out a compromise agreement. The story goes that he got both CEOs on his yacht, anchored it in the middle of New York harbor and refused to pull up anchor until said agreement had been reached. The outcome of the compromise was that the NYC would get title to the West Shore and the PRR would receive the incomplete South Penn RR. Much of the unfinished South Penn ultimately became the eastern portion of the Pennsylvania Turnpike.

In 1885 the NY, West Shore & Buffalo was reorganized as the West Shore Railroad, a wholly owned subsidiary of the New York Central lines. It operated in this capacity until 1952 when the West Shore was formally merged into the New York Central.

A sideline player in this drama, the NYO&W received a 99 year agreement to operate on the West Shore between Cornwall, NY and Weehawken, NJ and ownership of a NYC branch line that gave the O&W a contiguous main line from Middletown to Cornwall, NY. The Weehawken facilities would remain under the NY Central's ownership, permitting the O&W access as a tenant with 'equal billing'. Thus both railroads' names would appear on the signage at the Manhattan and Weehawken terminals.

Weehawken

Long a place of derision (You live *where?*), Weehawken took advantage of its geography in no small way. While the residential part of the city (with a relatively consistent population of about 14,000 during the last 100 years) sat high atop the bluffs of the Palisades and enjoyed an unfettered view of Manhattan across the Hudson River, it allocated a ½ mile wide strip several miles long of unused riverfront to rail operations and gained the tax revenue such an enterprise would generate. A century ago, when virtually all the commerce of the

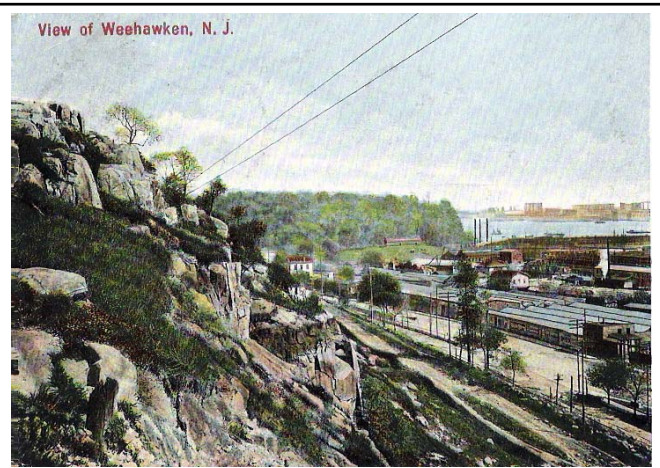


Fig 1 – A 1906 postcard view, generally looking north with the Erie Railroad facilities against the Hudson. – author's collection

land was carried by water and rail, Weehawken was ideally positioned to take advantage of both. In such close proximity to one of the largest cities on the globe, Weehawken's rail facilities became a booming enterprise; easily the equivalent of one of today's largest international airports.

Four Railroads

This is as much a story of the four railroads that operated along the Weehawken riverfront, as it is about the O&W. From here, goods spread out to forty-eight states and countless foreign countries.

New York, Ontario & Western

With trackage rights between Weehawken and Cornwall secure under a 99 year lease, the O&W was able to promote passenger service (via ferry from West 42nd Street in Manhattan) from Weehawken to vacation spots in the Delaware Valley of upstate, NY. It would jointly operate the Weehawken facility with the NYC. This agreement also gave the O&W access to the commercial markets in and around New York City for customers who shipped on the O&W. The lease agreement prevented the O&W from competing with the West Shore between Weehawken and Cornwall, NY, where the O&W transitioned to its own rails.

New York Central West Shore Division

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The 1943 NYC station list notes Weehawken as an interchange point with the Erie, NYO&W and NYS&W. In addition to its freight and passenger operations, the NYC operated a fleet of ferry boats that continued in service to 42nd St. until early in 1959. The West Shore division provided both passenger and freight operations and continues to



Fig. 2 – A 1906 postcard view of the combined New York Central West Shore and NYO&W facilities at Weehawken. Building with circular cupola (just below the steamship) was the passenger station. Note the engine service facility and the many covered passenger and milk platforms – author’s collection



Fig. 3 – Many a vacation or commuter trip began or ended at the NYC / NYO&W ferry terminal on 12th Av., at the foot of cobblestone paved 42nd Street in Manhattan. This view took place in the earliest years of the new century. Ferry service lasted until 1959, and found new life in the early 1980s - author’s collection

this day to be a principal part of the CSX system.

