



BRANCH LINE

NMRA'S FIRST REGION

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Coming Down the Track Sierra Memories!



President's Message

Ron Plies

In the last number of months the new ideas and concepts that your officers and board members have put in place seem to be taking a hold. As an example, at the last RED meeting in Santa Rosa we had one of the largest attendances to our quarterly meeting since I have been a member of the PCR and RED. Yes, it helped that Russ Clover was doing a hands-on clinic on using dry-transfer decals and that Steve Skold had scheduled a DVD on spray painting and weathering models. However, I watched with pleasure, as each person who brought a model to show stood up and gave an account as to how the models were built and what materials were used, how they were used and where one could buy these materials. The question and answer time after each member gave his presentation showed a great deal of interest on the part of the membership.

We must have had a dozen or more models for our contest that day, which has become more of a show and tell event. It took more than an hour for all of those who wished to share and had filled the tables with their models to make their presentation.

As I have watched over the years I've noticed fewer and fewer models showing up at our meetings and I wondered why. I know there are those that are out there that love the competition of their models being judged and enjoy the point system that has been in

place for years with the NMRA and the PCR. I am glad that there are those who wish to do the outstanding work that we have seen on contest models at the different conventions and meetings over the years. I am concerned that if we make the contest just a show and tell that we will no longer see these highly crafted models.

Remember:
The first Rule of model
railroading is **MODEL
RAILROADING IS FUN** and
some of that fun is sharing
the hobby with people of
like interest.

However there is a case to be made for this new format in that we are seeing more models at all of our meetings where this format is being used. I know John Sing has reported a great deal of success at the Coast Division meetings with this type of contest. At the last PCR convention in Santa Cruz after Pat La Torres, Steve Wesolowski and I pushed to have as

many members bring something to show for the contest room no matter what stage of progress the model was in, we had one of the best showings of models to a convention in years.

I brought three models in different stages of development. One was the NWP Eureka station which at that time had yet to have its roof put on. I wanted to show what the model looked like at that earlier stage of development and it opened up a lot of dialog with the other members. I think the interesting part of that showing was that most of the participants wanted them judged and that is a good thing. But whether it is to get points in a contest, earn points



(Continued on page 8)

VIEW FROM THE LEFT SEAT

Pat LaTorres

Well, I'm back again to drop off a few thoughts on things in the PCR. By the time you read this, the mid-year Board of Directors meeting will be a ways in the past and we'll be well into the Holiday Season – a time of year that has always seemed to just match with model and toy trains. I'm going to start off this time with some of the serious stuff, but I promise that I'll plant some "Fun Seeds" as well.

To start with, there are some financial concerns for the region. It's no secret that the NMRA membership is dropping and that trend is as noticeable here in the PCR as it is anywhere else in the country. Having said that, the region is in no dire straits regarding our financial future, but there are some areas where concern is warranted. I'm sure all of us know someone (or several someones) that have let their membership lapse. In every case there was a reason that this happened. We on the region board would like to know what that reason was. Was there something which we weren't providing on the regional level? Was there something on the divisional level which the region, or division could have helped with? Was it something that was missed by the national organization, that maybe the region could have stepped in and covered? As I've mentioned before, we really don't work well in a vacuum. If Ron, or I, or another member of the board doesn't know about a problem, there is

nothing we can do to fix it. I'll admit right now, there are some things at the national level that we can't change. But, having said that, what impacts each of us most directly is what happens here on the local level – either divisional or regional. If you, or those that have left the organization will give us a chance, we'd like to see if we can again provide whatever it is that somehow slipped out of the mix. Ron and I, as well as all of the Divisional Directors and the members of the Divisional Operations Boards have our phone numbers and email addresses listed to be used _

I'd like to get back to the mid-year board meeting for a moment. Ron put a question out there for each of us on the board to consider, "What are our five top goals for the PCR?" I'd like each of you to think on this as well. While those of us on the board need to look at it from a regional perspective, I also would like all of us in PCR to break it out into three views. Please try to consider what are your five NMRA goals on a personal, a divisional and a regional level? On the personal level, these could be things that you are (or would like to be) receiving from the NMRA, things that you might contribute to the NMRA, or how you would like the organization to interact with your life in some other man-

ner. On the divisional level, you might consider these goals looking upstream toward the region and the national, or downstream toward the individual member? And finally, from the regional view, consider how the PCR can contribute to both the divisions and the individual and how – or if – it can contribute to the national organization?

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EDITOR'S NOTEBOOK

By Bill Kaufman

Hardly enough space for me to say anything this quarter (Probably all to the good from your end.)

Some things worth noting:

- Eight more pages on the Weehawken quest start on p 32. (Another regional newsletter wants to run it and Craftsman is considering it. Remember folks, you saw it here first.)
- Half of the pictures I got of people operating were women. Can we get more women or more pictures?
- Elections ballot is in this issue p. 29. Vote early, vote often (Well, not really.) The candidates statements are more thought-provoking than usual and there too, there are two women running for director. I don't know that the NMRA in its various guises is known for going out recruiting women for

leadership, so it is nice to see this sort of naturally evolve.

- Sierra Memories, p. 17 has some news on an interesting tour, even if you are not a live steamer, and they have a list of the clinics to be offered
- East Bay has a nice piece on all the different layouts they have. P.15
- LaTorres continues a'building. P.9
- Otherwise all the usual suspects are on board, Providenza's *Tales of the Santa Cruz Northern*, Connery's *Made In/Written In* series, Burgess on the Achievement Program, Division reports, SIG reports, BOD meeting Reports, etc., etc., etc.

See you next quarter.

Bill

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MADE IN THE PCR

Tahoe Model Works HO Freight Car Trucks

Review by Dave Connery

One thing I would think we have enough of in the market place is freight car trucks. In the 2007 Walthers catalog I counted 112 different HO freight car trucks. The trucks being reviewed are in addition to all of these. WOW! For many years as a model railroader I was able to survive with the understanding there were 3 types of freight car trucks – arch bar, what I erroneously learned to call “Bettendorf” and roller bearing. Gradually I learned that most Bettendorf trucks weren’t Bettendorf at all but more accurately called cast steel trucks with integral journal boxes. I also became aware of Andrews, Fox, “T” section Bettendorf, diamond arch bar and a whole lot more. I don’t know how I ever got along without all this added knowledge and more than anything, I learned I really didn’t know squat about all the variations in truck design. Richard Hendrickson helped improve my mental void greatly with a wonderful clinic but I am still left realizing “I don’t know” more about this subject than “I do know”.

Tahoe Model Works is now offering four different truck styles, some are types which, as far as I know, have been previously unavailable. With the emphasis on accurate modeling of freight cars today, this is very good news. The four types available are #101 – 50 ton Dalman 2-level trucks; #102 50 ton Dalman 2-level trucks with lateral motion detail; #103 AC&F Archbar and #104 Bettendorf Swing Motion Caboose trucks. These trucks all come with metal wheel sets (you can get either “standard” - RP-25 or “semi-scale” - .088” wheel sets) and each pair retail for \$6.25. For this review I purchased numbers 101, 102 and 103 with standard wheel sets.

Both of the local model railroad shops I visited were temporarily out of the caboose trucks -- so I assume a lot of you have already discovered this wonderful new entry into freight car trucks! Based on photos and descriptions these model trucks are visually accurate representations of the prototype. (Note- I sprayed a coat of gray primer on the trucks for the accompanying photo so the detail would be a bit more visible).

Looking good is not enough for a truck so I thought I would try them out. These trucks are a single black acetal plastic truck casting with all metal wheel sets (one side insulated). I compared the rolling and tracking qualities of these trucks with three others I had available (Life-like Proto 2000, Atlas and Kadee). While this is a completely unscientific test, here is what I learned. I let each truck roll down an approximately 2 percent grade on my layout, through leading and trailing point switches and around right and left curves onto level trackage. The Tahoe Model Works, right out of the package, rolled nearly twice as far once down on the level as the other three truck types, which all rolled about the same. This improved performance was repeated in three separate runs of all trucks. I don’t know if the performance of any of the trucks could be improved with tuning but I was quite honestly very impressed with the Tahoe Model Works truck performance.

Tahoe Model Works is located at 5801 Sheep Drive, Unit 7, Carson City, NV 89701-1420 and their Fax is (775) 882-8813. I could not find a web site or e-mail address.



WRITTEN PUBLISHED IN THE PCR

Signature Press books on Freight Car Builders

by Edward Kaminski

Reviewed by Dave Connery

A new book from Signature Press is Ed Kaminski's **Pullman-Standard Freight Cars, 1900-1960**. This is actually the fourth book in a semi-series that Kaminski has done on freight car builders and their cars. I thought I would take this opportunity to report on all four, since all were published here in our region by the prolific presses of Signature.

This latest book has a brief chapter (16 pages) on a "high-level" history of the Pullman-Standard company dating back to the early start in passenger car construction by George Pullman in 1867. Critical to the growth of Pullman as a premier freight car builder was the acquisition of Haskell & Barker in 1921 and the merger with the Standard Steel Car Company and Osgood Bradley Car Company in 1930. Historically, the Pullman Standard company produced about ½ of the entire national car fleet! Following this historical introduction the book immediately moves into a chapter by chapter review of the various freight cars built by P-S and its predecessors. The second chapter is on Box Cars, Stock Cars and Refrigerator Cars. On the 86 pages in this chapter you will find 226 photos – with most being of boxcars but spread over the 60 years – 1 in the first decade, 30 in the second, 19 in the third decade, 22 in the 30's, 27 in the 40's and 115 in the 50's along with 12 shots taken in the factory showing details of car parts or construction.

Fifty-two of the car photos in this section are in color and the photos represent cars lettered for most of the major railroads in North America. There is rather complete coverage of the PS-1, probably the most popular freight cars of all time.

In a similar manner, Chapter 3 shows covered hoppers (including the PS-2) and has 54 photos, both of sides, ends and details of a wide range of cars. Chapter 4 has the open topped Hoppers and Ore Cars and includes 59 photos. Flat Cars and Gondolas are covered in Chapter 5 with 30 more photos and the final chapter includes 28 photos of cabooses, including a number of shots of caboose interiors. There are a total of 192 pages in this book, including an index and introduction by Richard Hendrickson. This book was published in 2007 and retails for \$65.00.

In a similar vein, **American Car & Foundry Company, 1899 – 1999** covers this prolific freight car producer and the many cars built by AC&F. After an introduction by Richard Hendrickson, there is a 37 page brief history of the company which began in 1899 with the merger of 13 existing companies and grew with the addition of 5 additional rail car builders over the years. Best know of these are the

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Pullman-Standard Freight Cars, 1900–1960



Edward S. Kaminski

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St. Charles Car Company, Missouri Car and Foundry, Union Car Company, Jackson and Sharp, J. G. Brill, Indiana Car and Foundry and Southern Car and Foundry. The book then has a 116 page chapter on tank cars (435 photos); 54 pages on box cars, refrigerator cars and stock cars (195 photos), and then smaller chapters on flat cars; open-top hoppers and gondolas; covered hoppers (207 photos); passenger cars and finally railcars and equipment. At the end of the book is an epilogue by Ed Hawkins describing how he “stumbled on” the amazing AC&F archives and the work he and two other modelers did in copying and preserving a great deal of the material in the ACF collection over a period of nearly 4 years of vacation days. The book contains an amazing 1244 photos and illustrations of which about 20% are in color and over 300 are from Ed Hawkins ACF collection. The book was published in 1999, has an index, a few car drawings, 372 pages and sells for \$68.00.

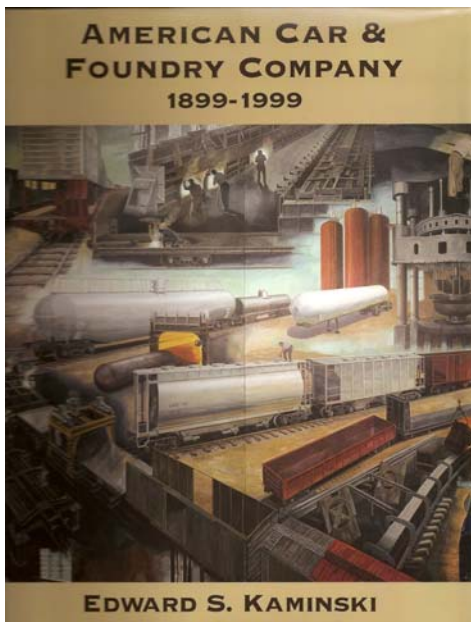
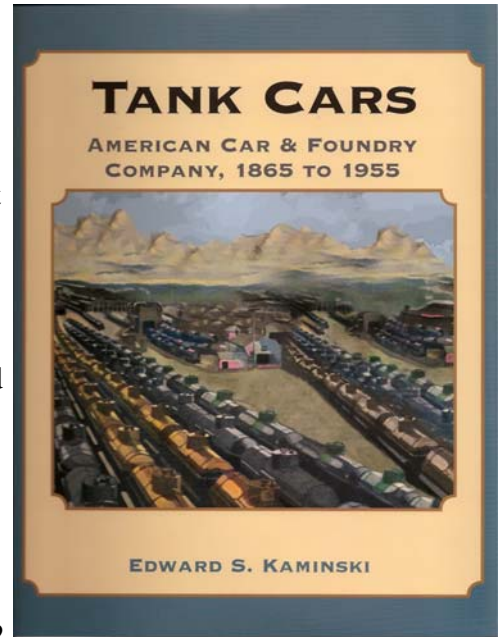
In 2003 Kaminski authored “**Tank Cars, American Car & Foundry Company 1865 to 1955**”. Again, Kaminski starts with a brief history of the company, focused on the Milton (PA) Car Works which began tank car production in 1865 and became the primary tank car plant for AC&F. The second chapter focus is on Shippers Car Line, a company acquired and used by AC&F as their tank car leasing company under the SHPX reporting marks. The next chapter is 74 pages

dedicated to private and railroad owned tank cars, again almost all done with photos and captions. Chapter 4 is 32 pages of tank cars built for other leasing companies. There is a fascinating chapter on the

construction of tank cars which is especially valuable to modelers as it includes lots of close-up photos of the small details that are added to tank cars. There are charts of the total production of tank cars at Milton and 22

pages of tank car drawings, again of special interest to us modelers. There is also a detailed Appendix that lists 14 pages of every manner of commodity and which types of tank cars these materials are shipped in along with the various restrictions and recommendations. This is dynamite information for layouts with dense tank car traffic. This book includes a total of 422 photos. I was concerned they might be a rehash of the 435 tank cars shown in the previously reviewed book. After about an hour and a half of checking using the two indexes and I had not found a single duplicated photo, I gave up looking. I assume there are none, which means that between these two books there are about 850 photos of different AC&F tank cars.

