



BRANCH LINE

NMRA'S FIRST REGION

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January—March 2010



Don Marenzi Photo

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President's Message

Ron Plies

Welcome.

I would like to welcome all of you who are new to the PCR or only receive the Branch Line just once a year. I encourage those who have not signed up to receive the Branch Line and the division newsletters each quarter to sign up now. The cost is only \$6.00 over and above your annual NMRA dues. When you factor it out that comes to just 50 cents a month, far less than a cup of coffee, especially if you get a cup from one of those Seattle type coffee places.

Let me share with you what my impression was when I first joined the NMRA and did not understand all the extra fees for these groups called Regions and Divisions. I, like many of you, did not send in those fees. I missed out on some really good times. In the late 90's I finally got with the program. I got a call from Gus Campagna, who was the convention chair of the PCR/RED convention in Ukiah to join that committee when he saw I had asked for membership in the RED... So I joined the committee and I was given the task of clinics, and in setting them up. In putting the program together I met many first class modelers and made some very good friends in the process.

It was during this time I showed a set of photos of my Port Costa Modules to the convention committee. Richard Hendrickson, who was one of the members of that committee, said, "Why don't you send those to Bill Schaumberg to see if he would be interested in doing an article on your models?"

The result was a two-part article in the 2000 July and August issues of *Model Railroad Craftsman*. You may not have the same results, but this was one of the real benefits for me of being a part of the division and region and a privilege I will

long remember.

I am sure you will be pleased with whatever level of involvement you wish to have. There is a real benefit for anyone who will take the time to get involved with their divisions and region. We used to call that networking in the business world as you gained all kinds of help and information. As I said in the last issue of the Branch Line, in the Pacific Coast Region of the National Model Railroad Association we have the best network of members with a full range of experience in all facets of model railroading in the hobby.

This information is shared at division and regional meetings in the form of clinics and just talking with folks at the meetings. I have found that most, if not all participants, are more than willing to share information and advice. The sure way to find out what is going on all year long and knowing where and when these different meetings are going to take place is to receive the newsletters from the division and the Branch Line from the PCR all year.

One meeting I will mention is the operations and layout design special interest group meeting co-sponsored with the PCR January 29th - 31st at the Santa Clara Depot in Santa Clara. At this meeting we will have clinics on how to design different layouts. You can even bring your ideas for your layout and have people who have done a number of successful layouts, give you input and how to avoid major mistakes. There will also be clinics on operations and you can be introduced to the fun of running your layout as a real railroad and not just running trains in circles.

One of our members at the Eel River Valley Model Railroaders, The Redwood Empire Route, Mr. Don Nelson, has come up with an employees' time table and a switch list and operations

I would like to welcome all of you who are new to the PCR or only receive the Branch Line just once a year.

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instructions for our layout. Our club has never had more interest in getting together than when we first started operations nights. It gives a reason to have a model railroad besides just looking at it. On Sunday, Jan. 24, there will be hands-on operations sessions at some outstanding layouts in the area and you get to see some of the finest layouts in the nation.

Another great time to get together and network with other great model railroaders will be the PCR convention at Sparks, Nevada, April 28th to May 2nd. This will be another informative meeting with a lot of clinics, layout tours and a special train ride on the old V&T from Carson City to Nevada City. I am sure you will find more information and a convention application in another part of this issue.

It all starts at the division level and there are so many good meetings coming up. I missed our last Redwood Empire Division meeting in Lakeport because of my 45th college reunion in San Diego. I understand I missed two outstanding clinics, one on the SP narrow gauge and the opportunity to see the progress of the Lakeport club. All of this to say if

you wish to take full advantage of your NMRA membership, then spend that 50 cents a month and see what is going on in your region and division. Who knows, you could even become the PCR President, what an idea! Also all members of any division are welcome at any of the five division meetings if they wish to travel that far.

The last thing I need to write in this column is to let you know the sad news that we have lost Harold Mentzer. Harold passed away this last month after a long battle with cancer. He will be missed by all his friends in the PCR and especially those in the RED. Harold was a past President of the PCR, and held any number of positions in the RED and the PCR. He was also the President of the Northwestern Pacific Historical Society. He will be missed deeply by all of us who had the privilege to call him friend. Please join me in prayer for Shirley and the family that the Lord will give them peace and comfort at this time.

I would like to wish you all a Merry Christmas and a Happy New Year!

Ron Plies MMR

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Editor's Notebook

By Bill Kaufman

(with apologies to Bill Schaumburg)

One of the other hats I wear is the moderator of the Regions and Divisions Yahoo group. That group is trying to crank out a handbook that tells how to be a good region and division. It has become obvious to me that, not only is the PCR the oldest region in the NMRA, it is one of the healthiest. We are not the only healthy region, nor am I trying to put others down.

When something comes up that we want to talk about, almost always PCR is doing it. Again, it is not that we are the only ones doing something, but we keep popping up with some history of trying. Every region has a convention, but ours seems to be one of the best attended in terms of percentage of membership. We have clinics, layout tours, banquets, operating sessions, prototype tours, contests and plenty of etceteras. Most regions have some of these activities but few have all.

I also count some of the indirectly associated groups and events like the LD/OPSIG and its annual meet in January. Not everyone has something like that. There is BayRails. Operating weekends are increasing in frequency. Personally, I enjoy them a lot. Not every region has one.

Coast division's layout tours seem like a success and I hear that Daylight is going to emulate them. Some regions can offer this sort of activity, many can't.

Our divisions are strong and active. Most of them meet at least once per quarter. Coast always has a couple of clinics and most of the time has an auction. RED has a picnic once per year as one of its meetings. Sierra has a banquet. Daylight has a Boy Scout program trying to lower the over-all age.

We put on a convention in 2000 in San Jose. It seemed very well received and made money. We are in the process of putting on a convention in Sacramento in 2011. There are lots of things going

for it but two of the strongest are the access to the museum including the old SP yards and the emphasis on participation from the Special Interest Groups. It should be an excellent gathering.

Any region would be pleased to have that much going on. We should feel good. But there is always more to do. There could be more member aide. There could be more interaction with the hobby stores. We have good relations with the LD and OP SIGs. But what about Rail-Marine or the Friends of the Freight Car or RPM? We could be looking for more guys in their forties to replace us old grey hairs.

It is because of guys like Harold Mentzer whose picture is below that we are this active. Harold nursemaided Jim Providenza and I when we were fool enough to volunteer to put on the PCR convention. He was incredibly easy to work with and helpful in every way. He was many other things from President of the PCR to AP chair for RED. He brought that same unassuming spirit of help to everything. He died recently and there is an appreciation later in Branch Line. I will miss him. But I am reminded of the epitaph for Christopher Wren at St. Paul's, London, "If you seek his monument, look around you."



Harold Mentzer

Rawhide and Ductape Railroad

(R&D in layout design and construction)

By Dave Loveless

Welcome to the hobby of model railroading. If you are new to the hobby or a long time armchair modeler, I want to urge you to start building a layout. I have been attending clinics, conventions, Layout Design Special interest group meets, reading magazine articles and books for years and had not been able to come up with a satisfactory design.

Many new modelers don't want to "waste" time planning their layout, they just want to start laying track and then usually spend time tearing it down and rebuilding it anew. Others, armchair modelers like me, have been studying and planning for years and suffer from "analysis paralysis".

In spite of all my reading and planning there were two questions I could not get an answer to. If I build it for operations will they come? And, though I like to operate, do I want to be a host? I finally realized that I had a unique opportunity to build a "temporary" model railroad. The Rawhide and Ductape Railroad (R&D) is an experimental HO scale railroad, whose purpose is to answer these two questions as well as help me in the design of a permanent layout.

The Corralitos Browns Valley and Western, which was on the layout tour at the Santa Cruz



PCR 2007 convention, is a sectional layout owned by myself and two friends. The advantage of a modular railroad is that it can usually be reconfigured in a multitude of designs. I decided to use this advantage in building my temporary home layout. Owning part of this sectional layout gave me an opportunity to use four of my sections as part of the temporary layout. I planned to use the modules, along with hollow core doors and plywood bridges, as a sort of "snap track" layout.

I already have a NCE DCC system, so the wiring was very simple. I had inherited a ton of track and Peco turnouts from a friend. The Peco turnouts have a spring in the points, so I didn't need any switch motors. This was to be temporary, so I wanted to keep cost in time and money to a minimum. The R&D took about 40 hours to construct and the out of pocket expense has been about

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\$400. The first version was on the March 2009 Coast Division layout tour. I plan on having it on next year's tour also.

Some of the track is fixed permanently, they are part of my CBV&W sections, but the rest is just fixed well enough to function properly. As a result, I can easily change the track plan, and have, several times in many locations. In fact the first part of our operating session is figuring out what has changed since last time. We are currently on the 6th revision, but another upgrade is in the works.

The R&D has about 115' of mainline, 36' of sidings, 30' of spurs, 42' of staging and 60 turnouts. The layout is around the room twice and operated point to point with the staging yard serving both ends. The CBV&W parts are scened; the rest has just enough scenery to aid in operating.

We had our 6th operating session the third week of October. The regular crew numbers 5, but we would like a few more.

So far the R&D has exceeded my expectations. It has answered my two basic questions: yes, they came; and yes, I enjoy hosting.