Erie Railroad

As noted, the Erie maintained a large facility just to the north of the NYC / NYO&W operations. The extensive arrangement of trackage

Fig. 4 – A view of the same 42nd Street ferry terminal from the Hudson, likely photographed in the mid to late 1950s. The author worked the summer of 1962, just a few blocks up 42nd St. – author’s collection



Fig. 5- The same location today with the West Side Highway crossing left to right. Although the ferry buildings are long gone, ferries once again ply the Hudson. Photo courtesy of Google Earth.

permitted an extraordinary amount of freight handling during the first half of the 20th century. Records note that by the 1950s, 15% of all of New York’s export freight was handled by the Erie.

New Jersey Junction Railroad

The New Jersey Junction Railroad Company (NJJ) was part of the New York Central Railroad and ran along the Hudson River in New Jersey, from the West Shore Railroad (NYCRR) yards at Weehawken south to Jersey City. It later owned an extension to the north, separated by the Weehawken yard from the original line. Its principle business was moving freight between the

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Fig. 6 – Spotless NYC West Shore engine 1315 readies to leave Weehawken during the 1940s. Note the Palisades in the background and cobblestone passenger platform. – author’s collection



Fig. 8 – One of Erie’s covered piers under construction on the Weehawken riverfront – author’s collection



Fig. 9 - Erie's piers on the Weehawken riverfront – author’s collection



Fig. 7 –New York Central ferries are pictured in their respective slips at the modernized terminal in the 1950s – author’s collection.

various Class 1 railroads along the New Jersey shore. The company was incorporated under the laws of New Jersey on February 27, 1886. On July 1, 1886, it was leased for 100 years to the New York Central and Hudson River Railroad. The line opened for freight in May 1887 and passenger service in June 1887. In 1952, the New York Central Railroad officially swallowed up the New

Jersey Junction Railroad, which it had controlled since its beginning. Milepost 0 on the NJJ was at the southern end of the Weehawken tunnel.

The O&W Facility in the 1920s

I obtained a 1897 track plan from Vin Gallogly, a good east coast friend with ties to the NY Central historical society. It gave me my first good look at how truly large the plant was. Measured by any standard, the joint NYC / NYO&W Weehawken facility was immense, occupying every available foot from the river shoreline to the Palisades. Just the portion that appears on my track plan is in excess of 1.5 miles in length and more than a half-mile in width. The view of the Weehawken riverfront from atop the Palisades must have been dramatic.

I am still trying to figure out how the milk moved from Weehawken to bottling plants in New York City. Ferry and car float operations were extensive from New Jersey to New York. There were five ferry slips and four transfer bridges in the

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NYC/O&W Weehawken terminal. Intuition and common sense tell me that in the years before the opening of the George Washington bridge and the Holland and Lincoln tunnels in the 1930s, milk would have had to cross the Hudson in car floats or on ferries large enough to carry milk cars on their lower decks. I want to model marine operations as another form of rail interchange. Could I verify milk on the car floats?

Unfortunately the prototype track plan from 1897 and a Sanborn map from 1900 show five long milk car platforms whose tracks ended short of the ferry slips. To make matters worse, none were close to any of the car float transfer bridges. How the milk ended up in New York may remain a mystery for awhile.

Weehawken Today

Next Time – In Part II of Weehawken Quest, we’ll look at Weehawken as a part of the overall layout design and cover the practical implications of selective compression in what is already a fairly large chunk of new layout design. I’ll also delve into how I envision Weehawken might interact operationally with the rest of the railroad.

See you then.



Fig 11- Today’s look at the former NYC/NYO&W facility. Home to a ferry terminal since the 1980s and condos that come with a million dollar view of midtown Manhattan. Notice the Palisades and the still-existing former West Shore tunnel portal. The parking aisles for the ferry terminal follow the same angle as did the O&W tracks. Photo courtesy of Google Earth