The final book in this group is “**The Magor Car Corporation**” published in 2000. This book is also introduced by the dean of freight cars, Richard Hendrickson and includes a 14 page illustrated history of the company, headquartered in Clifton, New Jersey, a short distance west of New York City. The second chapter is 42 pages of those cars built by Magor for export. The company had started building small industrial cars and found a strong market for its products throughout Central and South America. The domestic market is covered next in the book and shows a steady progression from industrial-oriented cars to nearly every car type used by the railroads; boxcars,



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Written in

hoppers, flat cars, covered hoppers, gondolas and cabooses. There is then a 37 page chapter on dump cars, perhaps the type of car Magor is best known for. There are 16 pages with the entire production record of Magor from 1925 to 1968 showing purchaser, quantity, car type, date and serial numbers. Finally there are 16 pages of car drawings and an index. This 200 page book is listed for \$55.00.

The four above books provide a wealth of information for the freight car modeler and historian. While they are not books to curl up in front of the fire and read, they are essential reference and inspiration sources. All are authored by Edward Kaminski, who has been employed by American Car & Foundry (now American Railcar Leasing) for 18 years and is currently a District Sales Manager. These books are published by Signature Press, owned jointly by rail historian and PCR member Tony Thompson and his partner, known rail historian Robert Church. The books are available through your local book/hobby shop or directly from Signature Press at 11508 Green Road, Wilton, CA 95693; fax (510) 540-1937, or phone (800) 305-7942. You can see all the available Signature Press Books at <http://www.signaturepress.com>

THE MAGOR CAR CORPORATION



EDWARD S. KAMINSKI

(Continued from page 2)

President's Message

for the AP program, or just to share what you are building in the hobby so others can enjoy the work, bring your models to the meetings.

The question has been asked what is the value of belonging to the MNRA and the PCR? I believe one of the most important values is sharing the hobby with friends and fellow members of the PCR. Another value is the kind of thing Jerry Littlefield is doing with his round-table discussions at the Coast Division meetings. I know I learn a lot and get a lot of great ideas by asking questions of other modelers.

Another forum to share ideas and get information is coming up in Santa Clara with the Layout Design SIG and Operations SIG meeting the weekend of Jan. 26-27. This event is co-sponsored by the PCR with the Op-Sig group and has been growing in attendance each year. Each year is an opportunity to interact with other members who are willing to share their expertise on layout design and operations. If you have the time on Sunday, Jan. 27 you can also get a hands-on experience in operations at one of the fine club or private layouts in the area. So put that down as a must-see meeting in January.

Remember the first Rule of model railroading is MODEL RAILROADING IS FUN and some of that fun is sharing the hobby with people of like interest. I hope you will all make it a point to get to your division meetings or one of the special meetings and do plan on being at the Sierra Memories convention in Fresno April 30th - May 4th. I know you will be glad you did. If you are going to one of these meetings for the first time or it has been a long time since you have been to one of these meetings, please come up and introduce yourself to me or one of your officers so we can welcome you to the PCR. And for all the leadership of the PCR and its division, please make it a point to extend the right hand of fellowship to someone you do not know; you may find a new friend in the crowd.

TOWER LUMBER COMPANY

Part 3, Making Tracks

By Pat LaTorres

Well now that we have the first five modules up, it's time to make tracks out of town. The first two modules, being the yard at Wellington were obviously required, but the third module was important both as a structural member and to provide the connection with the rest of the railroad.

As of the beginning of November I actually have modules four and five up on the walls as well and will probably get out to the garage while the weather holds to get the last couple of modules up to "Camp One" built and mounted. Having said that, I probably won't actually lay much track (if any) beyond the yard until I get the yard trackage pretty much in place.

For track, I'm using Micro-Engineering code 83, On30 flex track, though the switches remain an open issue at this time. At this point I'm using a combination of Micro-Engineering code 83, On30 switches and some of the switches from LIT (Light Iron Trackage). These switches are very nice to look at and go down quite easily. In the interest of keeping it simple (famous last words) I'm using the Caboose Industries 220s ground throws, since they have the electrical contacts for power routing



through the frog and point rails. But, this is a learning layout (before the "big" HO railroad gets built) so I may try a number of techniques as it gets built.

For the control system I'm using an NCE Power Cab DCC system as it provides for at least two locomotives – pretty much the capacity of the railroad – while having all of the advantages of the NCE Power Pro system, including wireless operation – and I can easily upgrade the system if I feel the need. The very first trackage that I installed on the railroad was a temporary programming track in Wellington yard, with a second section of track tacked down next to it to test operation. Which meant that I needed to get decoders installed in all of my locomotives.

At this point I'm sure that I have more motive power than the railroad can support (a two-truck Shay, two two-truck Climaxes, a small side rod industrial diesel, a rail truck – all from Bachman – a Rio Grande style Goose and two Bachman Porter steam engines – an 0-4-0 and an 0-4-2, along with a couple of "in-progress" pieces), but it will probably never all be in use at once. This being one of the joys of DCC, that is having multiple locomotives on the layout without having to worry about how they're going to impact the other locomotives – except, are they sitting in the way (kind of like the real thing, what a concept).

One of the big "wants" on this railroad was to have a family feel to the motive power. To this end all of the "large" steam locomotives will have certain common features to tie them together. All are oil fired, which was fairly common out here in California, especially by the fifties and there will be other universal accessories that will be applied to all of them (and perhaps even the smaller steam power).

Obviously, since I'm running DCC all of the locomotives will have decoders, but I'm also

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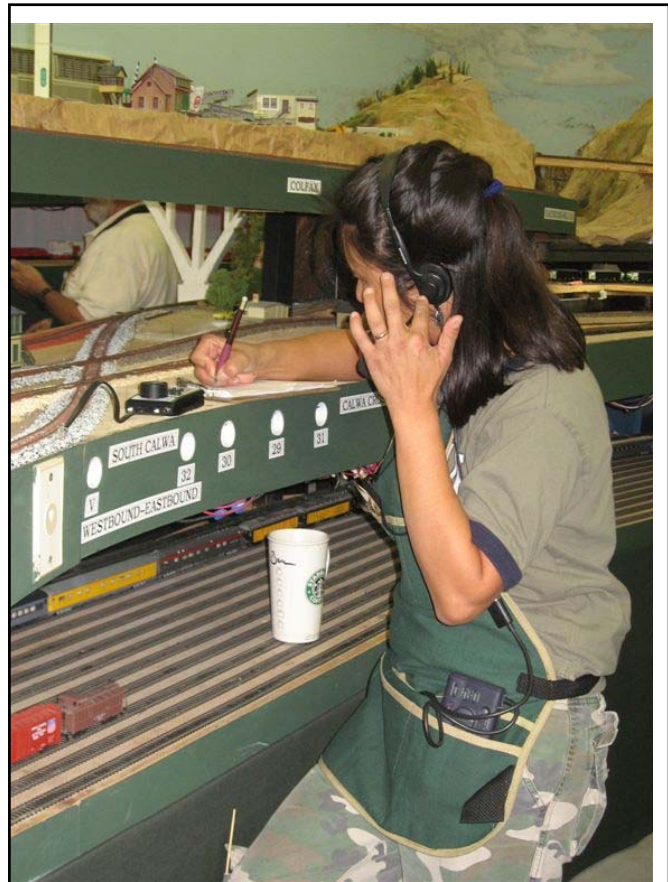
hoping to have all of the steam units equipped with sound. I'm planning on using Soundtraxx on the Shay and Climax locomotives and I'm going to cheat with the Porters, which don't have room for the sound hardware. Since these locomotives will probably never leave Wellington during a regular operating session, I'll just mount one of the Soundtraxx DSD decoders (with the same address as the loco) and the associated speaker(s) under the bench work at Wellington so the sound will come from the yard area as the locomotive moves about. The diesel locomotives will be a bit more difficult, but since they are also small locomotives which will probably be restricted to very localized operating areas they may also get the DSD treatment.

As mentioned in an earlier article, I'll be using a three spline sub-roadbed with Homasote© roadbed on top. I lucked out here, having an abundance of unused pre-milled Homasote© from a previous club layout to use. Much as I'd like to support California Roadbed, having so much of this surplus roadbed will save me a bunch of dollars to spend on other materials (the mounting hardware for two modules runs right at \$50.00!) and scenery items. Thank goodness I don't have to worry about signals, crossing gates and all of that other silliness that mainline modelers have to worry about (at least on this layout).

The last month has been spent getting the yard tracks down and I really don't remember it taking this long the last couple of times I laid yard tracks. I guess it does take a bit longer when one gets picky about the quality of their track work. I'm also learning the joys of soldering to electrical contacts when they're underneath the bench work – anyone that has had to learn to weld overhead will know exactly what I'm talking about. Going forward, I'll probably solder these before I mount the ground throws, just to save a little stress for more important parts of the construction. I have all but three track segments in place and only two (possibly three) more switches to place so things are moving right along. My goal is to get the mainline onto the third module in place before the end of the year, even if I don't have all of the yard track in place. We'll have to see how this goes.

As Bill mentioned in the last Branch Line, locomotives have been seen moving around sections of yard track, but there's much more in place since he was last here! I've included a few more photos of the railroad's growth, which should also give a better feel for how it's living with the office environment. One of the key features is that I narrowed the module behind Ronnie's desk from eighteen inches down to eleven and a half inches. This gives her more space behind her back and reduces the claustrophobia factor by quite a bit. Hopefully I'll have a lot more progress to report in the next Branch Line, but we'll have to see how the God of Time treats me.

Until then, keep modeling and try doing one new technique or project.



Ronnie LaTorres operating on Marlin Costello's Goshen and Goosechase

HIGHLIGHTS

BOARD OF DIRECTORS MEETING

October 27, 2007

By Rich Kolm, PCR Secretary

The Board met on October 27 at the Ramada University in Fresno, which is the location of the 2008 PCR Convention. Board members present were President Ron Plies, Vice-President Pat LaTorres, Secretary Rich Kolm, Directors Mary Moore-Campagna (Sierra) and Nolan Alexander (Redwood Empire), and Director-proxy John Houlihan for Doug Wagner (Daylight). Also present were various department managers and committee chairpersons. The agenda is available at the PCR website.

- **The future of the NMRA.** President Ron Plies summarized the report he sent to the NMRA Secretary prior to the NMRA Board meeting in July. The NMRA needs to adjust to the significant changes occurring in the hobby, recognizing that today's model railroaders have different needs than in the past. We need to take a hard look at why other model railroad groups are successful in meeting the needs of their members, especially for younger modelers that are the key to the future of the organization. One concern is the cost of attending conventions.

His report also pointed out the success of the "show and tell" alternative to formal model contests at the last PCR convention and at division meets. There is more participation than with the old style NMRA contests because there is no judging and no big write ups; everyone simply enjoys and learns from each others' work. On a policy matter, he expressed concern that the NMRA has not produced on-line access to membership data that was promised when the new NMRA Regulations were voted in 2004.

- **Apparent lack of interest.** Jim Long represented President Plies at the annual meeting of NMRA's Regional Advisory Council (RAC) during the NMRA Convention in July. Of the 17

regional presidents, Jim Long and one regional president were the only ones who showed up, along with NMRA Director Bob Ferguson who represents the RAC.

- **Coordination of regional activities.** Vice-President Pat LaTorres said he is starting to make progress in coordinating the activities of the PCR, the divisions, NMRA, SIGs, clubs and other model railroading events in an attempt to minimize scheduling conflicts.

- **Finances and budget approval.** Treasurer Larry Altbaum submitted a financial report including a Budget for FY 2008, which the Board approved. The finances of the Region have remained stable since the changes brought about by the NMRA single dues system.

The Board discussed the various financial accounts and assets maintained by PCR and the interest they produce. The Directors asked the PCR officers to review and decide what changes are prudent and then implement their decision prior to the next Board meeting.

In July, the NMRA Board of Directors increased the annual rebate to regions for non-actuarial life members from \$0.50 to \$2.00, thanks to NMRA Director Bob Ferguson.

- **PCR Conventions.** Dennis Stokely, Convention Department Manager, described the "roaring success" of the 2007 convention and reviewed the status of upcoming conventions.

2007 Convention "Suntan Special" at Santa Cruz: Chairperson Kevin Hurley's final report was submitted to the Board and he described the special features that made it a unique event.

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2008 Convention “Sierra Memories” at Fresno: Chairperson John Houlihan described the upcoming convention activities, April 30 to May 4, 2008. Brewster Bird described a Boy Scouts railroad merit badge program to be offered at the convention.

2009 Convention at Fremont: Dennis Stokely presented a proposal for a convention at the Marriott Hotel in Fremont, which was approved by the Board. The Chairperson is Chuck Mitchell who is putting together a convention committee.

2010 and 2011 Conventions: Redwood Empire Division cannot find a reasonable convention facility for 2010. Manager Stokely said alternatives are being explored— maybe switch with Coast Division for 2010 and then do a stripped down convention in 2011 just ahead of the NMRA Convention in Sacramento. There is also some interest in a joint convention with PNR in Oregon which could involve Redwood Empire Division’s support.

- **Non-Rail Activities.** Mary Moore-Campagna, Non-Rail Activities Department Manager, said planning for the 2008 Convention in Fresno is well underway. She plans to continue to offer a quality convention program to attract new people. Sally Bird will be in charge at Fresno.

- **PCR website.** Director Alexander reported on a review of the PCR website and it’s links to the Division websites. Improvements and updating need to be considered. An ad-hoc committee will continue the review and bring back a list of options and alternatives to the next Board meeting.