It has also helped me in the design of a permanent layout. Unfortunately one of my operators, Chuck Catania, asked me a question that I haven't been able to answer. "We are having so much fun operating the R&D, are you sure you want to tear it down?"



PCR Convention Cars

By Jim Long

At Sierra Memories 2008 PCR Convention the chairperson, John Houlihan, came up with the idea of making a collection of all the PCR Convention Cars. He did this and had a display of about 21 cars in the collection. Some were still kits in the box but have since been built. We have had many donations from PCR members. Glenn Joesten, Chuck Harmon, Steve Biggs and John Houlihan donated most of the collection. I am sure there are others that I don't know of. The collection also includes the NMRA National Convention Cars for the years that the convention was located in PCR. Since 2008 some have been located and are now in the collection. We are looking for donations for the missing cars. We have 1964, 65, 70, 73, 75, 76, 77, 78, 80, 81, 84, 85, 89, 92, 94, 95, 96, 97, 98, 99, 01, 03, 04, 06, 07, 08 and 09 PCR Cars and 1968, 74, 81 NMRA National Cars. We are looking for: 1966, 1967, 1968, 1971, 1972 Wood Truss-rod Flat, 1974 MDC Ore Car, 1976 40' SD Box car, 1979 3 Dome Tank Car, 1979 Korbel's Station, 1981 MDC Caboose, 1982 3 Bay Hopper, 1983 Single Dome Tank, 1986 MDC Ore Car, 1987 Wood Box Car, 1988 40' DS Box Car, 1990 PFE Reefer, 1991 3-bay Hopper, 1992 Covered Hopper, 1993 SD 40' Box, 2000 Gondola, 2002 DD OB Box, 2005 GS Gondola with sugar beet rack. We are also looking for the 2000 NMRA Convention car. If you have any that we could add to the collection it would be greatly appreciated. Please contact Jim Long or John Houlihan. This display will be at the Silver Rails Convention and hopefully at all conventions in the future.



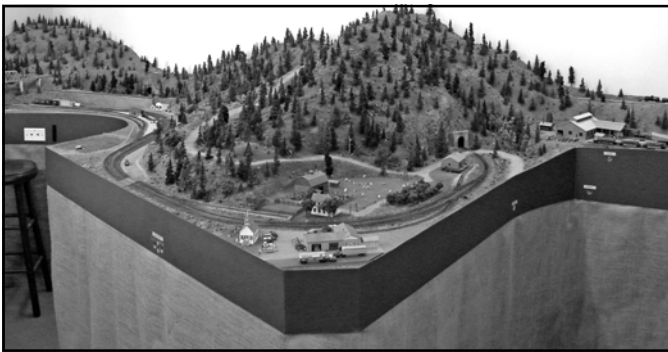
Silver Rails 2010 Convention Highlights of Layout tours

The Silver Rails 2010 Convention in Reno/Sparks, Nevada on April 28th through May 2nd has a number of events planned for the 5 days. This month we are featuring some of the layouts that will be open for tours and operations during the convention. Due distances from the hotel for some layouts, there'll be a signup sheet at the registration desk for the various days.

There are two layouts open in the Carson City area in addition to the Carson City RR Association complex. The first is Paul Martinovich's N scale empire depicting Eastern California railroading.



Steam and diesel power represent the Western Pacific and Southern Pacific.

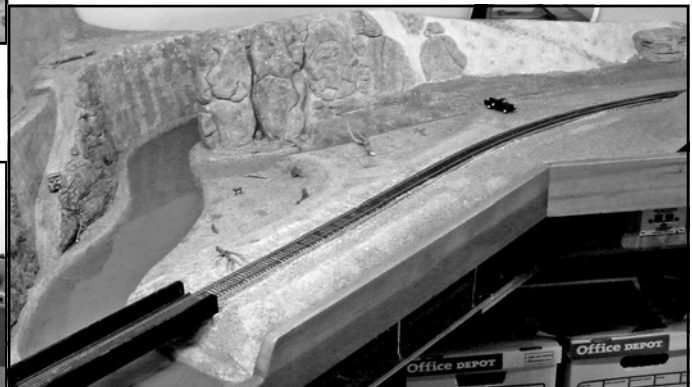


Paul's scenery characterizes the Western Pacific Route including Portola and Reno. Paul's layout also offers a number of industries that lend themselves for switching and operations.

Up the road a bit is the Wabuska Railroad operated by Gene Bails. Gene grew up along the Mina branch of the SP and his HO scale multi-level layout depicts this arid desert atmosphere.



Gene hand lays all his track and switches. A double helix is hidden inside a large mountain in the center of the layout takes trains from staging to a run on the Mina branch line.



In keeping with his attention to track work, Gene also models actual scenes along the right of way based on the terrain of central Nevada. The layout is under Digitrax DCC control.

Moving back to the Reno/Sparks area there are

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a number of layouts that will be featured for tours and operations on several days. One of the layouts is the freelanced industrial switching empire of Charlie Lix. The “Pacific Traction & Harbor Terminal Railroad” is housed in a 12’ x33’ attic space in Charlie’s home. A major rebuilding project has been underway for several months, which has allowed additional operations opportunities.



A unique car/card system is controlled by what else? – A roll of the dice. Most appropriate for the area. So if operations are of interest then don’t miss visiting the waterfront and harbor areas. The layout is serviced by small steam and early diesels controlled by NCE DCC.



There are three major layouts in the South West part of Reno, near the Mt. Rose Highway that goes to Lake Tahoe. Jim Petro’s is one layout not to miss. It is an impressive undertaking, which occupies its own 20’x40’ room under the main house. The HO scale layout depicts the Rio Grande and Western’s Joint Line south from Denver and eventually points west. The track crews have been working overtime to get up the east side of the Rockies to the Moffat Tunnel and on through the

mountains. New switching areas have been completed and await the able hands of a crew.



This is the main engine terminal for Jim Petro’s Rio Grande and Western. The Denver yards are directly behind the camera.



Two other layouts will be covered in another edition of highlights for the 2010 “Silver Rails” convention in Sparks, Nevada. One layout is Jim Price’s Southern Pacific from Oakland to Reno and other areas of Northern California and Nevada. The second layout is Dick Foster’s Arrow Creek and Western, which is a freelanced connector for the Western Pacific and the Southern Pacific in Northern California.

Well that’s about all the space we can devote this month to layouts on display and ready for operation for the “Silver Rails” 2010 Convention in Reno/Sparks next Spring. We’ll cover some more layouts and other highlights of the convention in a future issue of *Branch Line*. Until then, “All aboard for the Silver Rails 2010”.

Travelin' Around

by: John Sing

In June of 2008, I was fortunate to spend some time in Oahu, Hawaii.... and the Hawaiian Railway Society (<http://www.hawaiianrailway.com>) tracks ran right in front of my condo in Ko' Olina in West Oahu.

Here are some photos. As we approach the holidays and the cold winter months here in North America..... somewhere out in the Pacific, it's warm and these trains run almost every Sunday on Oahu. :-)

Hawaiian RR bridge:



Here comes a work train right in front of my condo:



Closeup work train:



Whitcomb 45-tonner, ex-US Navy:



Riding through Ko' Olina Resort in West Oahu:



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The yard in Ewa:



Oahu Rail and Land Co. logo on boxcar:



Current end of restored track at Kahe Point:



Have a
Happy
Holiday
Season, and
Aloha.

John Sing



Redwood Empire Division Report

By Steve Skold

Our Fall Meet was held in Lakeport, hosted by the Lakeport Model Railroad Club and Mike Ernst. The program by Dennis Burke came first. The Southern Pacific Narrow Gauge Historical Society presented their restoration plans including the SPNG #18. The second presentation was on the Prather Lumber Company which had the only railroad ever built in Lake County. It was 3' gauge and did have a small Heisler and used passenger trucks as logging disconnects.

We had about 25 in attendance. Once again, Dave Croshere won the Special Door Prize that was donated by the SPNG Society. A spaghetti lunch was provided with all the trimmings.

Carol Alexander was nominated for a second full term as RED Director and there were no other nominations. Ballots will be in a forthcoming Branch Line and results will be made public next May at the PCR Convention.

After the lunch and program, we helped them run their model railroad. They have DCC and have made a huge bit of progress since we were there 4 years ago. There is an extensive HOn3 short line with some dual gauge trackage.

Our next meeting will be at the Napa Club in Napa upstairs in their meeting room. The layout will be open for operation so bring your HO equipment if you want to run. It will be on February 20th. On May 15th we will be at the Monroe Hall in Santa Rosa. We may possibly meet at Willets in August at Roots of Motive Power for our annual BBQ.

RED is sad to announce the passing away of Harold Mentzer on November 26. He had struggled with cancer the past few years. Please see the article about Harold elsewhere in the Branch Line.

V&T Excursion is Set!

Saturday May 1st promises to be a great time for those who get their reservations in for a round trip steam locomotive powered train to Virginia City and return to Carson City.

This is one of the highlights of Saturday events, which includes a trip to the Nevada State Railroad Museum and the Carson City Model Railroad group in Mills Park, before heading to board our private rail excursion. Everyone bring your cameras and video equipment since the committee is trying to get permission for one or two run bys on the trip up the hill.

The reconstructed railroad follows the original railroad right-of-way between Virginia City and Carson City. It incorporates the Virginia and Truckee Railroad Company's 2.5 miles of existing track from Virginia City to the Gold Hill Depot. From there, it crosses the filled-in Overman Pit and continues through American Flat, a former mining mill district near Silver City, before reaching U.S. 50 near Mound House.