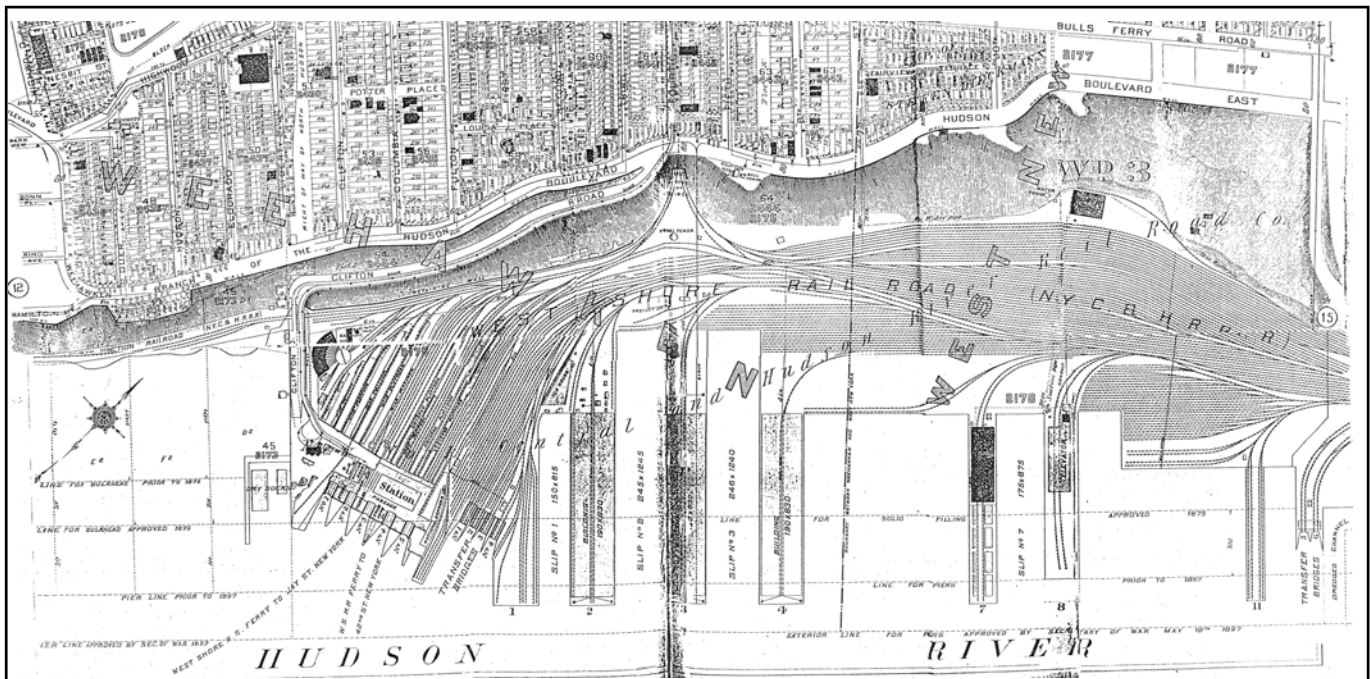


Fig. 10 - NYC / NYO&W Weehawken Facility circa 1897. The NYC West Shore used the tunnel that extended through the Palisades and under the city of Weehawken. The tunnel still exists.

Travelin' Around

The Value of NMRA

By John Sing, Coast Division

This quarter's article isn't about travelin' around way out there somewhere - rather, this quarter, we're going to stay close to home.

I think that a major part of the value of PCR NMRA to me, and to any new member - is the local PCR and Divisions continue to provide an excellent venue for all of us in model railroading to continually find and discover new:

- Information
- Inspiration
- Friends

I'll provide a few pictures as evidence of each of these values..... I thank each of you (and many other members like you, who I didn't have pictures of), who make local model railroading joys multiply for me and all of us, by being fellow members of the PCR and Coast Division.



Tony Thompson operating at an LD/Ops SIG meeting

Information:

NMRA, PCR, and the local Divisions are excellent venues for finding out who is doing what in model railroading. The PCR Branchline is just one example of kinds of excellent resources that can help us find where and when things are happening. For example, thanks to NMRA, I learned about and visited:

The South Bay Historical Railroad Society

(<http://www.sbhrrs.org>)

LD SIG Ops meet, every February

(<http://homepage.mac.com/jacobsen/LORM2007>)

Division Meets

(http://www.pcrnmra.org/coast/contest/Contest_June_2007.shtml)



Model Contest entry by Mike Linxwiler at Coast Division meet



Inspiration:

I am continually amazed by the vast amount of innovative and beautiful creations that local PCR members have shared, whether via Show and Tells, Contests, Layout Tours, etc. By making new