- **LDSIG and OpSIG meeting.** As in past years, PCR will co-sponsor the joint Layout Design SIG and Operations SIG meeting in Santa Clara on January 26-27, 2008.

- **NMRA Rail Pass will include the *Branch Line*:** Vice-President Pat LaTorres proposed that the one-time 6-month Rail Pass memberships

include two issues of the *Branch Line* paid for by PCR, which was approved by the Board. This is important to inform and encourage these temporary members to continue as regular members.

The next Board Meeting will be on Wednesday, April 30, 2008, in Fresno during the “Sierra Memories” Convention.

The Annual Business Meeting for members of PCR will be at the end the Convention, on Sunday morning, May 4. The agendas will be

Coast Division Annual Banquet April 5, 2008 Centerville Depot Tour at 3 PM

**Dinner at El Patio Restaurant at 5:30 PM
37311 Fremont Blvd, Fremont, CA 94536**

The Coast Division’s Annual Banquet will be a tour and presentation on the Centerville Depot renovation.

The plan is that people can take the Capital Corridor train to Centerville. After the last train is in, we will tour the depot, with an interpretive discussion of what renovations were made. We could even visit the coffee shop in the building if you want.

We have planned dinner to be served at 5:30 PM, so the more reliable Amtrak is, the more time we have for cocktails before dinner.

After dinner, we will have a presentation on the renovation of the Centerville Depot and the relocation of the Niles Depot. We will then repair to the restaurant for a no host bar get together. At 5:30 PM the buffet dinner line will be ready to go.

After dinner, we will have a presentation on the Centerville restoration, and the relocation/renovation of Niles Depot. We will be finished in plenty of time to catch the train back home for those who took the train.

For more information, including train schedules, contact Tom Crawford at 510-790-0371 or Crawford.Tom@sbcglobal.net.

ACHIEVEMENT PROGRAM

Master Builder - Prototype Models

By Jack Burgess, MMR

This month we will talk about the requirements for Master Builder - Prototype Models. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site, www.nmra.org. You can also get a copy of the requirements by calling me.

It was a natural category for me to qualify for but others may feel that it is the most challenging category in the entire AP program. However, I think that it accurately reflects the trend in our hobby toward more prototype models and layouts. Note that the Prototype Models category has a number of requirements that seem similar to the Master Builder - Scenery category. However, there are significant differences.

To qualify for the Master Builder - Prototype Models certificate, you must construct an animated or static model of a prototype scene containing at least six models of prototype equipment and structures. Of the six models, you must include at least four different models including 1) rolling stock; 2) a railroad structure; 3) a caboose or passenger car; and 4) motive power. Two of the required six models must be scratchbuilt and the remaining four models must be super-detailed. The prototype scene, with the six models in it, must be capable of winning a Merit Award, i.e., earning 87½ points.

While these requirements might seem very similar to the Master Builder - Scenery Category, the major difference that one might notice is that there is no minimum size requirement like there is for the Scenery category. Note too that the

individual models do not need to be capable of winning a Merit Award. Instead, only the completed scene is judged but the entire scene must score a minimum of 87½ points. The prototype scene is judged using the following criteria:

- * Terrain (35 points)
- * Structures (35 points)
- * Background (15 points)
- * Lighting (5 points)
- * Realism/Conformity (35 points)

In addition to building the models, you must submit 2 sets of photographs (or a video tape

presentation) that will document the prototype being modeled and the model itself. In other words, you need to describe in photos and text how you have duplicated the prototype scene. You also need to prepare a written description which, along with photographs and

While the AP category might seem daunting to some, I see it instead as simply documentation of the ever-growing prototype approach to the hobby.

possibly maps, shows how the modeled scene replicates the actual prototype scene. Include in the written description the intended setting of the model railroad and describe the scenic details used to achieve the desired effect. If at all possible, take pictures of your model that are from the same angle as pictures that you have of the prototype. That way you can have side-by-side pictures showing how well you have recreated the scene you are modeling. If you drafted your own building plans (which you will often have to do) include them too, along with a

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description of how you developed them. This is one category in which you cannot have too much documentation! Obviously, you need to model a scene for which you can supply prototype photos. These same photos are essential to your modeling efforts.

While the AP category might seem daunting to some, I see it instead as simply documentation of the ever-growing prototype approach to the hobby. For example, assume that you build some rolling stock, a structure or two, and a locomotive, of which a couple are scratchbuilt, all based on an actual prototype. If you enter each of them in a Divisional, Regional, or National modeling contest, so much the better...if they score Merit Awards, these awards can be used toward the other categories for Cars, Structures, and/or Motive Power. Then build up a module or diorama (or better yet, a portion of your layout) to duplicate a specific scene which could include these models (especially the structures!) and you might be on the road to award of this AP category. However, I must warn you (with tongue in cheek) that prototype modeling is addictive! First you find a few photos of your favorite prototype, then you find that you need more information, and you soon find that you are hooked!

Once you have satisfied all of the requirements, submit a Statement of Qualifications (SOQ) which includes the required descriptions and photos. Send the completed SOQ to your Divisional AP representative, along with a photocopy of your NMRA membership card and you are on your way toward another certificate!

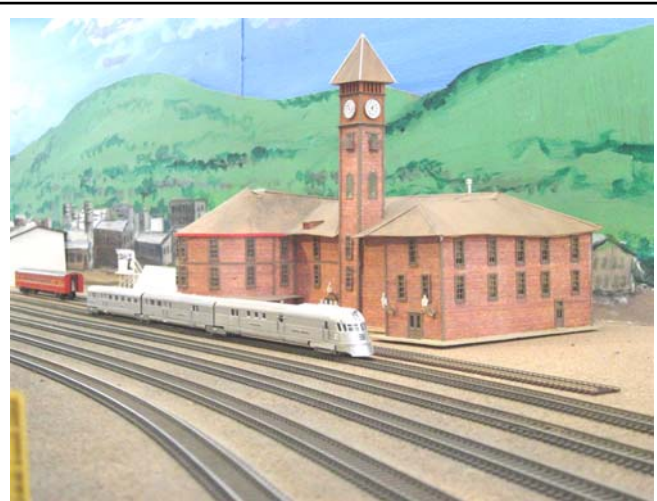
I mentioned in the last issue that Bryon Henderson was awarded a certificate for Association Volunteer for his work the editor of the LDSIG publications. Bryon also used articles that he wrote for that publication and others to qualify for an AP certificate for Model Railroad Author. Congratulations Byron!

Correction – In the last issue on the requirements for the category for Dispatcher, I included the sentence “The Chief Dispatcher certificate recognizes the work involved in operations, although “working” as a Dispatcher during operation sessions is not a specific

requirement.” Sharp-eyed reader Rod Smith wisely questioned this statement...the actual requirement is that a minimum of ten hours must have been served in three of the five categories listed below, one of which must be #5, Dispatcher:

1. Engineer (mainline freight, passenger, or wayfreight)
2. Yardmaster (or station master)
3. Hostler (or power desk)
4. Towerman (or traffic manager, or road master)
5. Dispatcher

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 47.



Zephyr at Portland Union station on Kent Williams N-scale ONWRY



Steve Van Meter, Sam Romerstein and Steve Williams at Kent Williams ONWRY

THE LAYOUTS AT THE GOLDEN STATE RAILROAD MUSEUM

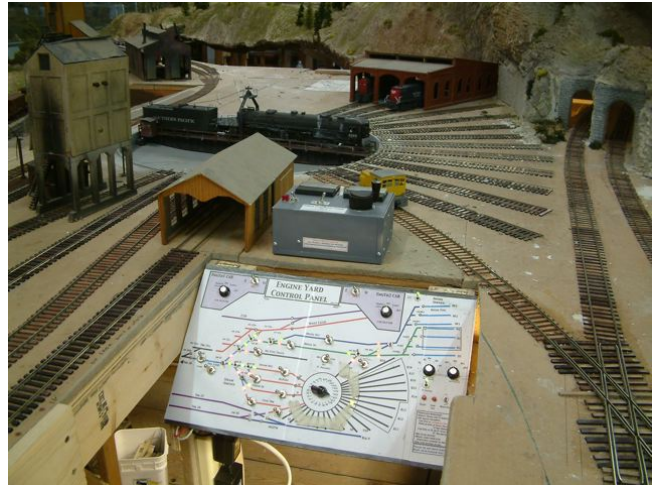
By John Edignton

As most know, the layouts displayed at the Museum are built and operated by the East Bay Model Engineers Society (EBMES), founded in 1933. 2008 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 most senior 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. 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.

Layout Updates

O Scale, by Jeff Rowe, Trainmaster

The GSMRM O Scale group has been busy during the summer and fall completing the scenery and texturing of the large mountain area on the west (train direction) area of the layout, as well as the mountain areas of the On3 layout. The lower part has been rocked and textured. A technique from Model Railroader magazine to make nice looking and inexpensive trees is being used to add wooded areas to the mountains. We have just recently finished with the rock castings for the upper mountain sections and texturing is in progress.



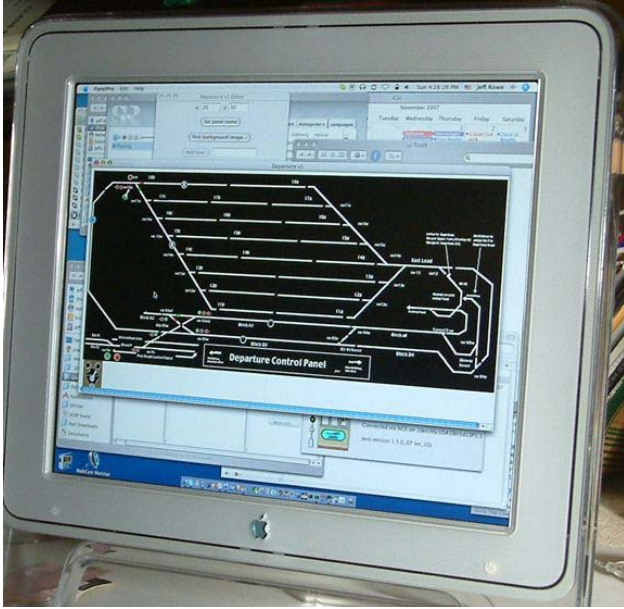
Earlier this summer, the turntable for the Midway engine terminal was installed along with the control panel for the engine terminal. The automatic track selector wiring to the three-stall round house is complete and operational. Most of the engine terminal trackwork has been completed and wired. Ten additional storage tracks are available, plus room for five additional roundhouse tracks. The diesel engine facility is still in the planning stage.

Along the mainlines, we continue to add additional infra red train detection for improved dispatcher control. We have also been experimenting with various kinds of track cleaning cars to improve our operations.

A computer interface prototype has been developed for O Scale (OSCI). It is based on the free open source software -JMRI- (Java Model Railroad Interface). The prototype has the Departure panel including all signals, turnout controls and indicators, and block indicators. It uses a DCC bus to communicate with DCC accessory decoders and sensors, and is connected to a Mac Intel Mini via a USB bus. The system is designed to allow either manual, DCC, or OSCI to

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operate the layout. To fully implement, the turnout and block toggles currently used on our control panels will have to be replaced with pushbutton controls to allow the dispatcher panels plus local and remote manual operations to interface with OSCI. In addition, some manual mode route control will have to be implemented using relays.

HO Scale, by Walt Freedman, Trainmaster

We have just completed a major update of the HO Section of the Museum website (see above) with many new pictures that show the significant progress made since the last update. The newest building on our layout is a model of our previous location at Halleck St, Emeryville. Members remember well the torrents of rain that came through a very leaky roof in spite of numerous attempts at patching! The history of our time there was documented in a couple of Model Railroader



Halleck St. Emeryville

articles, which are reproduced (with permission) on our website "History" pages.

SP's Cal-P line - along the public walkway - has essentially been completed. The competing SP and WP lines over Altamont Pass saw the addition of the new town of Tracy. A second, Pleasanton, is under construction, together with some industries along the back wall. During the closed season this winter our Chubb bases power routing and signaling system will be expanded to include Roseville, Elvas, Sacramento and to Tracy.



Pleasanton



New town of Tracy

Our energies are now focused on installing scenery on the large Mountain Division - Roseville through Colfax to Truckee. Many authentic scenes have been painstakingly modeled, but much remains to be done; however, the line is fully operational with trains climbing to a dramatic 12 feet or more above the public walkway to the large (hidden) staging yard at Truckee. Last winter, a major new engine facility was added to the (hidden) Roseville staging yard. Our trolley and narrow gauge layouts also continue to be improved. For example, conversion to DCC has allowed our Hon3 operators to control up to 5 trains at a time on their layout.

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Sierra Memories 2008 Lands Hillcrest Farms Tour

Nestled against the Sierra Foothills near the town of Reedley is a very special Christmas Tree Farm, known as Hillcrest Farms. Now (yawn) this may cause you to wonder, "Why would a bunch of model railroaders want to see a Christmas tree farm in May?" You might be surprised to learn that this farm is also the home of Hillcrest Shops, producing superb 5" scale live steam rolling stock, and the Hillcrest & Wahtoke Rail Road, an incredible 5" scale live steam railroad!

The breaking news is that Sierra Memories 2008 convention has just added Hillcrest Farms as an outside tour! Hillcrest Farms in Reedley will open the Hillcrest & Wahtoke R.R. just for us on Friday May 2nd. We will be treated to a steam up demonstration, a tour of their locomotive and car shops, and the several acres of 15 inch gauge, 5" scale layout. Then we will have lunch, followed by train rides. **Several of us will be allowed to run the train!**

The breaking news is that Sierra Memories 2008 convention has just added Hillcrest Farms as an outside tour!

According to the Reedley web site:

(<http://www.reedley.com/community-interest-hillcrest.html>) *The Hillcrest & Wahtoke Railroad is a live steam, 15 inch gauge, 5" scale, "Consolidation" locomotive, pulling 5" scale gondola cars hand made at Hillcrest! This engine is a one of a kind built by Ken Kukuk in Los Angeles. For train buffs, we also have a scale 1930's track inspection "speeder" a functional, scale hand car, and a World War I vintage park scale steam engine. Currently the train operates on weekends during the Blossom Trail Season (2002 Season is February 23 - March 17), Pumpkin Patch time (last 2 weekends in October), Christmas Season (opens Saturday after Thanksgiving) and for private parties. During the Blossom Trail Season, we also do "California Gold Rush" field trips for area 4th graders. Hillcrest Tree Farm is the oldest in the San Joaquin Valley and has been owned by Sean and Melissa Bautista since 1992.*

You can also visit the Hillcrest Shops web site at <http://5inchsteam.8k.com/>.