The route crosses the highway and enters the Carson River Canyon area, where it winds along the banks of the river, offering spectacular views. It concludes its 21-mile route in Carson City.



Once we arrive in Virginia City you will have a chance to visit this historic town and sample some of the flavor of the old west. There are good restaurants and needless to say a few “drinking holes” to



quench your thirst. Then it will be time to reboard our train for the run back to Carson City in time to return to the Nugget to get ready for the Saturday night banquet and festivities.

It is recommended that you get your reservations early since the train is limited to 144 passengers and we have already nearly 100 people signed up for the convention.

Price for the round trip excluding food and drink will be posted shortly on the Silver Rails website. It will be far less than if you booked a single ticket at another time.



HAROLD MENTZER

3-21-1936 to 11-26-2009

Former PCR President Harold Mentzer passed away after a long struggle with lung cancer on Thanksgiving morning. A native of Cedar Rapids, IA, he was raised in Napa, CA. After high school, he went as a NAVCAD to the Naval School of Preflight, Pensacola, FL. He had passed his solo flight in flight training when the Navy cut back on the number of pilots needed and he spent the rest of his career at the Survival School in New Brunswick, Maine.

After the Navy, he worked in the Molybdenum mine in Climax near Leadville, CO. He also found employment as a chocker setter in a logging crew in the Trinity Mountains of California, then he worked in highway construction in the Pepperwood and Laytonville areas on Hwy 101 until back pains dictated another change of occupation. He worked for Redwood Empire Industries in Santa Rosa and finally for Buena Vista Winery in Sonoma. How many of you remember the Steelhead Run white zin that was used as an incentive to register for the '79 Convention?

In the 40 years I have known Harold, he has always been involved in some aspect of the Redwood Empire Division and the Pacific Coast Region, often at the same time. In RED, he has been Program Chairman, Callboard Editor, Contest Chairman and finally AP Chairman. He has served in an elected capacity as Chief Clerk/Paymaster, Superintendent and Director. He worked on all the RED hosted PCR Conventions from 1972 to the present and was Chairman on four of them.

His involvement in PCR included Contest Chairman, membership of several PCR

Committees, PCR President which included being a member of the NMRA Board of Trustees from 1979 until 1982. The highlight of his career was being presented with the prestigious John Allen Award.

In his spare modeling time, he was a long time member of the NWP Railroad Historical Society being a member of the Board of Directors for a number of years and has been President for the past several years. He was active in the restoration of NWP Caboose #13 now in Willets and the P&SR Caboose is nearing complete restoration in Petaluma. He did most of



the work on the display commemorating the 100th year of the NWP and set up exhibits in many of the North Bay Museums.

As if this was not enough, Harold found time to build a layout in a one car detached garage where the Sonoma County Hi-Ballers have been operating for the past 15 years. The Ballena Bay Railroad and Navigation Company (standard HO) operated on three levels and he still had room for the narrow gauge (HOn3) Lorraine City & Williamsburg. Finally, he will be remembered for the articles he co-authored with Don Cabrall in the old *NMRA Bulletin* and *Railroad Model Craftsman* on his first love, bridges.

Steve Skold



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

I have had the honor of serving as the Sierra Director for the past term. At the division level, I am currently on the committee for the 2010 Silver Rails convention (which is being sponsored by the Sierra Division) as the convention contest and banquet chair, and I have served as the volunteer coordinator for Sierra Division's functional responsibilities at International Railfair. On the regional level, besides my activity as a director on the PCR board, I am also serving as the Non-Rail Chair for the PCR. My focus within the hobby is the history of the Railway Express Agency; and I am continuing my efforts to establish a fleet of REA cars in various scales to run on different railroads (just as the REA did), along with various pieces of infrastructure such as REA terminal buildings and ground transportation vehicles..

When I was originally elected, I expressed my belief 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; and I still believe that. Another key focus continues to be maintaining communication with the division members, both to pass along information about the organization and to solicit input on the issues under discussion. I am been honored to represent the Sierra Division on the board, and I look forward to the opportunity to continue fulfilling these responsibilities. I encourage you to contact me with any issues or concerns you may have, and I will do my best to address them to your satisfaction.



Candidate Statement – Carol N. Alexander

Director from Redwood Empire Division

I am running for election to the PCR Board of Directors for my second term. I have enjoyed serving throughout my first time and would like the opportunity to continue to serve. We are in very challenging financial times for our organization; revenues are down and we are slowly continuing to experience a draw-down in membership. President Plies and Vice-president La Torres have done a good job of leading through our organization through this period. I would appreciate the opportunity to continue to support them in their efforts.

Thank you for your support.

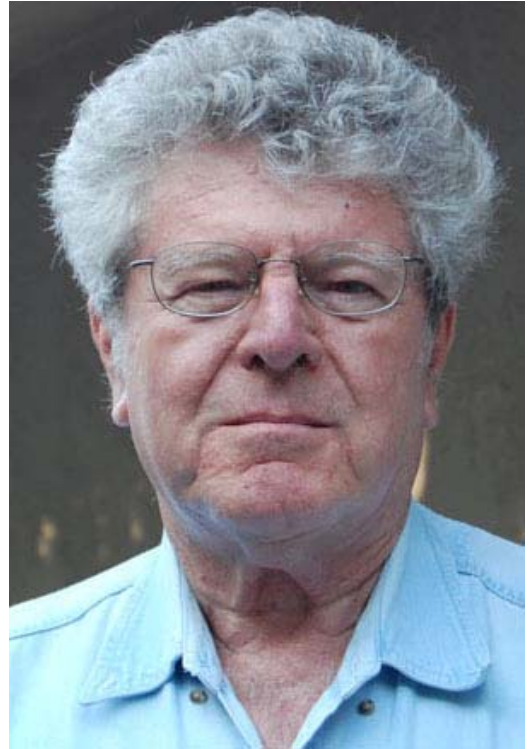
Carol N. Alexander



Candidate's statement

John Houlihan, Daylight Division Director

The sales effort to display the benefits of NMRA membership is an ongoing effort. The convention car display case is an ongoing project of mine. It has been shown at Railfare in November, and will be show at division meets in the future. I will continue with these efforts to promote the hobby and help boost membership in the division. Thank you for your past support.

**ROD SMITH**

Candidate Statement

In 2008, I was elected Coast Division Director. For the past two years it has been my honor to serve you in that position on the PCR Board of Directors helping to keep the region running. My 2 year term is now coming to an end. I would like to continue in this position of service, and am requesting re-election to the post for a second term.

Respectfully,

Rod Smith



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, 2010).
2. All ballots must be postmarked no later than April 15, 2010.
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 44¢ postage.

PLACE AFTER YOUR CHOICE FOR EACH OFFICE.

Redwood Empire Director <i>Vote for ONLY one candidate)</i>	Sierra Director <i>Vote for ONLY one candidate)</i>
Carol Alexander <input type="checkbox"/>	Mary Moore Campagna <input type="checkbox"/>
_____ <input type="checkbox"/> Write in candidate	_____ <input type="checkbox"/> Write in candidate
Coast Director <i>Vote for ONLY one candidate)</i>	Daylight Director <i>Vote for ONLY one candidate)</i>
Rod Smith <input type="checkbox"/>	John Houlihan <input type="checkbox"/>
_____ <input type="checkbox"/> Write in candidate	_____ <input type="checkbox"/> Write in candidate

(fold here)

Postage
44 cents

PCR Ballot Chairman
Jim Providenza
16 Drake's Cove
San Rafael, CA 94903

(fold here)

Layout Design and Operations Special Interest Groups News



By Seth Neumann

This fall was a busy time for Bay Area operators. Most of the usual operating layouts were back in operation for the fall and there were several groups traveling to meets in other cities:

In September about 20 Bay Area operators journeyed north to Vancouver for the second semi-annual VanRail meet. It was great fun running with many of the local guys on “new” layouts. The 6 layouts were very high quality and hospitality of our hosts made us all feel very welcome.

In October a smaller group visited Minn-Rail a major regional meet in the Twin Cities. Some of these layouts are very large, including one 4,000 sq ft. basement that, with a crew of 12 helpers and 28 visitors, was still short and had to annul the passenger trains in order to conserve road crews.

In November, the La Mesa Club at the San Diego Model Railroad Museum hosted one of its “24 hours of Tehachapi” Time Table and Train Order marathons. Several Bay Area operators attended.

If participating in any of these trips sounds interesting to you, please contact me at sneumann@pacbell.net.

We have several upcoming Ops and Design related events:

The annual PCR/LD/OP SIG meet will be held on the January 30 and 31, 2010. Clinics and Panels on Saturday, Layout Tours Saturday evening and Op Sessions and layout tours Sunday.

Silver Rails, Reno, NV. April 28 - May 2, 2010. We'll be holding our traditional Thursday SIG track including LD and OP SIG meetings in the evening. There will be a SIG clinic track, all day in one room. Topics will cover various Design and Operations subjects. For Operations, we have two confirmed and one probable operating layouts open for sessions. Sessions are tentatively scheduled for Wednesday evening, Friday evening and Sunday afternoon, so as to avoid conflicting with the SIG track and the Saturday Train ride and museum tour.