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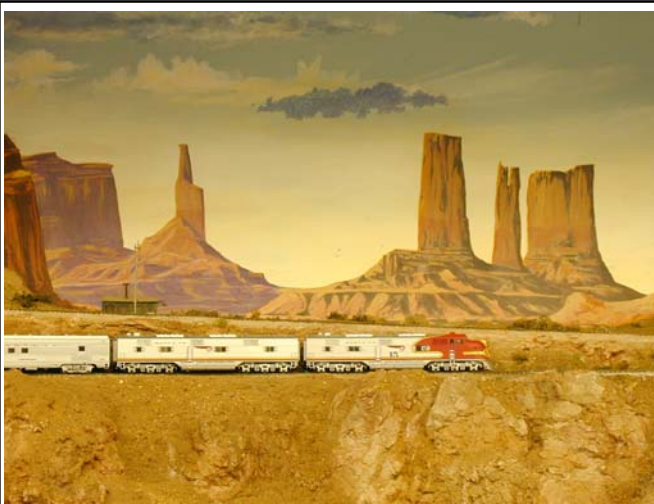
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friends, participating in events such as LD/OpsSIG, etc. we all get to see, learn, and be inspired by what others are doing:

Howard McKinney –



Howard's Shay



California Central Lines with beautiful western scene done by Mike Kotowski

California Central Lines –

Kermit Paul –

Show and Tell Sessions –

And this helps inspire us all to model better, and enjoy more, than we ever thought possible.

Friends and Fun

Finally, what characters we run into! We come in all shapes and sizes... yet, we all have a common passion for model railroading. We run



Kermit Paul's Layout



Chuck Mitchell's Show and tell at the June 2007 Coast Division

the gamut from past National Presidents who model in O scale:

Bob Dupont –

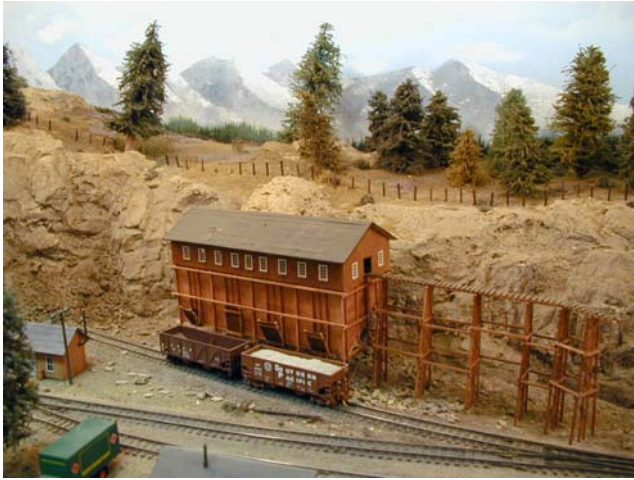


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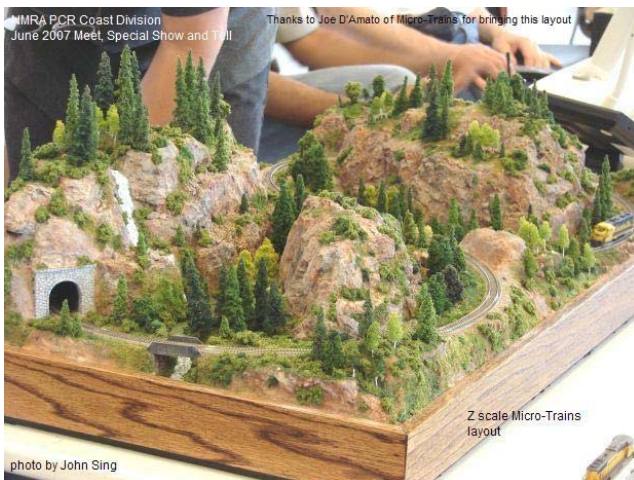
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To younger guys who model in N and Z :

Dave Salamon in N scale –



Bay Area Z scale –



To those amazing narrow gauge-ers:

Yosemite Short Line modular layout in On30 by Biondi, Brennan, Connery, Eckman, Kolodziejczak, Lloyd, Long, Lunders and Maze: (http://home.comcast.net/~ronin_engineer/yosemishortline.html)

In NMRA it just goes on and on. Hard to believe how many of us are out there, but we are.... Just waiting to be found!

Summary

There is a vast circle of model railroading

going on out there; we just have to know where to find it.

I do want to acknowledge that not everyone has a nearby local Division, or an active Division in your area. I'd still like you to know that model railroading Information, Inspiration, and **New Friends** are still possible. When visiting other areas, please contact us. And someday, with a little bit of luck in finding a few local friends, I hope that your local area may grow and enjoy an active Division as well.

Use the various electronic means to stay in touch - our PCR and most of the Divisions have web sites, with some very rich examples of what is happening locally. You can start by visiting:

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

I encourage you to:

Reach out and get to know your fellow local NMRA members.

Get out to the meets and events, meet and enjoy people.