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The bus will leave the convention at 9:00 AM and return about 2:00 PM. The cost is \$35.00. Space is limited, so contact registrar Doug Wagner (carldw@aol.com) or go to the convention web site (<http://www.pcrnmra.org/conv2008/>) to add this tour to your registration. You can also mail the enclosed registration form. If you haven't yet registered for the convention, do so before March 1 and save 10 bucks off the full fare. Be sure to include the Hillcrest Farms tour.



Sierra Memories 2008 Posts Fantastic Clinic Lineup

Our 2008 PCR convention in Fresno is beginning to shape up as one of the greatest Model Railroad clinic offerings ever! Whether you are interested in prototypes, history, operation, modeling, layout planning, scenery, trackwork, computers, or the NMRA you will find a great deal of information at this convention.

The convention web site - <http://www.pcrnmra.org/conv2008/> - lists the whole roster of the clinics that have been scheduled. Here are a few of the highlights.

Prototypes

Those seeking information on prototype railroads will enjoy Robert Alexander's presentation on *The Operation Lifesaver crew with the Loco Simulator*.

Convention Clinic Chairman Brewster Bird will present two prototype-oriented clinics,

Switching Action in the Visalia Industrial Park and *Railfanning Throughout the Modern Era*, a slide show along the lines of Winterail. You are invited to bring your favorite slides to this clinic.

Ronald Smith, M.D. will present an unusual clinic titled *Medical Experiences of a Railroad Doctor*. This clinic will discuss railroad work related injuries, the hospital system for railroad workers and related subjects.

Dave Tadlock will describe the firing of Sierra Railroad's locomotive #28 in his clinic *Hostling a Steam Engine*. This Baldwin 2-8-0 Consolidation was built in 1922 for the Sierra. He will also describe general steam engine maintenance at Jamestown's roundhouse.

History

Branch Line Editor Bill Kaufman will present his clinic *The State Belt Railroad*. The prototype State Belt ran along the Embarcadero of San Francisco. Bill tells how to develop a Chuck Hitchcock influenced terminal switching line by looking at its history. (Bill's State Belt layout was the subject of a recent article in RMC.)

John Vasconcelos' clinic titled *San Joaquin & Eastern Operations* will describe the upper and lower divisions of this now past local area railroad. He will cover the geared locos used on the upper division, and the rod locos used on the lower division. He will also explain how the SJ&E meshed with the SP Friant branch.

Operation

Chuck Harmon will give his clinic *Creating Switch lists with MicrosoftTM ExcelTM*. Chuck's Power Point presentation will show how he eased the work of preparing switch lists for his San Joaquin Central using Microsoft Excel. With a simple layout example he will show how to set up the routings for four trains. He will go over how to enter the roster and routings and how to create the switch lists for each train. The use of the switch lists can be experienced at an operating session on the San Joaquin Central during a layout tour.

Bill Kaufman, *Beginner's Operations*. Based on a series of articles that appeared in *Railroad*

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Model Craftsman, this clinic poses four basic questions. Which cars go where? How do you get them there? How do you keep them from running into one another? How do you make money at it? This clinic hopes to give you a fundamental base so that you can operate successfully on any model railroad.

Modeling

John McKenzie will give a Power Point presentation he calls *Tree Making 101*. John will show you how to make pine, fir and aspen trees using the bottle brush method and a "jig" of his own making from start to finish.

Ed Matheny will demonstrate his technique for making redwood trees in his clinic titled *Making HO Redwood Trees*. One part of this clinic will be hands on. Those participating will be making their own lower part of a redwood tree to take home. Each will also receive an informational handout explaining materials used. Two or three finished redwood trees will be on display.

PCR President Ron Plies will present *Railroad Prototype Modelers*.

John Vasconcelos' second clinic is *Modeling Ideas for the San Joaquin & Eastern Modeler*. John will talk about using and adapting commercial models to model the SJ&E.

If you want to learn how to be a contest entrant or judge, be sure to attend PCR Contest Manager Bill Scott's clinic *Contest Entry & Judging*. Bill will help you fill out contest forms to maximize your ability to tell the judges what you did and increase your score. You will also learn how judging is done, so you can help judge contest entries Saturday morning. (Judges get a free lunch and Association Volunteer AP points.)

Layout Planning

George Pisching will present *Building "Franken-Modules."* These table units evolved from the Frankenstein concept of interchangeable parts. They are lightweight modular units that can be combined in any number of ways to construct a layout table (the "monster"). If you want to build a module to take home, pay the materials fee (yet to be determined), and work along with George.

Rob Saberenyi- *Free-Mo clinic*. Assisted by Ron Plies, Rob will help you learn the ins and outs of one of this exciting portable layout concept.

Brewster Bird, will be extremely busy, presenting a total of four (4) clinics. This one is *Track Planning for Beginners*. Brewster will be drawing on his experience as a Boy Scout Merit Badge Counselor to make his presentation.

Scenery

Dave Biondi will take you through the basic steps of painting clouds and a backdrop for your layout in his *Painting Clouds and Backdrop Scenery* clinic. Dave will discuss color recipes and demonstrate his techniques for sky, hills, trees, and some basic foreground detail work.

Brewster Bird's fourth clinic, *Square-foot Modeling* is a make-and-take clinic. Bring two of your favorite structure kits (preferably assembled), one or more pieces of track, a 12" x 12" square of either linoleum, hardboard, or foam core board, Durham rock water putty, white glue, scenery materials, including one bag Woodland Scenics ballast (your favorite color), and one cup of sand or dirt from your favorite prototype spot. Apron and latex gloves are optional. Weeds and dried flowers, some ground foam and colored polyester floss, and basic paint colors (coffee, rust, brown, dark green, black) will be provided. Theories discussed will be vanishing point perspective, the Golden Angle, and lighting.

Darryl Huffman will present another backdrop clinic, *Painting scenery and backdrops using techniques quite different from Dave Biondi's*. Attend this one and Dave's to find out how different their techniques are.

Trackwork

In the clinic titled *Weathering and Ballasting Track*, Chuck Geiger will explain how to build up the roadbed, ballast the track and do basic weathering of track and ballast using an airbrush or spray paint.

Turnouts can be troublemakers, interfering with the reliable operation of trains. *Turnouts - What You Need To Know* will expand your

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understanding of turnouts and the options you have when designing and building a layout. This clinic is presented by Rich Kolm.

Computers

Daylight's very own web master, Dave Grenier, will "tell how" in his clinic ***Web Site Design for Your Layout and Club***. Dave also manages the convention web site. If you want to create a great web site, be sure to catch Dave's clinic.

Another convention committee member, George Pisching (our official graphics artist) will present ***Creating Logos and Images for Your Railroad, Club or Convention***. For an example of George's work see our convention logo.

NMRA

In her clinic ***Insurance and Your Model Railroad***, PCR Director Mary C. Moore-Campagna will cover three areas: property (the place where the railroad is located, plus any equipment and fixtures), inland marine (items which can be moved from location to location, especially high-value items which can be specifically described), and liability (what you can be sued for if someone gets hurt or their property damaged as a result of working with your railroad).

New clinics are being added weekly. Be sure to register now for Sierra Memories 2008 and save ten bucks before the fare increases on March 1.

A special invitation from the Chairman of Sierra Memories 2008

"Wish you were back in the good old days, but with today's technology? Relive some of the past and share the future. Experience live steam action with the Madera Sugar Pine or Hillcrest & Watoke railroads. Enjoy self-guided tours to the abandoned railroad grades in the Sierras. Join in an attempt at running a model railroad layout over the internet from the comforts of the hotel lobby. See the start of a permanent convention car collection for the benefit of future PCR members. Learn a little bit about the model rail manufacturers in Fresno's past. Enter a model in the contest and become one of the self proclaimed experts on modeling. Don't be the one receiving the 'wish you were here,' card. Be the one sending the card."

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N Scale, by Steve Cleere

The 2007 Season has seen N Scale hard at work on several projects. The largest and most daunting was the tearing up of the Mojave Yard, which had been a portion of the operating layout and the terminus for the point-to-point operation of the two mainlines. Almost equal to this change was the tearing up of the set-up yard underneath the layout and the creation of a new "Oakland Yard" complete with engine facility and new industries. The key to these big projects was operational. In the case of Mojave, engineers had to traverse the yard and reverse cabs (in DC mode) and this had many operational drawbacks. The crew added a new mainline around the yard and have just about completed switch machines and wiring for the re-laid yard tracks.

Oakland had previously been only a set-up yard with less-than functional manual Atlas switches, so all of the track was torn up and replaced with Peco track and switch machines -- and a re-design was approved that created an engine facility, a MOW and RIP track as well as the legs of a Wye that should be functioning for the 2008 run season.

Sharp-eyed visitors will notice that we have a Roseville Roundhouse -- built scratch from plans as well as an operating turntable!! The Bakersfield yards have been spruced up as has the downtown Sacramento industrial area. Houses and businesses have also sprung up in the railroad town of Truckee and new industries are expected to be operating there in the Spring.

The N Scale group has also had some Operations Sessions this season, including some full DCC days. Since the layout is capable of running both (thru rotary block switches) that is how most visitors on Sundays see the trains run -- but every third Sunday of the month is reserved for DCC only.

Please check our website (www.gsmrm.org) for announcements on special run days and events and if you're an N-Scaler looking for the challenge of operating on large layout -- stop down any Friday evening and check us out!!



Coast Division Report

By Tom Crawford, Chief Clerk

The last meet, held on December 2, 2007 at The Computer History Museum in Mountain View, was enjoyed by 110 members and friends. 99 were members of Coast Division, 5 were members of Redwood Empire Division, 2 were from Sierra Division, and 4 were from Daylight Division. There were 6 first-timers.

There were three clinics. The first was Defensive Driving for the Senior Driver presented by Bill Blum of AARP.

The second was "Decoder Pro is the Way to Go" by Jon Miller and Ogden Lamont. They demonstrated Decoder Pro using a BLI donated Blueline AC6000. After the demo, the engine was the first item in the auction.

The third clinic was on Model Railroad Operations presented by Dave Clemens. By the time I got onto my computer, this subject had already generated some chatter on the yahoo PCR-NMRA group.

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. This was the Rainbow Girls last lunch for us. We are sad to see them go, and will be hunting for another youth group to do the lunches for us.

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

John Houlihan 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 9, 2008 and then the fare goes to \$115. Get your money in early. John listed all the activities (see publicity info elsewhere in the Branch Line) and promise there would be a melodrama at the banquet, and that they would have a display of all

the convention cars from previous conventions.

Dennis Stokely talked about the 2009 convention in Fremont. The team will have its first meeting in early January.

Dave Grenier reported that the Layout Design and Operations SIGs will be having their joint meet in Santa Clara on January 26 & 27, 2008. The link to their webpage is <http://homepage.mac.com/jacobsen/LORM2008/>

Tom Crawford reported that the Division Banquet will be on Saturday April 5, 2008 at the El Patio Restaurant across the street from the Centerville train station. It will include a tour of the station, then walk across the street to the restaurant for a happy hour and then dinner followed by a presentation by Dirk Lorenz, one of the prime drivers on the Centerville restoration effort. The timing is such that one can take the Capital Corridor train to the station, do the whole thing, and take the train home. Or you can just drive and park at the restaurant. Incoming trains arrive at Centerville at 2:39 PM westbound and 2:49 PM eastbound so we can start at 3 PM (or 3:30) and end in time for the 8:09 PM (westbound) and 8:19 PM (eastbound) trains to go home.

Dave Connery noted that the ballots for the Coast Division Director will be in the next Branchline. Kermit Paul has termed out, so we have two new candidates, Chuck Mitchell and Rod Smith.

Charlie Getz gave us an update on the Sacramento Rail Museum situation and the new exhibits in 2008. Things are in a state of flux, with some developer issues, but it looks like when all is said and done we will get our displays.

The Business meeting ended and the Auction started at 12:15 PM. There were 330 live auction

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LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

We've had a pretty active fall in the Bay Area for operations. While no major events were scheduled, most of the local owners had sessions and I saw a lot of new faces at the sessions I attended.

On at least three occasions, groups of local operators ventured to the Central Valley and Sierra Foothills to run on layouts out there. These are all-day events where "getting there is half the fun." A smaller group of us were able to participate in an event in Vancouver, BC, where we were treated to great Canadian hospitality and a choice of 3 of 6 superb layouts. If you are interested in participating in any of these operations tours, please contact me at sneumann@pacbell.net.



The annual Bay Area PCR/LD/OP SIG meet will be held this January 26 and 27, the bye weekend between NFL playoffs and the Superbowl. 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! Information is available at <http://homepage.mac.com/jacobsen/LORM2008/>

Start planning now for the NMRA national convention in Anaheim (easy driving distance) on July 13-19, 2008. Register early to ensure you can participate in an excellent LD/OP SIG program. The LD SIG self-guided Tour will be held on Wednesday featuring about a dozen noteworthy layouts. (Picnic may be included). Operating sessions will be available on at least 14 layouts on Monday, Tuesday and Thursday evening (you can sign up for as many nights as you like). In

addition, we'll have 3 layouts available for ops in Santa Barbara on Saturday the 12th of July and four more in San Diego on Saturday the 19th if you want to drive a little more.

(Continued from page 21)

Coast Division Report

items, and 7 silent auction items.

Pat LaTorres announced (for John Sing who had to leave early) that the winners of the Model Contest in the Favorite Model category were:

- 1st Bob Wirthlin
- 2nd Tom Vanden Bosch
- 3rd Tom Vanden Bosch

The category for the March meet will be caboose, freight car, and maintenance of way.