Coast Division Layout Tours

There will be Coast Layout Tours as shown below. All NMRA members are eligible to attend. The layout list, description, addresses and maps will be available from the Coast Division web site <http://www.pcrnmra.org/coast/> approximately a week before each tour. Your NMRA number and your email address are your ID and password. If we do not have your email address, please forward it to Steve Williams, Coast Tours Web Master or your area coordinator.

January 22 – 24, 2010 - LD/Op Sig Tours and Op Sessions - David Parks, coordinator

March 13 – 14, 2010 - North East Bay - Andy Schnur, coordinator.

June 12 – 13, 2010 - South West Bay including Monterey Bay/Salinas - Steve Williams and Robert Bowdidge, coordinators.

The PCR Layout Design and Operations Special Interest Group meet in January 2010 will have layout tours and guest prototype operating sessions. The Web site for this event held at the Santa Clara Depot is <http://www.pcrnmra.org/sigs/>. Advance registration is required.

Please let us know if you would like to have your layout on a tour. There are no minimum layout requirements, just an accurate description of what you plan to show.

Coast Tours Coordinators:

Chair— David Parks - bearwestern@comcast.net
(650) 961-7644

North East Bay— Andy Schnur
schnurae@netzero.com (925) 283-4476

South East Bay — Bob Osborn -
bob@cmrailroad.com (925) 484-4136
Don Marenzi donmarenzi@aol.com (510)
794-3469

North West Bay —Pete Cressman gabi2pete-friends@yahoo.com (415) 641-9379

South West Bay — Steve Williams spwilliams@gmail.com (408) 857-6787

North Beyond the Bay —Ernie Simard esi-mard@yahoo.com (707) 762-9163

Monterey Bay/Salinas Robert Bowdidge
bowdidge@earthlink.net (408) 723-1925

Holiday Open House

By Joseph Giuseppe Aymar

One hears the joyful giggles the moment the door opens. A continuous stream of kids, followed by their parents vainly attempting to maintain order and sanity, enter the hallowed confines of this most revered of buildings at Holiday time. While their mouths are frozen wide in bewilderment, their eyes try to catch the entire diorama which unfolds in front of them, all at once, almost afraid to miss a portion. And the giggles continue. The parents, caught by surprise, yet content in their children's delight, are themselves immediately immersed in this miniature train wonder world. For, this is Walnut Creek, and this is the home of the fabled Walnut Creek Model Railroading Society Club layout.

Every Thanksgiving and Christmas Holiday weekends, for the last 35 years, the club entertains thousands of visitors; from the very young to the advanced in age (see the craftiness in not using "old", as I am rapidly approaching that classical landmark of 65 years) each one is treated to a fabled moment in time. Trains running everywhere in a landscaped world of make believe.

As much as the kids are enjoying the present, the parents are taken back to a time when trains and dolls and other toys were the warm friends of their childhood. Fathers hold their sons and daughters on their shoulder for a better look at the action, while the grandparents seem to forget for a moment about their grandchildren; then, with an air of authority, take charge and start explaining the goings-on, secure in their memories and recharged by their

recollections. "I used to have a train set myself, not this big mind you, that I played with at every Christmas" is the story I hear while mingling with the crowd. They are proud grandparents indeed.

The club members have prepared for weeks for this event. Toiling to present a great show, they carefully checked every inch of track, every locomotive, every car, even the moving displays that are brought out especially for the Holiday

Shows. They resemble a gaggle of Elves, busy, busy, buuuusy in their endeavor. Throughout the year, the Club opens its doors every last Friday night of the month to the public for a two hour show; the Holiday Shows, the Friday, Saturday and Sunday before and after the Thanksgiving Holiday, are a seven hour affair and are crafted to bring out the Holiday spirit. An old time Circus train is joined by a Jelly Belly train and Thomas the Tank Engine, all to the delight of the little ones, who seem to immerse themselves in a

One hears the joyful giggles the moment the door opens. A continuous stream of kids, followed by their parents vainly attempting to maintain order and sanity, enter the hallowed confines of this most revered of buildings at Holiday time.

fantasy world reminiscent of The Nutcracker, with its candy canes, sugar plums, Mother Goose; all of this is an allegorical feast for the senses.

Our trains are our actors. Some are long, some short, fast or slow, disappearing in tunnels and reappearing over there in a constant rearranging of the stage. The Engineers, sitting on the mezzanine behind very important looking command stations, are the puppet masters controlling the movements with invisible strings, all under the direction of a master brain: the

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Dispatcher. (Would this be classified as a schizophrenic brain, since there are two dispatchers: one for the mountain division and a second one for the valley division, due to the staggering number of trains running concurrently?).

The Club started at the present location next to Larkey Park in Walnut Creek in 1974. From its inception, the doors were open to the public, so that everyone would have the privilege and ability to enjoy the trains. Throughout the last thirty five years, more than one hundred thousand visitors have walked up the ramp leading to the bay window to buy admission tickets, always kept very affordable. We set it low as a public relations effort to keep fresh in the minds of kids and adults the lure of the train, or better, the allure of the miniature train. The benefactors of this effort are many. The club itself is rewarded by visitors wanting to join. Local hobby shops gain from the exposure to a superlative layout which breeds enthusiasm and a willingness to try to replicate, even if in a smaller scale, one's own railroad



empire. The manufacturers have new markets for products in these new converts or born-again railroaders.

Many of the founding fathers of the Club have taken a back seat due to age, health, or moved away but a small nucleus of original members is still active. Their enthusiasm and knowledge provide a beacon, an example for many of us, newer members, to emulate. This combination of "old farts" and "newbies" is important to the continuation and maintenance of such an iconic club. In close knit families, the patriarch and matriarch are the keeper and promulgators of the flame by passing down family traditions and values which, coupled with knowledge, are the backbone of who we become; so are the patriarchs of the Club important in reminding us of the values first established.

We avail ourselves of this knowledge accumulated through so many years of doing and re-doing, always improving the product and maintaining the high standards so crucial to flawless performance. We owe a debt of gratitude to Bob Rufenacht, John McCool, Bob Ferguson, Ken Bechtel, Bill Swindell, Jack O'Hara, Les Dent and Dick Stark. Their vision and perseverance created an environment that we have become immersed



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in. We, in turn, pay it forward and are developing it and offering this experience to the new generations. One of the major contributions of a Club is to expose this world of miniature trains to the public. My little home layout does not see many strangers; does yours? Do you have open houses and invite friends, neighbors, etc? Or is it strictly for your benefit and, maybe one, two or five operators?



Even for those of you who are “Model Railroad Crusaders” a club like the WCMRS, in addition to the hours of pleasure running trains and of learning techniques from the grand masters, allows you to help bring this wonderful hobby to a population that is unaware of the joy it can derive from it. Since the WCMRS is also a 100% NMRA Club, our members are exposed to National, Regional and Divisional groups pulling some into being part of a much larger family.

WCMRS offers a Youth level membership for kids between the ages of thirteen and eighteen as part of our efforts towards lowering the median age of our railroading fraternity/sorority. They partake in the events while learning all the different aspects of running a railroad: mainline running, dispatching, staging, departure and arrival yards, switching, etc. As much information as they want

to assimilate. Thus, they are groomed at an early age. Granted there might be a time when interests change (academics, sports and girlfriends/boyfriends) but did we not, most of us, leave the hobby only to rediscover it at a later time? If the foundations were laid properly, it would augment the possible return to the hobby at some point in their lives.

At the root level, much is accomplished by Clubs like the WCMRS. Yet, members are always needed to solidify the ranks and maintain a fresh and innovative perspective. Why not join a Club near you, even if you have your own Railroading Empire and are conducting “Operating Sessions” that are the envy of your Region? Yet, this Club should be open to the public to enjoy and not just a closed knit group.



The wide eyed youngsters of today will become the parents and grandparents of tomorrow. It is up to us to educate them to the joys and wonders of model railroading and preserve this hobby that is so dear to us.

Modeling with the Masters Comes to Nevada

By Dick Foster

A feature of the 2010 PCR/NMRA convention in Sparks, Nevada next April 25th – May 2nd are the two-day sessions of “Modeling with the Masters”. These sessions, promise to be “sellout features”.

Our Master Modeler for this session is long time MMR Clark Kooning from Toronto, Canada. Clark has been running MWTM programs for many years and he says the best thing about the program is to see how many students change and really believe in themselves that they can master the skills to build structures, track work and all the other crafts that make up the model railroad hobby.

This year’s program is divided into four sessions, with two on Thursday and two on Friday with a limit of 15 “students” per session. In this year’s clinic you can opt to take only one session or you can take as many as you can handle.

Each session lasts about four to five hours and you are responsible for bringing your own tools. Tool suggestions will be given to you at registration, but most of us have our own special favorites. Bring what you want, but come prepared.

The opening Thursday session is how to scratch build a styrene structure. Scratch building is something that many modelers shy away from, because they don’t think they have the skills or confidence to handle the project. So if you never have used styrene or are not really sure how to scratch build a small building, this clinic will give you all the skills and knowledge to build a small bunkhouse-style structure.

After a quick lunch, the next session Clark will be teaching is an introduction to DPM buildings

which most of us have built or tried to build. None of these kits are difficult to build so you can now learn some interesting tips direct from a man in the know. Each student will build a DPM kit during the session, right down to finishing details.