NMRA's value comes from participating and being friendly; the good times happen from there. Come out and see us, we look forward to seeing you!





Sierra Memories 2008

The Convention You Will Never Forget

Flash! Just announced at the August 18 Daylight meet: The folks at YMSPRR have agreed to throw in a couple of cab rides during our train ride / picnic activity there. We will hold a drawing for these cab rides. All those who register for the convention and the extra fare YMSPRR train ride by December 31 will be entered in the drawing. (Those who have already registered for the convention and train ride are included.) So if you are not registered for the convention and the train ride, do it now!

Remember, you have 2 chances to win, and the odds are lots better than the California Lottery!

When you come to Fresno next April 30 for a week of model railroading at the Sierra Memories 2008 PCR Convention, expect a fun-filled five days and a parcel of memories to take home.

The Central Valley and surrounding Sierra Nevada are replete with railroad-based history and culture like non-other in the West. Have you heard the how and why of the San Joaquin Valley Railroad? Do you know about its descendent? How about the pioneer loggers who built the narrow gauge rails into the woods and felled the great Sequoias? Ever heard of riding a flume boat? What about the Mussel Slough Tragedy? Do you know how a Donkey Engine works?

In the last issue of the Branch line we highlighted the trip to the Yosemite Mountain – Sugar Pine Railroad, listed some of the expected clinics and gave you the names of the committee members. In this issue we'll give you a run down of some of the great memories you will take home,

talk a little about contests, and review some of the layouts you will see.

First of all there are the friends you'll meet, old and new. Do you know that PCR conventions are romantic? Last year in Santa Cruz there was even a wedding! Who knows what next Spring in Fresno will produce? Maybe a meeting, maybe a courtship, maybe an engagement...any volunteers? Are you new to PCR? Introduce yourself and make

new friends. Are you a PCR veteran? Find a new person and welcome them with a railroader's handshake.

The publicity chairman of the Santa Cruz convention shared a lot about his experiences with PCR conventions that were truly inspiring. Don't think that Steve's experience is at all exclusive because I can relate similar

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.

experiences. My first convention was Rail Spree '83 at San Jose, the last PCR convention before the PSR split off. (Actually it was a joint PCR-PSR convention because the split was already official.) My only acquaintances going into that convention were a few folks from Fresno that I knew through the Fresno Model Railroad Club. One of them was Bill Scott, now a past PCR President and currently the regional Contest Chairman. My first new friend at that convention was Gus Pasternak, who chastised me for entering the model contest kit class. ("You won't get any scratch-built points, no matter how much detail you added," he said.) Gus and his wife Margaret remained good friends of mine for the rest of their lives. When Gus became

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too ill to attend PCR board meetings I was privileged to carry his proxy, and to eventually be elected to the board myself. I have made many other friends over the years since, so many that there is not enough room to list them all. Some of these friends are still active in PCR while others have either moved out of the area or passed on. Every time I am able to make it to a PCR convention we have a great time catching up on all our latest family and hobby happenings.

Another important contribution conventions have made is to my hobby skills. My modeling has improved from both entering and judging contests; my layout planning has been improved by clinics; I have gained valuable historical knowledge from clinics; my prototype knowledge has been enhanced by prototype tours; I have learned lots of railroad history from clinics; and I have gotten many great layout ideas (and much encouragement) from layout tours.

These are a few of the things I have taken home from PCR conventions. What will you take home? The only way to find out is to come to Sierra Memories next spring. The registration fee is only \$105 from now until February 28, 2008. After that the full fare registration fee will be \$115. Register now and save \$10.

Got Convention Cars?

Do you have any extra convention cars? If you have any PCR convention cars you would like to donate to help create a perpetual convention car exhibit, contact John Houlihan or Pat Boyle. We



John Houlihan's ATSF on the layout tour

hope to present this exhibit at the 2008 convention.

Calling all Contest Entries

Steve Biggs, the convention contest chairman, submitted the following:

"The end of 2007 is fast approaching and it is time to start thinking about the 2008 PCR convention. The Contest Staff for Sierra Memories in Fresno would like to encourage all members of the Pacific Coast Region to consider entering a model, a photograph or both. Our desire is to have enough entries in Fresno that it challenges the staff's creativity to display them all. Contest entry can help improve modeling skills through friendly, constructive evaluation by other modelers.

"The contest format will be the same as in past conventions, with the standard categories as listed in the Contest Rules on the PCR website. Awards will be given in each category. This past year in Santa Cruz three additional categories were instituted: best model and best photograph determined by popular vote of all convention attendees; and the best model determined by vote of peers (all model contest entrants). These three new categories will be continued at the 2008 convention.