Pat LaTorres announced that the winners of the photo contest for "Trains in Action" were:

- 1st place Seth Neuman
- 2nd place (tie) Tom Vanden Bosch and Nick Briscoe

The category for March will be "Prototype Diesel Locomotives."

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

- 1st place Brake Person: Steve Williams
 - 2nd place Brake Person: Ronnie LaTorres
 - 3rd place Brake Person: Robert Bowdidge
 - 1st place Senior Brake Person: Bill Burkett (all right, we need to beat this ace too. Let's get it together)
 - 2nd place Senior Brake Person: Tom Crawford
 - 3rd place Senior Brake Person: Pat LaTorres
- We had 5 door prizes.

We also had 3 raffle prizes, each for \$50.

Our next meeting will be March 2, 2008 at Buchser Middle School in Santa Clara.

Travelin' Around

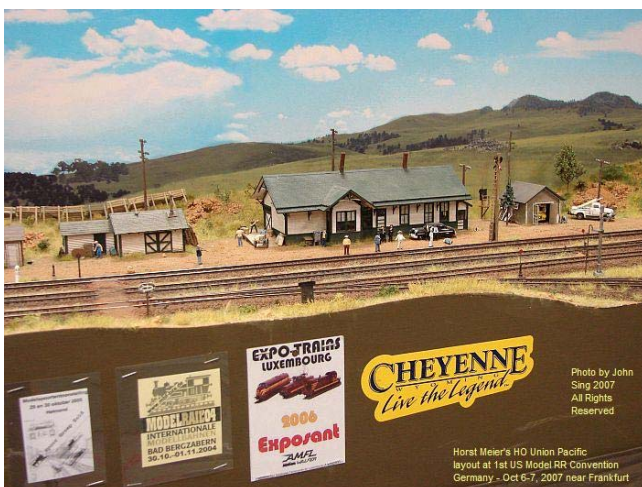
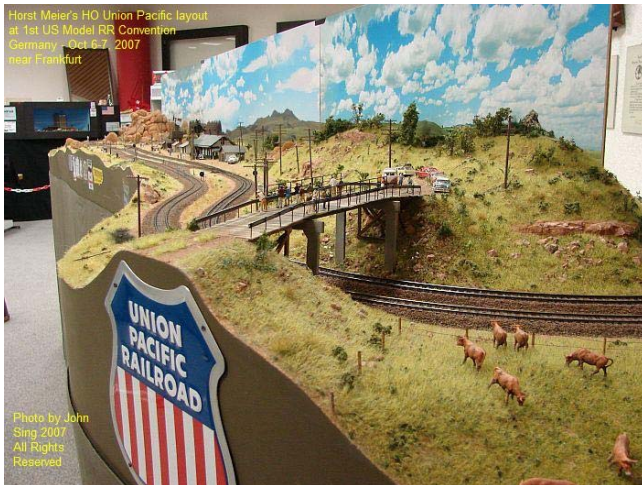
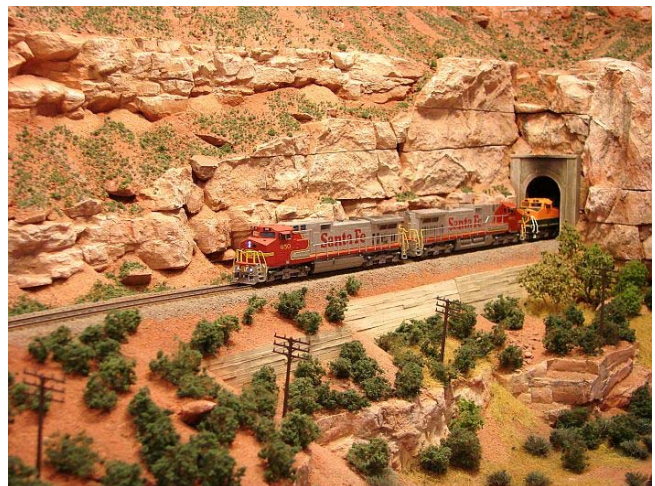
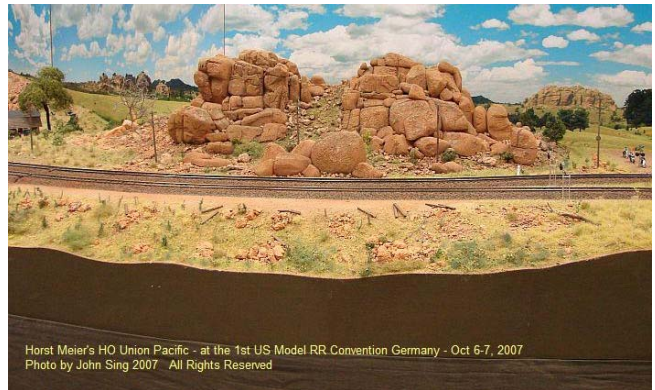
By John Sing, Coast Division

This quarter, I'm back to travelin' around again out there.

While on another business trip, I had the very fortunate opportunity to transit Frankfurt, Germany, on the same weekend as the first US-themed Model Railroad Convention in Germany. There have been many US-themed conventions in Europe over the years (particular a huge every-2-years convention in Switzerland) – but this was Germany's first.

In a nutshell, the ability of the modelers in Germany and close-to-Germany to represent US prototypes is nothing short of astounding. And their generosity to host me, a non-German speaking American, was simply stellar.

I'll let the photos do the talking for me.



The layout owners at this convention told me their attraction for US theme was basically:

1. The amazing scenery of the Western US
2. Huge loco lashups, long trains (Europe does not

(Continued on page 24)



have 150 car stack trains, multiple huge loco lashups, etc).

3. The appreciation and fascination with things North American.

As I said last quarter, I think that a major part of the value of PCR NMRA to any of us, is that the local PCR and Divisions continue to provide us all an excellent venue for all of us in model railroading to continually find and meet each other. In this personal contact we discover new:

- Information
- Inspiration
- Friends

All of which help us enjoy our hobby even more. Through belonging and participating in the NMRA locally, You will be amazed by how many of us model railroaders are out there worldwide. but we are there.... Just waiting to be found!

So, I encourage you to:

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

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

Our hobby, as well as NMRA's value, comes from **participating** and **being friendly**; the good times happen from there. Come out and be visible; we all look forward to sharing our good times with you!

Coast Division Upcoming Events

March 2, 2008—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: Prototype Diesel Locomotives

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

April 5, 2008—Coast Division Banquet
Centerville Depot tour and presentation at the banquet. Take the Capital Corridor to the site, tour the renovated depot, have a great dinner, and then get a presentation about the renovation of the Centerville Depot and the relocation of the Niles Depot, and then take the train back home (or drive, if that be your fancy).

June 1, 2008—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: TBD

Model Contest: "Structures, Displays, Self Propelled Cars

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

Tales of the Santa Cruz Northern

Jim Providenza

Management Junkies

How many of you like to run trains? Raise your hands – yep, just about all of us. Now, if you don't like to work the yard sometimes, lower your hand. Still a fair number of hands in the air. Let's change the focus a bit. How about, you never want to be a yardmaster that never touches a throttle, but only directs yard crews to do the work? Ditto if you never want to be the dispatcher, or a train order operator. Not too many hands left up know, but still more than you might think!!

In November I was fortunate enough to attend a two-day operating session at the La Mesa Club's famed Tehachapi layout in the San Diego Model Railroad Museum. It has been two years since I was able to make one of their twice a year op sessions (usually held in November and February). The railroad has grown substantially – they are now fully onto the second story mezzanine they built; the line itself is through the Loop. A trip over the road at scale speeds takes a passenger train 40 – 50 minutes with no delays even though there is still maybe 15 - 20% of the mainline to be built. I would highly recommend one of these sessions if you are into operations.

The two days are broken into 4 separate 5-hour sessions; guest operators can hold different operating positions in each of the 4 if they want. Lunch is usually provided during the day so operations can continue pretty much without pause; shifting from one operating position to another is a sort of "hot-swap". Transfers of duties take place as activity continues around you, pretty much like it is on the real railroads, or any other 24-hour a day operation. You brief your relief on the current

status of, for example, the trains currently being made up in the yard and those ready to depart, review work still to be done and trains expected to arrive and then you take off. You might grab a Coke or a cup of coffee and take a 10 minute break before you mark up on the Hill Pool or head over to relieve the operator at Woodford.

During the session last November I spent 24

hours railroading – only ran one train – and had a wonderful time. How can that be? Well, I'm one of those guys whose hand is still up in the air. I love to work a wayfreight, and think one of the best things about larger railroads is the chance to run trains that are big enough where track / train dynamics presents a real challenge

How many of you
like to run trains?
Raise your hands -
yep, just about all of
us.

for an engineer to overcome. Need a helper crew? I'll mark up for the job in a heartbeat. But I also really like working as a yardmaster, think dispatching is fun as all get out, have gotten a kick out of the few times I have been able to work a real tower operator's job and actively push to see our railroads that operate with timetable and train orders start using the agent – operator position. To put it simply, I find I have fun in just about any of the roles we can play when we operate our model railroads – I don't have to touch a throttle to have a great time.

Now of course, the numbers above don't add up. The Tehachapi sessions really are only 10 hours a day – yet I really did put in 24 hours railroading. How? Well by working both before and after the official clock was running. When Linton von Beroldingen and I arrived Friday

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evening we were told we would be, respectively, the footboard yardmaster and the operator at Mojave for the first trick on Saturday. We would be working at the brand new, and only half finished permanent version of Mojave Yard. So we immediately wandered up to the yard in the mezzanine. While Linton surveyed the yard and started working to prepare what he would need for the first trains out in the morning I started working on the operator's paperwork – collecting information, setting up the desk the way I wanted, making sure I had the needed forms, snagging a copy of “tomorrow's lineup” and figuring out what trains to expect. We spent about an hour and a half at this. Is this “railroading”? Not sure. But we had to do it if we wanted to be properly prepared to do our jobs the following day. We were in effect preparing our own transfers.

By the end of the day Saturday I had spent 5 hours as the Mojave operator in the morning and, in the early evening, had a beautiful run from Bakersfield Yard to Mojave on the second section of train 806, a third class scheduled freight. I was tapped to be the dispatcher Sunday morning.

I knew Sunday could turn out to be a very rough morning – trains were scattered across the railroad, tucked into sidings; a couple had been in the hole for longer than most of our home layout sessions last! Freights were stacked up waiting to depart at both Bakersfield and Mojave and the passenger fleets would be ready to role on schedule. Separately, several of us came to the conclusion that we needed to sit down and work out a dispatcher's game plan for Sunday. Five of us eventually got together Saturday night after dinner. We spent a good two hours collecting information, sorting out options, and consulting with senior operating members of the La Mesa club. We then hammered out the texts of 5 train orders designed to get things moving. I then dictated the orders to several volunteer operators.

It was as we were in the midst of this meeting that I was struck by the thought that what we were doing was really more role-playing. Only it was a different sort of a role than one I had played before.

We were a “management team” strategizing a solution to an operations problem. And we were having fun doing it. We were all caught up in the fabulous vision of the La Mesa club – recreating the incredibly intense operations of the Southern Pacific and the AT&SF over a stunning piece of railroad engineering that requires that utmost of all involved to make it work right. We wanted to do it right. We were making an extra effort to resolve an issue that had come up and it didn't matter to us that the clock had stopped, the power was off, the lights were about to be turned down low for the night. We were determined to do our best to tame the beast and get those trains over the road. We were railroading. And we were enjoying doing it.

Now many, maybe all of us had sat in on innumerable such meetings in our real world work lives – isn't model railroading supposed to be a refuge from such things? I don't know the answer. I do know that, for all the bad rap that “shuffling paper” gets amongst us as model railroaders it is necessary to some extent for any op session. For a railroad the size of Tehachapi it is absolutely required and quite complex. And I also see that there are a growing number of modelers who are finding that they like to play the “paperwork” sorts of roles. Maybe not always (remember we all like to run trains), but certainly at least some of the time.

So here's hats off to the management junkies – they have their place in this hobby too.



Lori Neumann copies orders on Anthony Craig's Kettle Valley in Vancouver

Candidates' Statements

Carol Alexander

Carol Alexander, Candidate for Director from the Redwood Empire Division.

Below you will find a letter explaining why I have changed my name from Nolan to Carol. After the letter you will find my candidate statement.

Dear Model Railroading Colleagues,

I'm writing this letter to inform you of an important change that's currently taking place in my life. It's not easy to explain, but I'm going to try. I hope that no matter what your reaction is, you'll take the time to read this letter entirely.

I have a birth defect. I was born in the wrong body. My physical sex does not match my mental gender. In other words, I'm transsexual. It's something that took me years to understand and accept. But luckily, medical help is available.

For a long time now I've been living two lives. Most of the time I'm known as Nolan, but to my closest friends, and my family, I'm a woman known as Carol. Clearly, I can't continue to do this forever.

The reason that I'm telling you about this "transition" now is that I've recently started to live as a woman everywhere. Because we share a common interest in model railroading, and because I intend to continue my activities in the hobby, this may require some adjustments on your part, so I think it's important that you know what to expect.

Overall, you can expect things to remain pretty much the same as they're now, besides the new name and gender. I really like my associates in the hobby as well as serving as an elected official, and I'm committed to continue doing a great job and being a part of a great team.

For those of you who may be genuinely curious about what I'm doing, I'll make myself available to answer in person or by e-mail any honest questions you may have. You can also use the Internet to find out more about transsexuals.

Since I'm legally changing my first name from Nolan to Carol, it's courteous to now refer to me by that name. It's also courteous to now refer to me as "she" rather than "he". I won't get upset because of genuine mistakes, as I'm quite aware of how difficult this can be, but I'd appreciate if you make an effort.

Beyond that, there's no need to treat me differently. I'm still the same person, and I hope you'll continue to relate to me like you do now. I expect you to introduce me to others as Carol, but while I'm open about being transsexual, it's not courteous for you to tell others. It's not a secret, but it's my job to tell people if I feel it's important.

Being transsexual is not a choice. The only known remedy is to change gender. It's an unusual medical condition, but it's more common than most people think. Chances are, you've already met other transsexual people without even knowing it.

In the end, I hope that once you process the information in this letter, you'll come to realize that what I'm doing is really not such a big deal after all.