On Friday the program resumes with more structures but in the laser wood cut kit family. Many modelers won’t attempt a laser kit, because they are too difficult, hard to paint and there are too

many details that could go wrong. Clark will help all participants learn how the kits are made, and the steps that go into making your finished laser kit model something to be proud of. This session is a great introduction into the world of laser kits.

Finally, the Friday afternoon session ends up with the students learning how to build

a turnout using the Fast Tracks jig. You will learn the ins and outs of building turnouts and how they work as well as honing your soldering skills. Switches have always been “difficult” to build and work correctly, so this session is perfect for the student who wants to learn this skill and turn out (no pun intended) a smooth operation turnout for their layout.

Prices for the various clinics vary slightly depending on what scale you are modeling. Further information is available on the registration form and reservations must be made by January 31, 2010. Space is limited to 15 students per session, so get your reservations in early for Modeling With the Masters.



PCR CONTEST UPDATE

By now, I imagine (at least I hope) everyone is working on, or at least planning, their contest entries for the upcoming PCR convention. Every year brings many fabulous examples of skill and expertise in models, structures, photos, art and crafts – all the things that make a contest interesting.

This year, however, because of the planned activities at the convention (most notably the V&T tour on Saturday), there will be a number of changes to the contest schedule:

1. **The contest room will be open at 3:00 p.m. on Wednesday, April 28.** At this time we will begin accepting contest entries and continue until 9:00 p.m. that evening, with the contest room being temporarily closed during the dinner hour. (Be sure to refer to your convention program for detailed up-to-date information on contest room hours.)
2. The contest room will be open all day on Thursday, April 29, with the actual hours to be listed in the program (probably from 9:00 a.m. to 9:00 p.m., with breaks for lunch and dinner).
3. The contest room will open in the morning as usual on Friday, April 30; however, (this is the part that's different) **it will be closed at 6:00 p.m. and no contest entries will be accepted after that time** (non-judged "show and tell" entries may still be submitted).
4. The contest room will reopen after the dinner hour, and judging will begin at that

time and continue during the evening. **All judging will be completed by the end of the evening on Friday.**

5. The contest room will be open for observation and entry pick-up during normal hours on Saturday (please refer to your convention program for exact times). By popular request, we will once again be holding a "meet the modelers" session following the awards banquet; so

contestants are encouraged to leave their entries in the contest room and pick them up after the banquet.

The purpose of this year's changes to the traditional contest schedule is to allow our contest judges enough time to complete their duties so they will be able to go on the V&T trip scheduled for Saturday. (It's difficult

enough to find judges under the best of circumstances, without the added complication of having the judging take place at the same time as the all-day trip!)



Other contest news: at the mid-year PCR Board meeting, the board of directors approved some changes to the PCR contest rules and forms. The changes are currently being finalized, and the up-to-date rules and forms will soon be available on the PCR-NMRA Contest Directory of the PCR website. There is also a link to the PCR Contest Directory on the "2010 Silver Rails" web page (<http://www.pcrnmra.org/conv2010/>), so you can check it out at the same time you register for the convention and/or see what new attractions have been added. We are all looking forward to seeing lots of great contest entries!

Mary Moore-Campagna

Railfair 2009

By Mary Moore Campagna

Well, another International Railfair has come and gone; and, as always, the participants had a great time. The annual event, held on the second weekend in November and sponsored by four groups – the Sacramento Modular Railroaders, the European Train Enthusiasts, the Roseville Roundhouse Model Railroad Club and the Sierra Division of PCR– featured the usual assortment of vendors, layouts, ride-on trains, great bargains (usually on things you didn't know you needed until you saw them) and fellow railroad aficionados. And based on the number of packages I saw being carried out to cars in the parking lot, quite a few people found some great places to spend money!

The fates were certainly smiling on us this year. The weather was favorable – not too hot, not too cold, and blessedly dry – and the paid attendance was up considerably from last year: on Saturday alone, the number of paying adults was up from 1135 last year to 1400 this year. Even with the general state of the economy being what it was, there were many people turning out in force to enjoy their mutual interest. One of my favorite moments during the weekend was on Sunday, which is “Family Day” (admission for an entire family is \$10, regardless of how many adults



are in the family): at one point, a family of four came in; and it turned out that they were great-grandfather, grandfather, father and young son. Four generations of railroaders (and, as the great-grandfather

pointed out, all of them were upright and walking!) – that's the kind of thing that gives me hope for the future of the hobby. Amid the concerns that the hobby is “graying”, it's gratifying to see some positive indications!



I can't close my report without acknowledging all the wonderful people who contributed their time to help make Railfair a success again. Besides the people on the organizing committee who dedicated countless hours to the planning and operation, we were also blessed with some great volunteers. The Sierra Division is responsible for staffing the ticket booth and the Timesaver/NMRA information booth/ “little kid” train; and numerous volunteers from all throughout the PCR were there to help out. Thanks to all of you – you did a great job; and we couldn't have done it

without you! And for all of you who didn't get to volunteer this year, but would be interested next year (and those who volunteered this year and would like to do it again), I'll be starting to set up the volunteer schedules for Railfair 2010 some time late next summer. If you're interested, send me an email message at marycmoore@campagna.com and remind me that you want to volunteer (as well as specifying which day and time, if you have a preference) - I'll be sure and add you to the list. With volunteers like you, I have no doubt that next year's Railfair will be even more successful than it was this year!



Fremont Train Club Seeking New Members

The Tri-City Society of Model Engineers (TCSME), a Fremont, California based model railroad club is seeking new members to help build the club's new N-scale and HO-scale model railroads. Effective February 2010, the TSCME will be moving back into the newly restored former Southern Pacific Niles Passenger Station and Freight House, now located near their former original locations alongside the Union Pacific railroad tracks. The N-scale train layout will again be housed inside the Niles Passenger Station, while the HO-scale train layout will be housed in the newly rebuilt Freight House.

Our HO-scale model railroad has been designed by Byron Henderson. It will represent the Southern Pacific from SP's San Jose passenger station to Niles Jct., then through Niles Canyon and points east. The Western Pacific line through Niles Jct.,

Niles Canyon and points east will also be modeled.

The N-scale layout will model the Southern Pacific and Western Pacific from the Warm Springs Yard in Fremont north to Oakland, plus, both railroads' lines through Niles Canyon to points east.

If you are interested in joining our model railroad club, please contact:

Mike Oberg at (650) 207-4397. Please leave a message and phone number to call you back.



Newly restored Niles Passenger Station hides the also restored Freight House



Looking across the tracks in a more recent picture you can see the whole array, the caboose, the Passenger Station and the Freight House



The inside of our beautiful new digs.

Doug and Dan's Eleven Cajon Trip Adventures of a Civilized bunch

By Joseph Giuseppe Aymar

Bakersfield, Ca. June 26, 2009 - Amtrak Station's parking lot. 4:35 am

All is quiet under the suffused glare of the parking lights. A faint rumble of idling motors, echoing from the parked locomotives at the head of the early morning Amtrak San Joaquin train, alerts the ear to human activity; yet no one is seen toiling in the confines of this, the newest of the Amtrak stations. A beautiful facility of glass and bricks, it is the southernmost anchor of Amtrak's Valley service. Activity will soon start and, in the course of the day to come, it will be witness to hundreds of passengers boarding its trains to destinations up and down the Valley and beyond. But not yet; it is still 4:35 am.

One car approaches, then a van, later another car and a truck. They congregate and huddle in the northwest corner of the parking lot, farthest from the station. An eclectic ensemble gets out of the vehicles and assemble next to the van and the truck, whose occupants remain in their seats.

Words are spoken, watches are synchronized and an air of excitement generates amongst them. The scene is reminiscent of thoroughbred horses chomping at the bit at the starting gate. Here comes another car, the occupant joining the rest of the confraternity. Head count...yes, we are all here...time to go...

The truck, the van and the SUV slowly and stealthily drive out of the parking lot, while the Amtrak train waits alongside the station, patient, immobile, inviting...almost sad that the group in the parking lot ignored it... for, not today .. not this

group...Like a duck followed by its ducklings, they drive through the deserted streets and away they go toward the sunrise, full of expectations.

Who were the mysterious travelers? Why did they park their cars in Amtrak's parking lot and not board the train? Well, it's free parking, that's why!

They are "Doug and Dan's Eleven" and this is their annual train chasing trip to Cajon Pass and

this is their annual train chasing trip to Cajon Pass and Barstow, known also as the "where do we stop for breakfast, lunch and dinner, and snacks in-between trip?"

Barstow, known also as the "where do we stop for breakfast, lunch and dinner, and snacks in-between trip?"

Doug Wagner,
Dan Seams, Doc Elliott,
John Donaldson, Jeff
Trimble, Roy Wright,
Kelly Cruise, Tim Stinson,
Mike O'Brien, Kevin

Jung, Steve Holeen, Al Way, and me (Giuseppe Aymar) are all members of the Golden Empire Historical and Modeling Society of Bakersfield.

Why would set out on a trip like this when the temperature can reach 105? The obvious answer is to watch trains surrounded by one of the most exciting dioramas in nature, the rugged Cajon Pass. But there are also the bustling activity of Barstow yard, where transcontinental trains are broken up and rearranged for faraway places and high speed run-bys of 100 car trains in the desert at Dagget. Such a massive amount of steel, pulled by 18,000 horse-power engines, moving so fast can almost make your skin crawl with a tinge of fear. Looking at the speeding locomotives from a frontal view, at track level, one gets the feeling the wheels are literally floating off the rails. Scary, to say the least.