"Of course, as always, there will be a need for volunteers to judge and help in staffing. I will say more about this in a later article, along with some thoughts on the issues of contest entry. Remember there is plenty of time left so why not take the challenge and build a contest model or take a special photo, get started now."

Layout Tours

Here is a brief description of some of the layout tours scheduled for the convention.

Carter Braxton - Botum, Lyne & Marqueting -

The 15' x 18' Digitrax-controlled layout is on two levels and hangs 18 inches from the ceiling in an office where no other space is available for a layout. Operators stand on step ladders to view the action. A unique solution to a common problem! HO Scale

John Houlihan - Modeling the ATSF yards in Fresno at Tulare and Q Streets. The 36' x 48'

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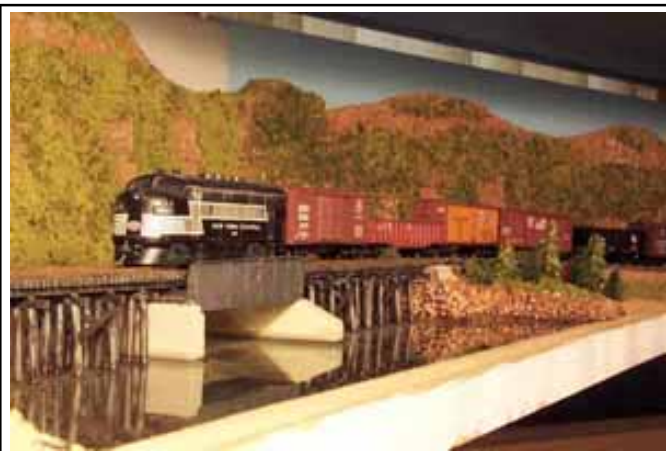
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layout has detection, signaling and transponding provided by "TrainController" software from Railroad & Company. The principal era modeled is 1947 to 1957 on a hot August afternoon. O Scale, in a specially built basement (rare in Fresno) that just happens to have a house above!

Gary Saxton - Carbondale & Kingston - An N-scale layout modeling the New York Ontario and Western, featured in *Model Railroader's Model Railroad Planning 2003*. To find out more go to Gary's web site at <http://home.swbell.net/gary46/home.html>.

Dave Tadlock - Lewis Creek Lumber Co. - An HO_{N3} logging layout based on the Madera Sugar Pine Lumber Company. Two Precision Scale Co. brass Shays and "Betsy" provide motive power on 50 feet of code 40 handlaid track. All buildings and rolling stock are scratchbuilt. The 9' x 12'6" layout is an around-the-wall switchback style layout with DCC control in a spare bedroom. HO_{N3}. (Merced)

Marlin Costello - Goshen & Goosechase. - A 40' X 40' HO layout featuring Tehachapi Loop, Calwa Yard, San Francisco Ferry, Mojave Desert, Yosemite Valley and more. Steel benchwork allows a triple decker design with 1020 feet of main line with double ended staging yards. Control is by Digitrax radio, allowing design capacity of 50 engines. Panel is entirely electronic by Railroad & Co. with



Gary Saxton - Carbondale & Kingston

block detection. Operation uses train manifests, track warrants and two way radio communication. The entire operation may be viewed from an upper floor. The railroad has been in progress since late 1999. Main line track work is complete and operations have commenced. Scenery is in progress. Marlin tells the story of this layout briefly: "Volunteer help is the mainstay and without my friends nothing would be done."

Chuck Harmon - San Joaquin Central - An HO scale layout featuring the Southern Pacific's Sacramento Division from Roseville to Truckee (Donner Pass) plus a fictional branch line located on the west slope of the Sierra Nevada. The era is set in the spring of 1949. The main line is about 200 feet long, with another 100+ feet of branch line, industrial and yard trackage. The layout is fully operational and regular monthly operating sessions are held using switch lists and time tables. Control is with a Lenz DCC system.

Ed Mathaney - This HO scale Santa Fe and Union Pacific layout in Tulare occupies a generous outbuilding behind Ed's home. A truly operational layout, the entire railroad is one level, with only one slight grade. Monthly operating sessions often begin in the morning and last into the evening hours, with operators switching the many industries and interchanging cars between the two railroads. The layout has complete scenery, with many operating action scenes and lots of lighting for night running. DCC is Digitrax.