*Sincerely,
Carol / Nolan*

I have enjoyed serving the Redwood Empire Division as Director for the balance of Gus Campagna's term. The new Board of Directors and our President and Vice-President have brought a new energy to our organization. We have discussed ways to improve services to the membership and to bring our infrastructure and policies up-to-date. I am looking forward to being part of these exciting changes. I am also looking forward to representing the membership of the Redwood Empire Division on the Board. I hope that you will give me this opportunity by voting for me.

Thank you,
Carol Alexander

Rod Smith

I have been asked to run for the position of Coast Division Director. I would welcome the chance to serve on the PCR Board representing my Division should I be elected. To introduce myself, I have been a member of the PCR and Coast Division since 1956. I have served the Coast Division as Publicity Chair, Chief Clerk for two terms, PCR convention committees for 6 conventions, and worked on 2 NMRA Nationals. I am currently the PCR Member Aid Chair. I attend most PCR conventions and have been to 20 NMRA Nationals.

It is my belief the PCR Division structure is the most important level to attract and retain NMRA members. Our quarterly Coast Div. meetings allow friendships to develop between members and ideas to flow. Coast has been blessed with good folks who share their time and energy to promote the hobby for the benefit of others. While our attendance appears to be shrinking a bit, we are still robust and an active group. My goal is to build on what we have created and advance the camaraderie we enjoy while enticing more of our Coast members to attend our meets.

Chuck Mitchell

Most of you who have known me for these many years know that I've always been an avid Model Railroader, and as a modeler, I have always held deep respect and admiration for those in the hobby and, especially for those in our organization. Much of the personal enjoyment that I receive in our hobby is the result of my interaction with you, my fellow modelers. As your Director, my primary goal would be to represent you to the best of my ability on all matters being considered by the Association. It has always been important to me that those who represent us within our organization truly reflect the views and concerns of our members. As your elected representative, I will listen to your concerns and issues carefully and act accordingly to assure that you are well represented at all meetings.

My name is Mary Moore-Campagna, and I am running for re-election to the position of Division Director from the Sierra Division.

Mary Moore-Campagna

I have had the honor of serving as the Sierra Director for the past year, succeeding Jim Long after his gracious agreement to serve as the Sierra Division Superintendent. In addition, I am currently the Non-Rail Chair for the Pacific Coast Region, and I have served on a number of different PCR convention committees. My focus within the hobby is the history of the Railway Express Agency and I am working on establishing a fleet of REA cars in various scales to run on different railroads (just as the REA did).

I believe that one of the primary obligations of a division director is to present the needs and concerns of their division, while at the same time recognizing that the board's decisions need to be

made with the good of the region in mind. Another key focus is to maintain communication with the division members, both to pass along information

about the organization and to solicit input on the issues under discussion. I am proud to represent the Sierra Division on the board and look forward to the opportunity to continue fulfilling these responsibilities.

Thank you for your participation - I appreciate your vote!

National Model Railroad Association

PACIFIC COAST REGION

PCR OFFICERS BALLOT

Instructions for Election:

1. Election starts with receipt of ballot (Branch Line mailed approximately January 10, 2007).
2. All ballots must be postmarked no later than April 15, 2007.
3. Vote only for one candidate for each office.
4. You may write in a candidate of your choice. However, the candidate must be willing to serve if elected.
5. Voting for more than one candidate in an office will void your ballot.
6. Do not make any other marks on the ballot.
7. Fold in thirds so that the return address is showing, and tape the ballot closed.
8. The ballot is considered a first class letter, and requires 41¢ postage.

PLACE AFTER YOUR CHOICE FOR EACH OFFICE.

Coast Director <i>(Vote for ONLY one candidate)</i>	Sierra Director <i>(Vote for ONLY one candidate)</i>
Rod Smith <input type="checkbox"/>	Mary Moore– Campagna <input type="checkbox"/>
Chuck Mitchell <input type="checkbox"/>	<div style="text-align: right; margin-bottom: 5px;">_____ <input type="checkbox"/></div> WRITE-IN CANDIDATE
<div style="text-align: right; margin-bottom: 5px;">_____ <input type="checkbox"/></div> WRITE-IN CANDIDATE	
Redwood Empire Director <i>(Vote for ONLY one candidate)</i>	Daylight Director <i>(Vote for ONLY one candidate)</i>
Carol Alexander <input type="checkbox"/>	John Houlihan <input type="checkbox"/>
<div style="text-align: right; margin-bottom: 5px;">_____ <input type="checkbox"/></div> WRITE-IN CANDIDATE	<div style="text-align: right; margin-bottom: 5px;">_____ <input type="checkbox"/></div> WRITE-IN CANDIDATE

(fold here)

Postage
41¢

PCR Ballot Chairman

Jim Providenza

16 Drake's Cove

San Rafael, CA 94903

(fold here)



Daylight Division Report

By Doug Wagner

Daylight Division held 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 were held at the University Ramada Inn, site of the 2008 PCR Convention, Sierra Memories 2008.

A special operating session/layout tour was held on Friday evening, October 26 at 7:00 pm on John Houlihan's basement-sized O-Scale layout. John's layout models the Santa Fe in the Fresno area. This special event was held Friday evening because John was unable to do it on Saturday due to the board meeting.

Saturday morning's meet at the Ramada began with PCR President Ron Plies giving a brief talk about upcoming NMRA and PCR activities. Brewster Bird then presented a clinic titled "Elementary Layout Design Using Dave Barrow's Dominoes Technique."

John Houlihan talked about his interlocking plant and tower kits that he is making available on a limited basis.

In order to allow Division officers to participate in the afternoon board meeting, the Division business meeting and white elephant auction was held at 11:00 am.

A no-host lunch was served by the hotel, allowing the Sierra Memories Convention Committee to remain in the meeting room to conduct its business without interruption.

At 1:00 the Board meeting began in another room, while the Division meet continued with Chuck Harmon's clinic on preparing switch lists with Microsoft Excel. The meet concluded about 2:30 and the rest of the afternoon and evening was spent visiting and operating at Chuck Harmon's

San Joaquin Central Rail Road and Marlin Costello's Goshen and Goosechase Rail Road.

The next Daylight Division meet will be held in the Merced / Mariposa area in February. Watch for details in the next issue of the Daylight Observation, which will be available on the Daylight Web site, <http://www.pcrnmra.org/daylight/>.

Announcement

Terry Taylor, Daylight Division's elected Chief Clerk / Paymaster, 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, 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 emailed 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.

Late Notice

March 8 & 9, 2008. Bakersfield, CA. Golden Empire Historical and Modeling Society's Annual Model Train Show and Swap Meet. Kern County Fairgrounds, 1142 South 'P' Street.

Saturday, 10:00 AM - 5:00 PM;

Sunday, 10:00 AM - 4:00 PM.

Admission—\$6.00 per person

Kids 12 and under -free.

Approximately 100 vendor tables and several operating layouts, hourly door prizes and a raffle drawing for an operating Thomas the Tank Engine 4' X 6' layout. Information: Doug Wagner (661) 331-6695, or email carldw@aol.com.

Weehawken Quest – Part II Design & Operating Goals

By Les Dahlstadt

In Part I of this series, we looked at the history and significance of the prototype facility and the four railroads that operated in and around Weehawken. In Part II, we'll turn our attention to the scope of my planned layout and some design concepts for the Weehawken portion of it. I'll also flesh out how I envision that the Weehawken facility will operate and how it will operationally relate to the rest of the layout.

It always helps to begin with the big picture. My new layout will model the O&W between Weehawken, NJ and Cadosia, NY. A large part of the 160 miles between these two stations belonged to the Southern Division. The O&W was dispatched as a north-south railroad with 14 intermediate stations between Weehawken and Cadosia.

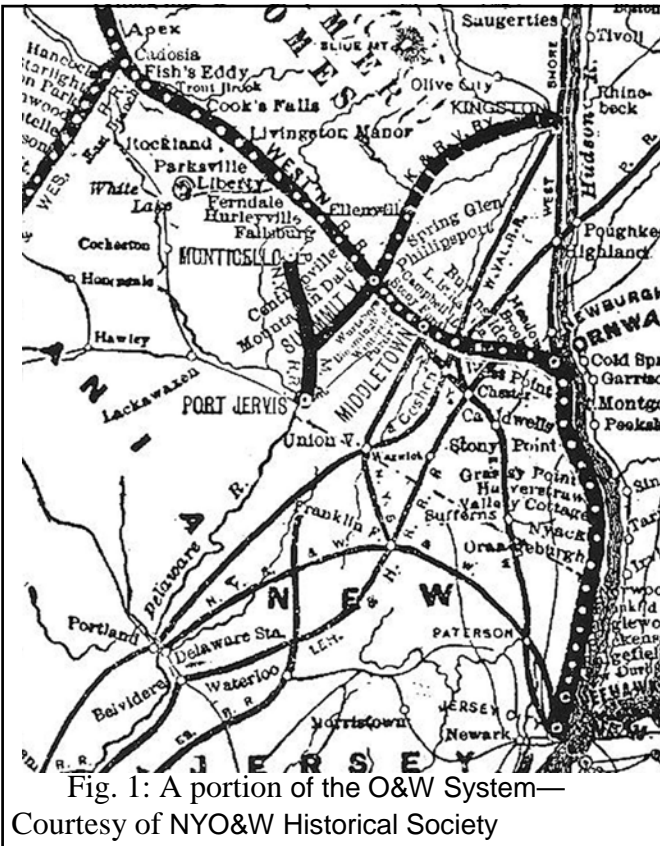


Fig. 1: A portion of the O&W System—
Courtesy of NYO&W Historical Society

My 20' x 22' layout dictates modeling only a modest number of locations in order to maintain a semblance of distance between towns. Scenic

breaks will be used where possible in order to replicate distance. After considerable research, discussion and head scratching, I decided to model eight operating areas on a two level layout that uses a 40 foot long scenic break to add operating length and gain important elevation. More on this feature later. The eight operating areas are:

Weehawken, NJ – (M.P. 0): The O&W's southern terminus and the focus of this article. Specific details on design and operations are noted further on.

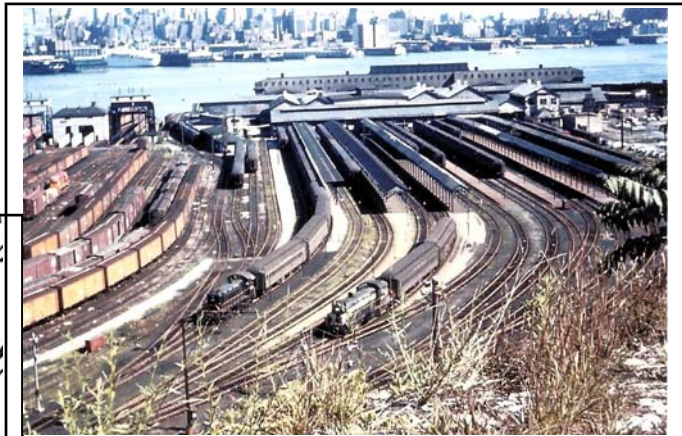


Fig. 2: Weehawken Passenger Terminal in 1947 – Author's collection

Cornwall, NY – (M.P. 52.28): A stipulation of its trackage agreement with the New York Central West Shore Division prevented the O&W from competing with the West Shore for passenger revenue on the West Shore's own rails. Only northbound passengers out of Weehawken for destinations beyond Cornwall or southbound passengers from points north of Cornwall who were destined for Weehawken were carried. The O&W transitioned to its own rails $\frac{3}{4}$ of a mile further north at Cornwall Tower, M.P. 53.05. I hope to model a portion of the Hercules Paper plant that was served by the O&W and located near Cornwall Tower.

I also would like to operate a limited number of

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(Continued from page 32)



Figure 3: West Shore Cornwall station, looking south. Hudson River would be to the left, behind the station – Courtesy NYO&W Historical Society

West Shore trains out of Weehawken. They will disappear behind a scenery block at Cornwall Tower and will run back to a dedicated track within the staging yard for Weehawken. Consequently, West Shore trains could be run continuously on the layout's lower level during public showings.

Campbell Hall, NY – M.P. (68.32). The O&W double track main was bisected by the Montgomery Branch of the Erie at Campbell Hall. This Erie line then curved east into Maybrook Yard, the New Haven's busy gateway to New England. The Lehigh & Hudson River also ran on the Montgomery Branch and interchange tracks for both railroads were located to the north (railroad east) of the O&W station. The interchange business



Fig 4: Campbell Hall Station in 1907, several years after completion of the double track main – Courtesy NYO&W Historical Society

was an important revenue generator for the O&W. I plan to model a portion of these interchange tracks.

An interlocking tower was located diagonally opposite the O&W station with a milk collection station nearby. The O&W freight house was located to the west (railroad north) of the station. I hope to have busy interchange switching taking place at Campbell Hall, along with set-outs and pickups from the freight house.

Summitville, NY – (M.P. 93.10): Summitville was a busy junction with the O&W Port Jervis, Monticello & Kingston Division and in the early years of the 20th Century was often referred to as the "Grand Central of the Catskills". Summitville received its name as a consequence of being the highest elevation on the D&H Canal. However, in reality, Summitville rested at the base of a valley and pusher service was necessary for mainline trains operating in either direction from Summitville. The Kingston branch had a modest sized yard and limited engine facilities here. Additionally, there were several local businesses in



Fig 5: Summitville Station and Jones Hotel in 1913. The extended passenger canopy was added about a year earlier, providing shelter for the increasing number of passengers waiting to transfer between the Southern Division and Kingston branch trains. The Jones Hotel provided overnight accommodations, hearty meals and libations for weary passengers.– Author's collection

Summitville that relied upon the O&W. I anticipate employing pusher service for departing west-bound (railroad north) trains heading up Red Hill Grade, along with switching and yard operations at this

(Continued on page 34)

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location.