For me, the real reason to tag along is the

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amusement and comedy in the SUV with Doug and Dan, our “Pilot” and “Co-Pilot”. Mind you, there is no real distinction in rank between the two. The term “Co-Pilot” only denote a second Pilot with equal ability and power as the Pilot in controlling and directing or misdirecting the situation.

The SUV with Doug (Pilot) driving, Dan (Co-Pilot) navigating, Jeff, Mike and me as passengers loads. Following us is the truck with Doc and John. The van with Kelly, Tim, Roy, Steven, Kevin and Al brings up the rear. The Van has a scanner to listen to railroad chatter (is this not a railroad trip?), so why would I not want to be in the Van? AH!... but our SUV has a different kind of chatter between the Pilot and Co-Pilot that goes on straight-faced and makes us in the back seats belly laugh the entire trip.

A sample dialog:

Pilot: Let me know when to turn right, OK?

Co-Pilot: (with unfolded map in his lap and GPS on) just beyond the underpass hang a right. Now, hang a right. Right, right.

Pilot: I can't, this car next to me won't let me in. Okay, okay, let me make a Ueeey at the next light and we'll do it again. Here we go, I am turning a Ueeey. OK, now where did you say I make a right?

Co-Pilot: Now, now make a right... NO, NO...STOP... it is one way toward us. Wait, wait...

Pilot: (as he drives by the exit again) Was that the one we were supposed to take? ...Oh yea...OK, Ok let me make another Ueeey over here and let's do it again.....

We, in the back seats, can't stop laughing. Now, would you trade this banter for the RR scanner? No way, say I.

Back to our trip. Driving east on Highway 58 toward the town of Tehachapi with occasional glimpses of the railroad as it meanders tortuously

up the rolling amber hills gaining steady elevation, we and it finally reach the world famous Tehachapi loop. A BNSF double stack is working its way downgrade but, other than a quick glance, we do not slow down. This is not our destination. Rail fans travel long distances, and from around the world, to see this railroading shrine but onward we go.....to the desert and beyond!

We pass the town of Tehachapi and start the downgrade toward Mojave. Early morning sunlight is bathing the desert, bringing to view the ubiquitous Joshua trees, and other varieties of yucca plants' Predators and prey played a deadly game of hide and seek for survival at that very same spot the night before. Looking at the desert floor one would think it is devoid of vegetation and animal life. Quite the contrary, I am told.

The first rest stop is coming up. It is the truck stop at Kramer Junction, the intersection of Highways 58 and 395. Thank goodness. The timing was perfect, for bladders seem to become smaller with the passing years. Refreshed and relieved, Doug leads our caravan toward Victorville and the most important of our early stops: breakfast. Nestled alongside the freeway, on the old Cajon pass road or Route 66, there still stands the old “Summit Café” where the food and atmosphere is a throwback to the fifties and the parking lot is a destination for Harley riders.

Back on the saddle again. Driving geographically west, the freeway runs even and flat, then, inexplicably, it starts dipping downhill.

“Wait a minute,” I say. “Did we go over the pass already?”

“Yep,” came the answer from Jeff, “a few hundred yards past.”

Was I disappointed! I expected a grueling uphill battle to reach the summit and instead I was treated to a flat tabletop, suddenly descending toward the valley floor. Dan reminded me that the Mojave Desert is a plateau at 3000 feet. We were at the very top of Cajon. A crack in the mountain ranges that surround Southern California, dividing

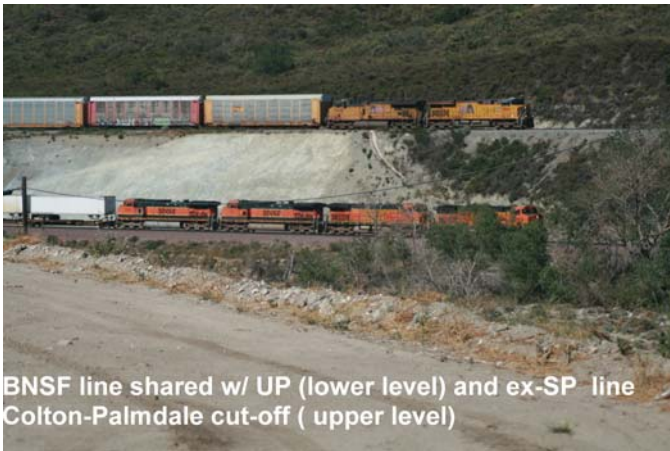
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the high desert from the low coastal valleys, creates Cajon Pass.

The name Cajon in Spanish literally means “big box” reflecting the steep walls surrounding the upper portion of the canyon. On the west side are the San Gabriel Mountains; on the east side are the San Bernardino Mountains. A look at the rugged terrain in front of us, dry, rocky with little vegetation, only desert scrub, makes you appreciate the original pioneers that used this opening in the mountains. Tracking toward the Pacific, they utilized the Old Spanish Trail and the Mormon Trail, overcoming tremendous obstacles in their quest.

Our Pilot follows Highway 15 toward San Bernardino (San Berdoo) and deftly exits at the old Route 66 turnoff which we follow for a few hundred yards and stop at the lookout.



BNSF line shared w/ UP (lower level) and ex-SP line Colton-Palmdale cut-off (upper level)

“Here we are,” intones Doug. “This is the famous Blue Cut, and the light is perfect for taking pictures. We finally got here in the morning to catch the perfect lighting; usually we don’t get here until the afternoon when it is hard to take good pictures.”

We are not disappointed as a parade of trains, both BNSF and UP, keep us busy; we are even treated by a UP train on the high line, built by the Southern Pacific in the 1960s, and referred to as the Palmdale-Colton cut off. Needless to say we are all frantically scouting for the perfect and unusual

viewpoint, mindful of potential dangers in the likes of rattlesnakes and tarantulas.



Roy, Doc & Dan- hungry & thirsty at Devore

By now our bladders are talking to us again, and obediently we track down a few miles to the town of Devore and stop at our favorite spot, a combination of drink, food and minimart with outside shaded seating, perfectly positioned alongside the railroad’s mainline. It is time to eat and drink again.

With our stomachs satiated and our eyes still swirling from the constant parade of trains, we resume our quest of reaching a new location on Cajon Pass. It is Hill 52. Doug has been pontificating for weeks how he was told this is the perfect spot to film trains on Cajon; up to now, Hill 52 has been inaccessible for use without a permit, but now the Park Service has opened it up to the common folks. Getting to it will become the highlight of our trip adding drama to an exciting, yet pre-programmed adventure.

Out of Devore, we are now trailing Kelly’s van as Kelly assured us he knows the terrain quite well. Doug and Dan still consult their map and GPS trying to figure out how in the heck to get to Hill 52. We drive by what used to be Cajon station, then we spot Sullivan’s curve in the distance. Soon after, Kelly veers off the highway onto a dirt road, smooth at first then becoming progressively bumpier. Plumes of dust are rising by the passing of the vehicles. “This is exciting,” I think to myself. “We are going where no man has gone before.”

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Suddenly Kelly makes a quick left onto an even smaller road, wide enough for maybe one car. In the distance we see an outcrop of rocks with a single solitary tree.

“That must be Hill 52,” we all say.

It is situated right next to the tracks and, by golly, the road seems to lead to it. With dust obscuring the road in front of us, we follow Kelly up this little road, up, up, up to the top of this small embankment. We see the van hesitating for a moment, then making a quick right and...boom...it disappears on the other side.

“I am not sure of this,” says our Co-Pilot jokingly. (I was entertaining the very same thought myself).

Doug inches his SUV to the top of the ridge. We all look to our right and see a fairly steep ten foot drop and the van waiting for us at the very bottom.

“Here we goooooo!” he yelps.

And down we go. A few moments later Doc follows us with his truck. There we are in a little valley with no place to go. The little road ended there. No outlet toward the supposedly enchanted Hill 52. Our only option at this point was to turn back and retrace our steps. The only problem was that steep little ten foot drop (or climb if you will). Would the vehicles be able to make the climb? Doug assured us that we, in the SUV, would be able to do it, as it was a 4 wheel drive, but would Doc in his truck and Kelly in his van? To worsen



the situation was the realization that, once the top of the ridge was reached, the driver would have to quickly make a sharp left to avoid overshooting the ridge and end up in the ravine below with no chance of returning to the civilized world without a tow truck. What other choice did we have? OK, let's do it.



Almost there- go Kelly.go

Kelly goes first (hardy soul that he is). Up, up, up almost to the top.....sliiiiide back down. Again, up...up...up...up.... Almoooooostsliiiiide back down. Unperturbed, he deftly assaults the hill, a huge cloud of dust engulfs the van (and its



Doc making the grade

occupants) wheels spinning, inching closer to the top. We are all pushing his van telepathically, in a great display of mind over matter. The front wheels reach the edge of the ridge, the rear wheels still spinning and, as if by magic, the van finds itself sitting on top of the ridge. Standing there still, proud as punch, it seems to be gloating in the accomplishment of victory, seemingly waiting for a well-deserved round of applause from the audience (us). Next comes the truck with Doc at the wheel.