Bob Sexton - HO Scale Jackson, Drytown and Sonora. This home layout is an inspiration for all those who think you have to have a huge layout to enjoy the hobby. Bob's 5' X 10' with yard extension is packed with operating action, and interchanges with the San Joaquin Central. This layout uses NCE DCC.





Coast Division Report

By Tom Crawford, Chief Clerk

The last meet, held on September 9, 2007 at Buchser Middle School in Santa Clara, was enjoyed by 95 members and friends. 82 were members of Coast Division, 3 were members of Redwood Empire Division, 3 were from Sierra Division, and 3 were from Daylight Division. 2 were from Other (Two from "Other" show up every month. I need to find who they are and where the heck "Other" is). There were 2 guests.

The two clinics offered were Bill Goodenough's clinic on modeling trees and Les Dahlstedt's clinic on "Weehawkins, a City, A River and 4 Railroads." Weehawkins is the home of the confluence of 4 railroads that provide transit to and from Manhattan from New Jersey and related places. It is also the home of the famous "Palisades Park" memorialized in song (and I thought that was a Southern California surfing place.).

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

The Rainbow Girls provided hot dogs, polish dogs, potato salad and chili for lunch. (I pigged out on both hot dog and the chili.)

The business meeting was called to order at 12 Noon by John Marshall.

Dave Grenier from Daylight Division gave a presentation on the upcoming Sierra Memories 2008 PCR convention April 30 to May 4, 2008 in Fresno. Early signup fare is \$105 until February 28, 2008 and then the fare goes to \$115. Get your money in early.

The rail trip is on the Sugar Pine Railroad. They are still looking for a Prototype tour person.

Kevin Hurley reported that we still have convention cars left over from the Santa Cruz Convention, which will go for \$65 per set of 5. If you are interested, contact Kevin.

Tom Crawford reported that the Division Banquet will probably be on Saturday April 5, 2008 at a restaurant near a historic train station on the Capital Corridor line, with the logic of having

train travel to the station, a tour of the station, dinner and a presentation on the station and other stations with time to catch the last train home. If we select the Centerville Station in Fremont (the most likely suspect) that means incoming trains are 2:39 PM westbound and 2:49 PM eastbound so we can start at 3 PM and end in time for the 8:09 PM (westbound) and 8:19 PM (eastbound) trains to go home. More information to follow.

John Marshall noted that we are looking for people to work with the Boy Scouts for a program we have to help with



Ronnie LaTorres' picture took first place in the photo contest at the Coast Division meet.

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their Railroading Merit Badge. John has been working with BSA on this program. If you are interested in helping, contact John.

Chuck Mitchell promoted the 2008 convention (and 2009 convention which he is chairing)

Chuck also noted that the first day to sign up on line for the Niles Canyon Train of Lights is October 1. This is sold out in the first three weeks and is not to be missed if you have never done it. You can sign up on line at <http://www.ncry.org/>.

Also, September 29 is the Feather River Rail Society's Portola Rail Museum Photographer's day. If you have never done this, you need to do it. Their web page is <http://www.wplives.org/>

The Business meeting ended and the Auction started at 12:17 PM. There were 279 live auction items, and 7 silent auction items.



Ronnie managed to take third place too with this portrait.

Steve Wesolowski announced (for John Sing who had to leave early) that the winners of the Model Contest were:

Diesel: Chuck Mitchell

Steam: Mark Schutzer (and you are surprised because...?)

There were no Passenger Car entries, but many Show and Tell models for everyone to enjoy, including several of Ken Lunder's Stevens Creek Models and a 3MM NG Cattle Car scratch built car In Process by Dennis Hill who drove down with his wonderful wife, Diana from Port Orchard, WA for the meet. Someone has WAY too much time on his hands.

The category for the December meet will be Favorite Model. (Go for it. Give us your best shot.)

Pat LaTorres announced that the winners of the photo contest for "Working on the Railroad" were:

1st Ronnie LaTorres

2nd Place Bill Burket

3rd Place Ronnie LaTorres

The category for December will be "Trains in Action." (and no, it cannot be model trains in action)

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

1st Place Brake Person: Dave Loveless (who was promoted to senior)

2nd Place Brake Person: Don Shortt

3rd Place Brake Person: Sean Augenstein

1st Place Senior Brake Person: Bill Burkett (alright, we need to beat this ace too. Let's get it together)

2nd Place Senior Brake Person: Steve Wesolowski (alright Steve!!! – he spent years figuring out how to get past Brake Person)

3rd Place Senior Brake Person: Alan Havens. (Come on Alan, I know you can beat Bill.) Your reporter was unable to compete because he was stuck behind the auction table "helping." Dirtyricklesfratz!!!