Livingston Manor, NY – Known as ‘the manor’, there was a fair amount of industry here – a bowling pin factory, cattle pens, coal shed, packing sheds, etc. I expect there will be a

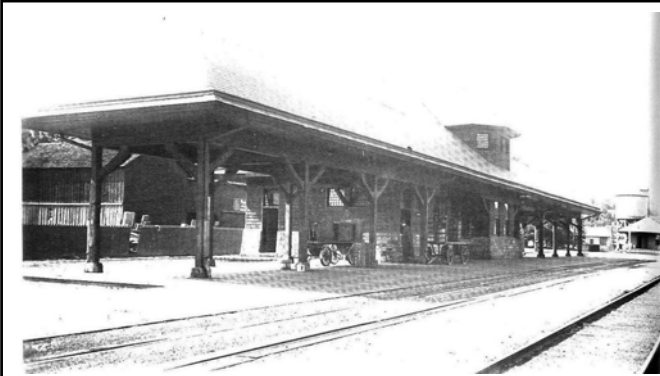


Fig 6: Livingston Manor Station. A freight house was nearby – Courtesy NYO&W Historical Society

moderate amount of switching occurring here.

Hazel, NY – One of the famous acid factory locations on the O&W, where hardwoods were processed into acetate of lime and wood alcohol was distilled. While not a station stop per se on the O&W, it was, nonetheless, a major industrial site. The Thomas Keery acid factory will provide considerable switching activity as raw materials and supplies arrive and finished goods - carloads of dimensional lumber for furniture-making, bags of acetate of lime and the occasional tank car of wood alcohol are shipped.

Cooks Falls, NY – Cooks Falls was deep in the



Fig 8: Cooks Falls Station in 1910 – Courtesy NYO&W Historical Society

scenic Delaware River Valley. One of the less often heralded industries that shipped on the O&W was quarried bluestone, and much of it took place at Cooks Falls. Bluestone was cut into slabs about 3 foot by 4 foot in size and sold to New York and other cities for use as sidewalks. There was also a creamery at Cooks Falls. I plan to model both industries and anticipate light to moderate

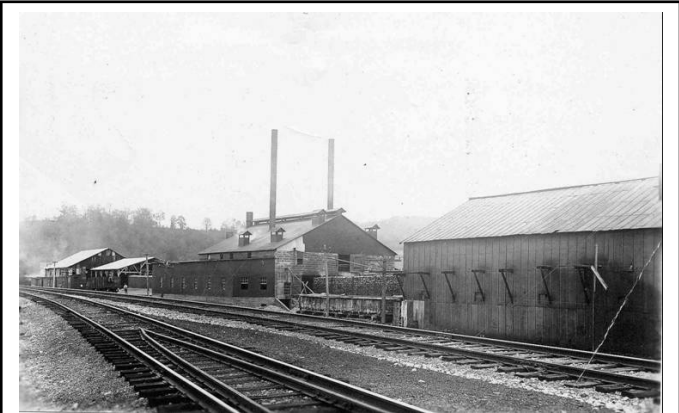


Fig. 7: Thomas Keery Acid Factory - Courtesy NYO&W Historical Society

switching at this location.

Cadosia, NY – Cadosia was a very busy junction point where northbound trains from the Scranton branch terminated. Other trains continued north to Oswego on Lake Ontario or to intermediate stations and branches. There was a major coal storage and loading facility at Cadosia, along with the capability for engine service that could do nearly as extensive repair work as the

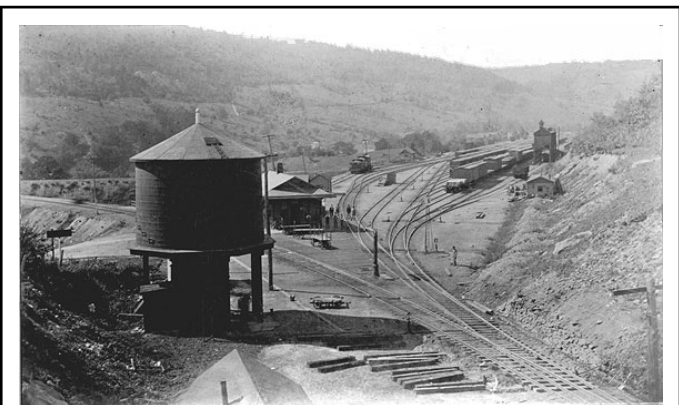


Fig 9: Cadosia North Yard & Station on a quiet day. The Scranton branch is to the left and the third leg of wye is partly hidden behind water tank – Courtesy NYO&W Historical Society

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shops at the Middletown headquarters. Hidden staging at Cadosia will represent points north, as well as points south along the Scranton branch. I anticipate very heavy switching and yard operations here.

Scenic Breaks

As I noted earlier, scenic breaks between towns will be very important for physical separation between towns and to give operators a sense of distance being covered on their 160 mile trek. Several of the scenic breaks will replicate well-known locations along the right of way:

Iona Trestle – on the West Shore, south of Cornwall. While rebuilt some years ago, Iona Trestle continues to host CSX trains on a regular



Fig. 10: O&W Mountaineer Limited Crossing Iona Trestle in the late 1930s - from an original oil painting by Bob Skiba

basis, more than 120 years after the O&W first ran a train over its timbers.

High View Tunnel – between Campbell Hall



Fig. 11: A southbound train exiting Highview tunnel, soon to arrive at the station - Author's collection

and Summitville. High View was a single track bore through the Schwangunk Ridge, the natural western boundary of the Hudson River Valley.

Red Hill Grade. Lying to the west of Summitville, it is a snaking hill that makes an elevation change of about 1000 feet during its five mile ascent. In lieu of a helix, my layout will model



Fig 12: Overpass at the beginning of Red Hill Grade – Pete Putnam photo



Fig 13: Red Hill Grade (railroad north) as it appears today – Pete Putnam photo

Red Hill Grade as a narrow 40 foot long shelf, where trains will slowly grind their way uphill between the lower to the upper level. Keep your sanders working!

Weehawken

Weehawken will be the first portion of the layout visitors see upon entering the layout room. The scene will be linear, offering a panoramic view and is planned to be 16 feet in length. Operators will stand 'in the Hudson' (don't get your feet wet).

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The Weehawken yard will receive cuts of cars at its left end from a double-ended staging yard on the lowest level of the layout's peninsula. Arriving trains from points north will enter the yard from the right. Just like the prototype, both O&W and West Shore trains will call Weehawken 'home' and an engine from the New Jersey Junction Railroad will be used to move cuts of cars to and from the Erie (staging yard).

Weehawken Staging

The six track, double-ended staging yard will be positioned on the lowest level of a 16 foot long peninsula and is designed to handle trains in either direction.

The Weehawken yard will be physically large and busy enough to mandate at least two full-time operators to keep traffic flowing. Its 16 foot length and average 4 foot depth will necessitate one operator on either side of the bench work... a yardmaster will classify cars and a hostler will move cuts of cars to and from the A/D tracks and

facilities within yard limits.

A third operator may be occasionally needed for interchange work.

Weehawken's Major Track Elements

Track design elements, capacities and lengths within the Weehawken yard will include -

- Two Milk Unloading Platform Tracks – capacity for up to eighteen 40 or 50 foot cars
- Four Passenger Platform Tracks – capacity for up to twenty 60 to 70 foot cars, supported by a four track coach yard that can hold another fifteen cars.
- Two Coal Pier Tracks – capacity for up to eighteen 36 foot cars
- Two Elevator Tracks – capacity for up to eighteen 50 foot cars
- Four classification tracks
- Engine maintenance facilities – lead, table, roundhouse, three garden tracks and a coaling / sanding / watering track.
- The yard will have a 200 car capacity

Structures

Replicating a recognizable prototype facility demands lots of scratch built structures. Thankfully, this is one of the most enjoyable parts of the hobby for me and I welcome the diversion from less enjoyable parts of the hobby (like troubleshooting electrical problems).

The challenge will lay in gathering sufficient photographic evidence of each structure. Most will be rare as hens' teeth. Might just as well forget about engineering drawings for the obscure stuff and plan on building something

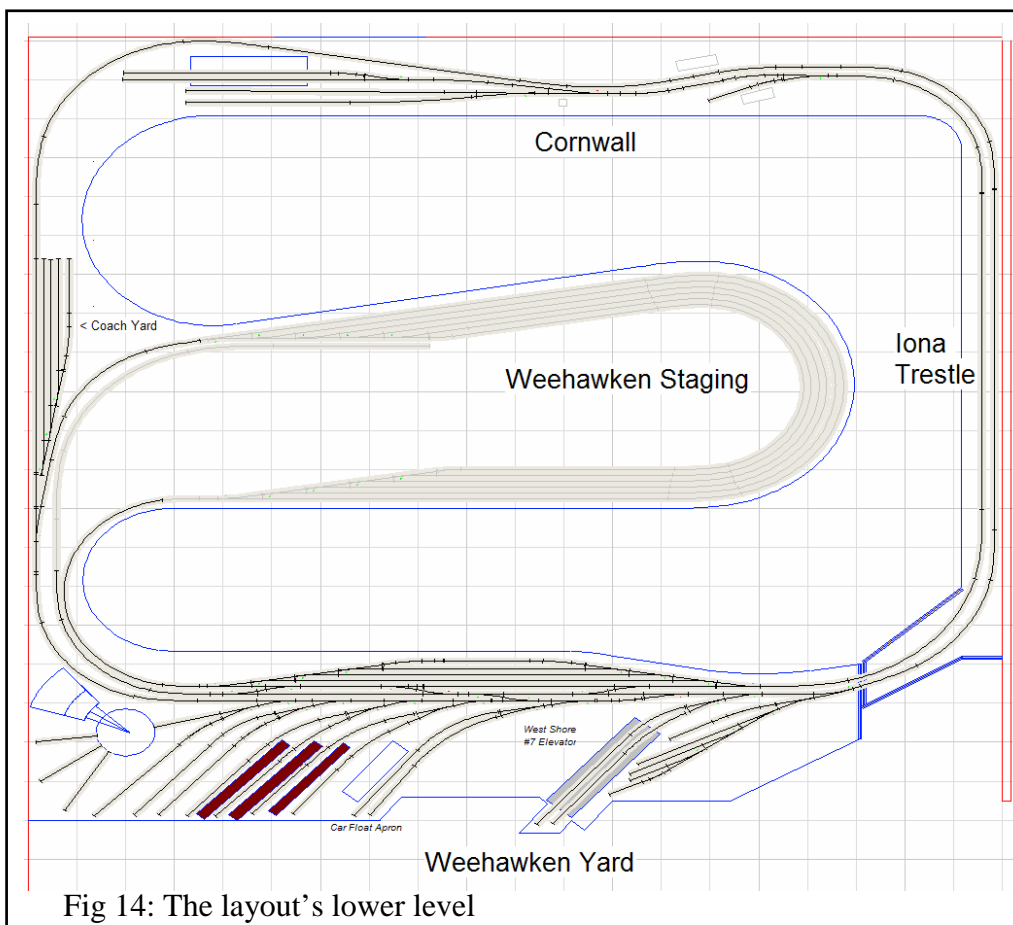


Fig 14: The layout's lower level

(Continued on page 37)

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generally representative of what shows in the photo.

The Primary Structures

- 90' turntable
- 3 stall roundhouse, capable of holding 90' engines
- Terminal maintenance buildings
- Water tank
- Coaling tower
- Sand house
- 3 milk platforms
- 3 covered passenger platforms
- 2 coal piers
- Grain elevator and associated pier
- Car float aprons

Operational Objectives

My initial thought was to set the layout's timeframe as June 1928, simply because of precedent. My last layout was set in the same month and year and had been picked because the prototype's financial health had still been robust at that time. However, I've decided to advance the calendar by exactly ten years for some practical reasons:

I'd be able to use the railroad's Y2 class (Heavy Mountain) engines and use these on long coal drags.

Several years earlier, the railroad had purchased a large fleet of GLa hoppers that became the backbone of the still-very-viable coal operations coming from the Scranton branch. I've built the first dozen of these cars and will probably need a lot more.

By 1938, the railroad developed a unique First Class passenger consist and launched the Mountaineer Limited amid considerable fanfare. I plan to make this the shining star of my passenger ops.

So even though the railroad had been operating under trusteeship since 1937, there was still considerable hope that the railroad would turn an economic corner along with the rest of the country.

Operators who work Weehawken will address two groups of needs:

- Making up departing trains and breaking down arriving trains
- Serving industry, interchange and maintenance activities within yard limits

These two functions will keep two operators very busy throughout a 6 hour operating session and break down as follows.

- Passenger: Making up and breaking down three trains per session. This will include moving head end cars to the appropriate loading and unloading docks
- Interchange: Creating cuts of cars to be put into West Shore trains. Making transfer runs to the Erie (staging) via the New Jersey Junction Railroad
- Coal Dock: Moving cuts of hopper cars to and from the coal dock
- Grain Ops: Moving cuts of cars to and from the West Shore #7 elevator
- Milk Ops: Moving cuts of bulk and can cars to the milk platforms. A portion of the milk will leave the terminal on trucks; the rest will move on car floats. Conversely, empty cars will arrive on car floats, to be switched into departing trains. Northbound cleaned and empty cars will be cut into mixed trains or into milk unit trains
- General Freight: Making up outbound trains and breaking down incoming trains
- Moving engines to and from servicing tracks
- Moving cars to and from cleanout tracks
- Moving cars to and from car float aprons

Motive Power

The layout will operate at the apex of the modern steam era and thankfully, prototypically correct or reasonably good / commercially available stand-ins are readily available. I have been acquiring both.

The following classes of locomotives will serve the layout at the locations noted

O&W

(2) L Class 0-6-0 Camelback yard switcher (slope backed tender), to be used at Weehawken & Cadosia. These will have to be kitbashed from available models as they were never commercially

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available in brass or plastic.

(2) U-1 Class 4-6-0 Camelback - Road Engines / Freight. I acquired both as used. These brass models were imported in the 1970s by Nickel Plate Products. Both will need to be generally refurbished and have sound decoders installed.

(2) E Class 4-6-0 "Teakettle" – Road Engines / Passenger. I acquired both from Howard Zane. These are brass models that were imported in the 1980s by Nickel Plate Products. Both have been extensively reworked and are showpiece models, thanks to Al Massi.

(2) W Class 2-8-0 Consolidation – Road Engines / Freight. While brass models had been imported in the past, they are very rare and almost unavailable. It is likely that I will modify Bachmann Consolidations to create reasonable stand-ins for the W class engines.