(Continued on page 29)

(Continued from page 28)

Up it goes, reaches the crest, the rear left wheel hanging in the air as the truck is making that sharp left turn ; safely on top, it disappears behind the crest. Doug engages the 4 wheel drive and, like a pro, guides the SUV deftly and safely over the ridge reuniting with the rest of the gang.

Back on the main dusty road, we pass a sign that our Co-Pilot (Dan) recognizes as the one directing us to Hill 52. How did we miss it the first time? We finally reach our destination: what a view. It seems like the entire Cajon Pass is unfolding in front of us. We can see for miles in a 360 degree panoramic display of raw natural beauty. As we are baking in the hot sun, we set up our cameras on their tripods to capture the inevitable fantastic images of long trains conquering the mountain.



Cajon-majestic view

One hour goes by. Two hours go by, nothing. Not a single train. We become excited when, through the scanner, we hear of a slow moving train at milepost 385. Our enthusiasm quickly fades with the realization that milepost 385 was near Lancaster, probably a 2 hour wait. We cover the cameras with our hats to prevent them from melting in direct sun light, but always at the ready. I guess, we reasoned, it was OK for us to get a sun stroke, but please save the cameras. Suddenly, a rumble in the distance; from around the summit we see the distinctive silhouette of a quartet of locomotives. We all run to our cameras, poised, ready. The BNSF double stack train, with its dynamic brakes howling, slowly moves past us, as if in review, giving us time to capture the images and appreciate this rare moment that we fought so hard to

experience. With the train now a dot in the distance we were all smiles; a group of guys united for a moment by a common, unexpected challenge and accomplishment. A rare moment, indeed.

Now back on old HWY 66, going east, we parallel the railroad. From our vantage point we look slightly up at Railroad Summit. The tracks have been rearranged in a massive rerouting in the early '70s eliminating a very pesky 10 degree curve at the west end of the yard, where the grade ended, and was the scene of break-in twos and derailments. Additionally, the S curves between the switches were also eliminated; as well as all the buildings that, at the apex of steam, housed the personnel in charge of this vital section of mainline.

Temperatures are still above 105 degrees, so Doug promises us a cooler destination. After 10 minutes of driving and zigzagging through brand new neighborhoods near Victorville ("Boy, I do not remember all these new developments. Are you sure we are going in the right direction?" asks Dan) Doug stops at the foot of a girder bridge where the west mainline crosses over the east mainline, thus allowing the trains to continue east in their common right- hand running. Left-hand running is the norm between San Berdoo and this one location so as to make use of the lesser grade for trains climbing the Pass eastwardly. The name for this spot basking in 105 heat: FROST- Go figure!



Doug and Mike at 105 degrees

Back in civilized territory, the town of Victorville, we snack at Jack in the Box, huddling

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by the soda fountain to replenish all that moisture evaporated from our bodies. After lunch, we say goodbye to Doc, John and Roy. They are going back to Bakersfield where the temperature today is a cooler 95 degrees. Driving out of town, after a few mandatory u-turns (remember, the Pilot and Co-Pilot are in charge) we pass the famous Upper Narrows and their rock formation referred to as the "Gibraltar of the West".

Heading east again, we decided to bypass Barstow for now and park ourselves in nearby Dagget, where the UP line from Yermo joins the BNSF transcon from Needles.



One more stop. The large classification yard at Barstow awaits us.

Nowadays security is heightened around major railroad facilities. A fence encloses the entire yard and we can only drool at the making and breaking of trains from a distance. The hump yard luckily is close to our location. We witness the string of cars as they are pushed over the hump, released from their brethrens, and descend toward a maze of switches to their final destination, all the while their speed is governed by retarders controlled by a bank of computers. We play the typical game of guessing which track the car will enter, judging the speed of the car and how far it would have to travel to couple with its train. I am not sure if it was the oblique angle of sight which created some visual distortion but, I must admit, our guessing was more often wrong than right. Wheels squealed when clamped by the retarders. After a while one heard

the clang of coupling cars while more wheels squealed in a continuous cacophony of sounds (yet music to our ears).

Appeased and tired, we realize the sun is setting, visual cue that our stomachs are becoming noisy and demand satisfaction of their own. For a bunch of hungry boys nothing stands in the way of a good steak or a prime rib and baked potato dinner. Food is just the perfect ending to a wonderful day.

The return trip to Bakersfield has a different flavor. The constant chatter of the morning is now replaced by the smooth, rhythmical sound of sleeping bodies, interrupted periodically by that loud snort which precedes snoring. Our fearless leader is still at the wheel, unfazed and still in control. A retired fireman, Doug shows the discipline and resiliency it took to be called to work at all hours of the day and night. Our co-Pilot, I regret to admit, has pooped out like the rest of us, only occasionally making conversation in an effort to keep our Pilot awake and drive us safely back to our families.

Back at the station around midnight, we say our respective goodbyes and climb in our vehicles. Now alone, I glance toward the station. There sits the morning Amtrak San Joaquin at the ready, quiet, asleep, waiting for its next assignment the following morning.

Little does the train imagine our adventures!



Boys drooling at BNSF Barstow yard
Jeff, Mike, Doug, Kelly & Tim

Spotlight Corner

by Karen Keifer

I recently had the pleasure of meeting Al Rowe at the Railfair banquet in Roseville and thoroughly enjoyed our conversation. Al is the Paymaster in our Sierra Division and lives in Fair Oaks (a surrounding suburb of Sacramento). He comes from a long line of train enthusiasts, and not just model trains, but the Big Boys!

When I asked Al how he got started in model trains, he said that it was just always “in his blood”. He didn’t need a model train because he got to ride the real ones with his dad. Al’s dad was a signalman with Southern Pacific and also worked in the repair shop. He was a gang foreman with the interlocking system from Roseville to Sparks. I thought having a dad that worked for the railroad was impressive, but then he told me his dad wasn’t the only railroad man in the family. His uncle worked at the engine shop in Sacramento, a cousin was a railroad civil engineer, and his sister worked in the freight office for Western Pacific. Wow!

Al took his first train ride when he was only three days old, going from the hospital in Colfax to his home in Norden, CA! He has since had numerous train trips across the United States and Canada. Some of the lines he rode were the Super Chief, Zephyr, and Canadian National, which he rode from Seattle to Niagara Falls. When Al and his family traveled (by train), they stayed at various ‘rest stops’ for railroad employees.

The first train set Al can remember was made

of tin and he was about five years old.

Apparently, while Santa was setting the toys around the tree (and playing with them), he broke off the headlight of the locomotive. That must have been very traumatic!



Al’s favorite scale now is HO, although he said he doesn’t have a real layout set up yet. He has been a PCR member since the early 1990’s and volunteers his time for almost anything. He also attends all the regional conventions and has been to several nationals; Long Beach 1996, San Jose 2000, Seattle 2004, and Anaheim 2008. You might also run into him sometime at the Sacramento Railroad Museum, during one of his volunteer shifts.

Al said he broke the family railroad tradition by becoming an accountant for the State of California, from which he retired from many years ago. He was blessed with seven children, eleven grandchildren and seven great grandchildren!

Since Al didn’t have a train photo to share with me, I took this great shot of him during our interview. Thanks for all the great information Al, and I look forward to our next meeting!

*HELP! I need more photos and member information sheets. Please send me your email address so I can send it to you.

kkkay@sbcglobal.net

ACHIEVEMENT PROGRAM

Master Builder - Cars

By Jack Burgess, MMR

For those who like scratch-building or at least modifying craftsman kits, the Master Builder – Cars AP certificate can be an easy-to-achieve requirement. Like the other certificates, the actual requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

The requirements for Master Builder - Cars follows the same general format as for Master Builder - Structures. To qualify for this certificate, you must build eight operable scale models of railroad cars. Operable means that they must be able to roll along the track, and not that parts such as brakes must work. If desired, these eight cars can be of different gauges and/or scales. Four different types of cars, including at least one passenger car, must be represented by these eight cars. Obviously, a flat car and a box car would be considered “different kinds” of cars. A 40’ steel-side box car and a 36’ wood side box car may also be considered different kinds of cars if there is a substantial difference between them such as fish-belly underframe vs. truss rod and AB brakes vs. K brakes. Since a total of eight cars are needed but only four types, you can build a passenger coach, a flat car, a tank car, a reefer, and four identical box cars and still meet this requirement.

Each of these eight cars must be super-detailed with either commercial or scratch-built parts. The easy way to super-detail cars is with separate ladders and grab irons, underbody brake gear, uncoupler levers, etc.

In addition to being super-detailed, at least four of the eight models must be scratch-built and you must score at least 87½ points on four of the eight models. This can be accomplished via a PCR or Coast Division model contest or by having the models judged for a Merit Award. While it is easier to score 87½ points on a scratch-built model than a kit-bashed model, scratch-

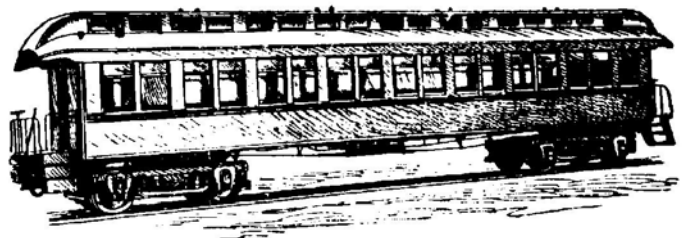
building isn’t necessary.