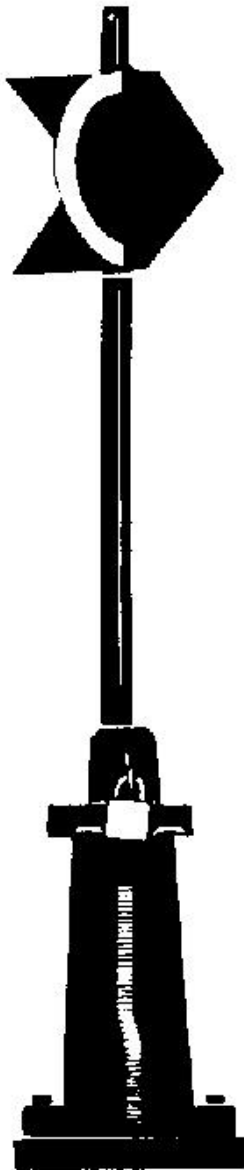
(Continued on page 37)

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

We had 17 door prizes, 7 donated by Tom's Trains and 6 donated by Lee Johnson.

(By the way, John Amerling has been kicking A as the Registrar getting all these donations)

Our next meeting will be December 2, 2007 at the Computer History Museum in Mountain View. Be there or be square.



Coast Division Upcoming Events December 2, 2007 Coast Division Meeting

Computer History Museum
Hwy 101 at Shoreline Avenue, Mountain View

9 AM Sign In. Buy raffle tickets.

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

March 2, 2007 Coast Division Meeting

Buchser Middle School

1111 Bellomy St., Santa Clara

9 AM sign in. Buy raffle tickets.

9:30 AM to 1:15 PM:

Photo Contest: Subject TBD

Model Contest: Caboose, Freight Car, Maintenance of Way

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

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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# _____

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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: glslewis@comcast.net

Web: 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

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.

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

Yahoo group: 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 or LambertRP61@comcast.net Place "Carquinez Model RR Society" in subject line.

Web: 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 /<http://cvl.hobby-site.com/>

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

GEHAMS web: 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. Website: 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 Web: www.nvmrc.org

(Continued on page 42)

(Continued from page 41)

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://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 Web: 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

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

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

E-mail: slomrc@kingdomhobbies.com

E-mailing list: 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

Web: 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

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

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

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

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



CALLBOARD - PCR

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• 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

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• Audit Committee Chairperson	Dennis Stokely	(925) 828-1990	stokely4@aol.com

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• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org

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• 2008 Fresno Committee Chair	John Houlihan	(559) 435-0874	john@irishtracklayer.com
• 2009 (in Coast Div.) Committee Chair	(vacant)	---	---
• 2010 (in Redwood Emp. Div.) Committee Chair	(vacant)	---	---

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• Coast Contest Chairperson	John Sing	(650) 372-0765	singj@us.ibm.co
• Sierra Contest Chairperson	Norman Morris	(530) 742-6930	normanmorris@sbcglobal.net
• RED Contest Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com.

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• Coast AP Chair.	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Sierra AP Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net
• RED AP Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com

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• Manager	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
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DAYLIGHT DIVISION

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• Chief Clerk & Paymaster	Terry Taylor	(805) 595-9535	terryntaylor@charter.net
• Editor <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
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• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net

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• Editor <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

October 27-28, November 3-4 **Antioch Model Railroad Club** show and swap meet (swap meet Nov. 3). See website for map.

November 10-11, 2007: **International Railfair**, Roseville Ca.

November 17, 2007: **RED** Meet, Location to be determined.

November 17, 2007: **Daylight Division** Meet, Saturday, October 27, 2007 - Ramada University, 324 E. Shaw Ave @ Hiway 41, Fresno

November 17-18, 2007: Napa Gifts-N-Tyme Craft Fair. Napa Model Railroad Open House, noon to 4PM. Admission FREE

December 2, 2007: **Coast Division** Meet, Computer History Museum, 1401 N. Shoreline Blvd, Mountain View, CA

December 8-9, 2007: Napa Santa's Helper Holiday Craft Faire. Napa Model Railroad Open House, noon to 4PM. Admission FREE

Jan 26, 2008 - **Sierra Division** Banquet at Frasinetti's Winery

April 30 - May 4, 2008, **Sierra Memories** 2008 PCR Convention Ramada University, 324 East Shaw, Fresno, CA 93710,

July 13 - 19, 2008
NMRA
convention
Anaheim, CA