(4) Y Class 4-8-2 Light Mountain - Road Engines / Passenger. I acquired and had one prototypically correct brass import extensively reworked by Al Massi and until I can locate the balance of three, I'll use Bachmann 4-8-2 models as stand-ins.

(4) Y2 Class 4-8-2 Heavy Mountain – Road Engines / Freight. While brass models had been imported in the past, they are very rare and virtually unavailable. Both Proto 2000 Heritage and BLI offer reasonable facsimile models that will probably be used.

West Shore and New Jersey Junction

I will need to make decisions about what motive power might be needed beyond one Proto 2000 0-6-0 switcher I've already acquired.

Construction Timeline – Year One

Phase One: 3 months

- Preparing the layout room: building walls, ceiling, installing electrical outlets and room lighting, painting walls/ceiling and laying floor covering. This work will be done by a building contractor in order to expedite the process and ensure the highest quality and safety standards.

Phase Two: 6 - 9 months

- Taping bench work outlines on the carpet, protecting aisle carpets with rolled rubber mats.
- Installing & painting backdrop material around room perimeter.
- Build Weehawken (south) staging yard, lay turnouts and track, wire and test.
- Build Weehawken bench work, lay turnouts and track, wire and test.

Construction Timeline – Year Two

- Build balance of first level bench work, transition grade, lay turnouts and track, wire and test
- Build basic scenery on lower level and transition grade.

Construction Timeline – Year Three

- Build upper level bench work, lay turnouts and track, wire and test
- Build basic scenery for upper level
- Build Cadosia (north) staging yard, lay turnouts and track, wire and test

In the meanwhile:

- Build about 200-300 more freight cars
- Start construction of 100+ scratch built structures
- Buy / build about 250 various vehicles
- Populate with 500-1000 figures and 300 pounds of other sundry details

FIRST OPERATING SESSION!!!

In Closing:

I hope you've enjoyed the first two segments of Weehawken Quest. I'll be returning sometime in the future with Part 3, once the actual construction gets underway. I'd like to thank Byron Henderson and Bob Osborne for providing guidance in the design of the Weehawken yard and staging concept. You've made a great contribution to what I hope will be an enjoyable operating portion of my new layout.

SIERRA MEMORIES CONTESTS

By Steve Biggs, 2008 PCR Convention Contest Chairman

In thinking about this year's model/photo contests, two words stand out, entering and judging. If there are no entries there is nothing to judge and if there are no judges then ...you get the picture. We need both to have a contest.

There are a number of suggestions, which would tend to sway one into not entering. The argument that a model is not good enough, or there is not enough time to build one. Competing against much better model builders; or the contest rules require too much paperwork. There are others but these seem to dominate and many of us have experienced them.

Any model can be improved upon. Look for what is good. If you look at the judging guidelines you will notice that for the most part the judging is based on what's right on a model rather than what is wrong. Correct what can be corrected, add some details, make it better, and it can be a contest entry. Perhaps the flaws are difficult to correct. How about a small diorama based on the model, conceal the flaws with scenery and details (there is a display category). Improve next time based on the outcome of this time. The contest is much like sharing with friends, benefiting from their knowledge, and learning from the experience.

Having time to build a contest model is a question only the individual can answer as we all have restrictions on our time. Most of us can usually find wasted time that is subject to better use. Starting from scratch is not always necessary since we can improve on a previously built model as mentioned above. To begin is critical. Often, after committing, things happen, and the needed time becomes available.

There are many good modelers in the PCR but they don't all enter models all of the time (what a sharing feast that would be). It has been oft

repeated "we are not competing against each other so much as against ourselves." We are usually striving to improve on former efforts. The model contest is an opportunity to improve skills; it is a chance to learn from other modelers and to share with them. Entering to share and learn is a winning combination.

How much paper work is necessary? The PCR

**There are many good
modelers in the PCR but they
don't all enter models all of
the time (what a sharing feast
that would be).**

Contest Entry Form consists of two pages. That's all there is: the cover sheet, which is required, and the actual entry form, which only requires the top line to be filled out. Your model may be such that explanation is not needed.

However, to obtain a reliable evaluation, and to aid the judges in maintaining fairness and consistency, some input on the modeler's part is normally necessary. There are two articles on the PCR web site that provide valuable advice for anyone wanting to understand and use the entry form to its best advantage. They are under the contest information Appendix B. The first, titled, "MODEL CONTEST ENTRY FORM HINTS AND TIPS" is by Jack Burgess, MMR. The second is titled, "GETTING THE MOST FROM YOUR CONTEST ENTRY," by Jim Tangney, MMR. Their advice removes much of the burden from the "paperwork."

To make the contest complete volunteers are needed. There is always a need for judges. As with model entry, judging can be a sharing and learning experience. Evaluating another's efforts can teach as much to the evaluator as the contestant. Experience is not necessary and there are usually some individuals who have previous experience in judging. The important point is to be willing to share your time. The PCR judging guidelines make the process easy, and attending the judging clinic will take much of the mystery out of

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the process. Any member of the NMRA can be a judge. An individual can judge even if entered in the contest. Those who have entries will be replaced during the judging of their category. There is even a free lunch for judges. As for all volunteering, judging can be credited towards achievement awards.

Expand your convention experience, look at the rules for entry and the judging guidelines. Read the above-mentioned articles, choose your entry, and come and share the experience of the model/photo contests.

John Sing wrote an article in the April/June 2006 Branch Line titled "Model Contest: What do I get if I participate?" In the article John suggests several reasons to enter, and he also points out "The Model Contest has the following objectives: A forum for sharing our modeling with each other. An attractive, well-run venue for fair, friendly competition. A vehicle for inspiring and enhancing individual and collective modeling skills, and thus, our enjoyment of the hobby. A positive, fun, and worthwhile experience for all participants."

The Sierra Memories 2008 PCR Convention contest staff hopes to meet these objectives during this year's contests. With your help we will.



Larry Altbaum switches on Scott Calvert's CP Kaslo Sub in Vancouver BC



Redwood Empire Division Report

By Steve Skold

The RED meeting at Monroe Hall in November had 26 members attending including four down from Clear Lake and PCR President Ron Plies from Fortuna. It started with a show and tell with many attendees bringing models and pictures with interesting stories behind them. Next, Don Clauder and Bill Williams (the Ancient One) did a hands-on clinic on dry transfers. Russ Clover of Clover House brought enough dry transfer rejects that everyone could participate. At the end of the clinic, 40' double sheathed box cars were given out with appropriate dry transfers. These are to be brought back to our February meeting for a favorite model contest, conducted by Giuseppe Aymar, RED's new Contest Chairman. Finally we had a DVD showing of Dave Frary demonstrating painting techniques.

Mary Moore-Campagna was mugged in Oakland and ended up in Emergency instead of getting the expected sandwiches from Costco. She had a black left eye and a skin abrasion on her forehead but is otherwise OK. She was able to hang onto her purse.

The next meeting will be at the Napa Club on February 16th (a Saturday again). Doors open at noon and the meeting starts at 1 PM. Nominations for Director will be solicited and passed on to PCR for the election in the Branch Line. The May meet will be at Monroe Hall in Santa Rosa on May 17th. The details of these meetings will be in the Call Board which is online.

The summer picnic meeting will be on August 16th at the Westside Farm of Ron and Pam Kaiser. Ron has a 20' by 30' layout based on Western Pacific. If it is hot, the room has air conditioning. The kids will love this meeting as Pam will get out her two Percherons and hitch them to a wagon and offer hayrides.

There have been several discussions on the 2010 or 2011 PCR conventions but so far we have been unable to locate an affordable venue or a chairman.

GOLDEN STATE MODEL RAILROAD MUSEUM, EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. We are closed to the public the first three months of each year and return to our normal schedule on the first Sunday of April 2008.

However, visit us during the closed season on Friday evenings between 7:30 and 10 PM (first Fridays are meetings) to meet members, inquire about membership and request behind-the-scenes tours. For general information, see below or 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 birthday parties or other special events, email PR Director and Museum Secretary John Edginton: publicity@gsmrm.org. Website: www.gsmrm.org.

We continue to look for new members to help build and run all our public layouts. We specifically seek HO traction and narrow gauge enthusiasts and O scale modelers of all varieties, but memberships are open to all modelers in N, HO and O Scales, narrow or standard gauge, traction in O or HO and those who would like to learn any facet of model railroading. Associate memberships are available to those who belong to other clubs or are located too far away to regularly participate.

Operating on our spacious layouts is a thrill rarely duplicated anywhere else. Come and explore your options for being involved in our public shows. Nothing makes you feel better than folks on the other side of the glass admiring your carefully crafted train. We also welcome volunteers who would like to assist with docent functions, such as providing education in railroad history, to help with the door or, for example, build museum quality structures for the layouts.

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.

General Information

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. For 2008, starting in April, 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 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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*Rail Pass offer is good in the U.S. only and is for new members and those who have not been NMRA members for two years or more. Individuals can only join at Rail Pass rates one time; membership renewal will be at the regular membership rate. Rail Pass members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a New Member Pak.

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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

1. Rolling stock (Motive power and cars)
 - _____ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).
2. Model Railroad Setting (Structures and Scenery)
 - _____ Construct a minimum eight (8) square feet of layout.
 - _____ Construct five (5) structures (Scratch built, craftsman or detailed commercial kits). If a module has less than five structures, additional ones separate from the scene may be used.
3. Engineering (Civil and Electrical)
 - _____ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.
 - _____ All installed trackage must be properly wired so that two trains can be operated simultaneously. (Double-track main, single-track main with sidings, and block or command control).
 - _____ Provide one additional electrical feature such as powered turnouts, signaling, turnout indication lighted buildings, etc.

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

The Left Coast (Elsie) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-322-7955; John Spelce in Martinez, 925-228-3279; or Ken Lunders in Cupertino, 408-777-9572.

GOLDEN EMPIRE HISTORICAL & MODELING

SOCIETY, Bakersfield GEHAMS, founded in 1987 and in their current location since March '94, is dual-scale with a 30' x 100' HO, and a 18' x 80' N based on SP's route from Bakersfield to Mojave with Tehachapi Loop. Though under construction, mainlines are in with monthly operations. Contact: Doug Wagner 661-589-0391 email: 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 off line connections to Stockton and Portland, has 700 feet of main line, 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

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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 members' 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 foot classification 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 include 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 \$2 for 6-12 and seniors over 60 and \$3 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



Jim Radkey operating on Marlin Costello's layout

CALLBOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)

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

ADMINISTRATION DEPARTMENT

• Manager	Ron Plies	(707) 725-9063	ron@ronpliesinsurance.com
• Budget & Finance Committee	[President, Vice-President, and Treasurer]		
• By-Laws & Manual Comm. Chair.	Dave Connery	(925) 735-0134	deconnery@aol.com
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rtjim@aol.com
• Honors Committee Chairperson	Ray deBlieck	(510) 521-9778	RaydBCS@aol.com
• Storekeeper	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Audit Committee Chairperson	Dennis Stokely	(925) 828-1990	stokely4@aol.com

MEMBERSHIP DEPARTMENT

• Manager	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRCD@aol.com
• Membership Promotion Chair.	• Asst. Chairperson	Jim Long	(530) 676-1798 jimclong@sbcglobal.net
• Member Aid Committee Chair.	(vacant)	---	---
• Education Committee Chair.	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Special Interests Coordination	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
	Dave Parks	(650) 961-7644	bearwestern@comcast.net

PUBLICATIONS DEPARTMENT

• Manager	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Editor, <i>Branch Line</i>	Bill Kaufman	(415) 491-0543	whk58@pacbell.net
• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org

CONVENTION DEPARTMENT

• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
• 2007 Santa Cruz -- Chairperson	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org
• 2008 Fresno -- Chairperson	John Houlihan	(559) 435-0874	john@irishtacklayer.com
• 2009 Fremont -- Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net

CONTEST DEPARTMENT

• Manager (<i>see Div. chairs below</i>)	Bill Scott	(559) 298-7715	vallyflyer@aol.com
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ACHIEVEMENT PROGRAM DEPARTMENT

• Manager (<i>see Div. chairs below</i>)	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
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NON-RAIL ACTIVITIES DEPARTMENT

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

• Superintendent	Pat Boyle	(559) 642-2954	patnt@sti.net
• Chief Clerk & Paymaster	Suzanne Paff	(559) 645-5145	suzannepaff@comcast.net
• Editor, <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
• Contest Chairperson	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Membership	Doug Wagner	(661) 589-0391	carldw@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net

COAST DIVISION

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

SIERRA DIVISION

• Superintendent	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Chief Clerk	Bob Warner	(916) 772-7502	bwarner1@softcom.net
• Paymaster	Al Rowe	(916) 961-9911	hofunar@aol.com
• Editor, <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 872-3894	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net

REDWOOD EMPIRE DIVISION

• Superintendent	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Chief Clerk & Paymaster	Ed Merrin	(707) 542-3620	edmerrin@earthlink.net
• Editor, <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net
• Contest Chairperson	Giuseppe Aymar	(707) 584-1477	Giuseaymar@aol.com
• Achievement Program Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
• Membership	Gus Campagna	(415) 990-3777	campgus@earthlink.net

HAWAIIAN DIVISION

Hawaiian Division offices and positions are currently vacant.

BRANCH LINE
530 FIG TREE LANE

Calendar

January 28th: **Sierra Division Banquet**,
Fransinetti's Winery, Sacramento

April 30-May 4, 2008: **PCR Convention** "Sierra
Memories" Fresno California

February 16, 2008: **RED Meet** at the Napa Model
Railroad Club.

May 17, 2008: **RED Meet** at Monroe Hall, Santa
Rosa

March 2, 2008: **Coast Division Meeting** Buchser
Middle School, 1111 Bellomy St., Santa Clara

March 8 & 9, 2008: **Golden Empire Historical and
Modeling Society's Annual Model Train Show
and Swap Meet**. Kern County Fairgrounds, 1142
South 'P' Street. Bakersfield, CA.

April 5, 2008: **Coast Division Banquet** Centerville
Depot and El Patio Restaurant