To summarize these qualifications, you need to build eight super-detailed cars representing at least four different types of cars including at least one passenger car. At least four of these cars must be scratch-built and you must score at least 87½ points on at least four of the cars.

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

I am happy to announce that John Sing has been awarded an AP Certificate for Author. In addition, Karen Kiefer has received a Merit Award for her model of the Breckenridge Resort at the Hartford NMRA Convention this past July. Finally, Frank Markovich and Stephen Skold have both been awarded Golden Spike Awards.

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





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Registration Form

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Last Name		First Name		First Name (For Name Badge)		MMR#	
Address				City		State	Zip Code
Home Phone		E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth					NMRA Region (if other than PCR)		
Primary Scales and Interests (Check all that apply) <input type="checkbox"/> HO <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> SIG <input type="checkbox"/> Other:							
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)							
Last Name		First Name		First Name (for Name Badge)		MMR#?	
Registration Type (Please check one) <input type="checkbox"/> Modeler <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth			E-Mail (if Different)			NMRA #	
All Fares, except Day and Youth fares, include Clinics, layout tours, Saturday Night Banquet, & Sunday Breakfast							
FARES: Please fill in and total				QTY	Unit Cost	Total	
Early Registration through January 31, 2010					85.00		
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Day Fare (No Food) <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat					25.00		
Non NMRA member must join the NMRA		6 month Rail Pass (allowed one time only)			9.95		
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Hobo Breakfast (for qualified Hobos and their quest only)					TBD		
Shirts - Polo w/ Pocket and Logo (Check Size) <input type="checkbox"/> XS <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL					25.00		
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Daylight Division Report

Daylight Division Fall Meet Held

November 7 in Santa Barbara

Contributions by Bruce Morden and Dave Grenier, edited by Chuck Harmon

Daylight Division's November meet was held at Gary Siegel's home in Santa Barbara on the seventh. The meet featured both of Gary's layouts - the HO L&N Eastern Kentucky Division (<http://www.pbase.com/rbarnes11/lnekdiv>) and the Outdoor G-Scale layout, the SP Santa Cruz Division.

Registration began at 9:30 AM with donuts, visiting "old friends" and making new ones, admiring models and photos.

The 1st clinic was "Brand New Fast and Easy and Economical Ways to Build Your Own Track and Turnouts" by Andy Reichert, Daylight member and owner of Proto-87 Stores.

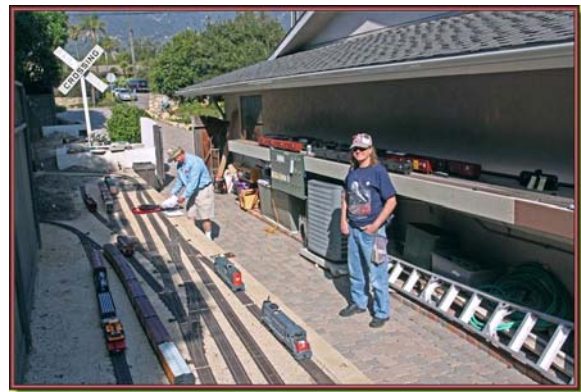
The 2nd clinic was "Recent Developments in the NMRA Regarding Large Scale/Gauge One" by Gary Raymond, PSR member and NMRA Large Scale Technical Department Coordinator.

A business meeting followed the clinics prior to lunch. Hilding Larson earned the Golden Spike Award. Joe Paff was appointed Daylight Auction Committee Chair and new member David Jester was appointed Historian and Webmaster. No new nominations for division positions came in and nominations were closed as of 11/21/09. The nominees are: Superintendent: George Gibson and Dave Grenier; Chief Clerk/Paymaster: Suzie Paff; Director: John Houlihan.

Lunch was BBQ'd hot dogs and hamburgers, with beans, corn and the usual fixin's. We later enjoyed operating sessions on both of Gary's indoor and outdoor railroads. Many of the attendees

took advantage of the opportunity to operate. Us "newbies" were teamed with layout veterans to make sure things went well ("Who's running the train with the orange hoppers? Stop your train! Crash, bang...*!^%@, the floor stopped it!") Doug Wagner made a stellar appearance at the dispatcher's desk. (And that was without Jack Daniels at his side, though that probably came later as he "wound down" from the experience!) This writer still treasures the time he spent in the hole at one location watching one train after another pile on top of his request for clearance.

Everyone enjoyed the usual good weather and had a great time!



John Ryan and Gary Raymond prepare Santa Cruz Division operating session



Daylight Operators are briefed before taking control on the L&N

002-595 000N 035C 3707 70530Z 30Z

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

We are located on the second floor of the Crockett Odd Fellows Lodge at 645 Loring Ave. Our three level mushroom style, HO scale layout occupies the full area of the old Lodge Room (36' X 60') with track laid and operational on the first level (staging) and second level (Oakland to Benicia). We meet Wed. and Fri., 7:00 to 10:00 PM. Phone: 510-787-6703 (recorder) .Mail: P.O. Box 4057, Vallejo, CA 94590-0405 E-mail: LoggingRR@aol.com or Lambert5522@att.net . Place "Carquinez Model Railroad Society" in the 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://cvl.hobby-site.com>

EEL RIVER VALLEY MODEL RAILROADERS

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

Fortuna, CA 95540

ELSIE

The Left Coast (Elsie) HO30 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.

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by I580 and 35th Ave. Dues \$10! Call 510 339 0550 (Bob) for an invite to see/chat/join....

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 LODE MODEL RAILROAD CLUB

The MMRC meets every Mon., 11:00 AM in the old historic primary school building in Sutter Creek. Additional open houses are normally held the second Saturday of each month at 9:00 AM. We are a fully DCC operating HO club with a large layout. 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

(Continued on page 38)

(Continued from page 37)

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

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 website. Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006

Web: www.Nn3.org <http://groups.yahoo.com/group/nn3/>

SACRAMENTO MODEL RAILROAD 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 Tues. 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/>

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

The SVLS was founded in 1968 and is located in Hagen Community Park, Rancho Cordova, Ca. Our initial 1500 feet of track has expanded to over 6300 feet of mainline and sidings. Approximately 1500 feet is dual gauge 4 3/4" and 7 1/2". We can accommodate equipment ranging in size from 1 inch scale (standard gage) to 5 inch scale (2 foot narrow gauge), the most common scale being 1 1/2". Public run days are on the 1st Saturday and 3rd Sunday of each month during our operating season.

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 email: duhnerd@pacbell.net

SAN LUIS OBISPO MODEL RAILROAD CLUB

SLOMRA members are actively engaged in HO, N, O and On30 scales. Work & run sessions on our N-scale modular layout monthly, and we are actively seeking new members to join us! Evening meetings on the 3rd Mon. of every month - 7pm at the Oceano Depot in Oceano. Contact info: Web: www.slomra.org

Email: info@sломra.org. Emailing list: groups.yahoo.com/group/SLOMRA. Jim Keating 805-458-8734

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 email: WNaumann@aol.com

SISKIYOU MODEL RAILROAD CLUB,

Siskiyou Model RR Club is meeting the first and third Thursdays of each month at the Yreka Western depot, 300 East Miner St. Yreka (Exit 775 from I-5.) The YW is not running passenger trains this year due to the economy. Info Glenn Joesten, 530-340-2537 or Tom Brass, 530-842-4921, or email glenn476@4fast.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 TCSME is temporarily without a home or layouts. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please visit our website at <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

WEST BAY MODEL RAILROAD ASSOCIATION meets at the former baggage building near the Menlo Park Railroad Station. The address is 1090 Merrill Street next to the tracks. The club meets every Wednesday from 7-10pm. Business meetings are on the second Wednesdays of the month and operating sessions, open to the public, are on the fourth Wednesdays. There are O, S, and HO Scales on a large layout. Admission is free. Donations are greatly appreciated. Contact: West Bay Model RR Association 650-322-0685 and visit our web site at : home.earthlink.net/~pesce/westbay.htm

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

CALL BOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)			
• President	Ron Plies, MMR	(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	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Director, Daylight Division	John Houlihan	(559) 435-0874	oscalejohn@gmail.com
• Director, Coast Division	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Director, Sierra Division	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
• Director, Redwood Empire Div.	Carol Alexander	(707) 537-8108	carolnma@msn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz
ADMINISTRATION DEPARTMENT			
• Manager	Ron Plies, MMR	(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	rrjim@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	DStokely@sbcglobal.net
MEMBERSHIP DEPARTMENT			
• Manager	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRCD@aol.com
• Asst. Member Services Chair.	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Membership Promotion Chair.	(vacant)	---	---
• Member Aid Committee Chair.	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Education Committee Chair.	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coord. Chair	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@pcrmra.org
CONVENTION DEPARTMENT			
• Manager	Dennis Stokely	(925) 828-1990	DStokely@sbcglobal.net
• 2009 Fremont -- Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• 2010 Reno/Sparks -- Chairperson	Raymond Rich	(775) 358-8571	ray@ritch.net
• 2011 Santa Rosa -- Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com
CONTEST DEPARTMENT			
• Manager (see Div. chairs below)	Bill Scott	(559) 298-7715	vallyflyer@aol.com
ACHIEVEMENT PROGRAM DEPARTMENT			
• Manager (see Div. chairs below)	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
NON-RAIL ACTIVITIES DEPARTMENT			
• Manager	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
DAYLIGHT DIVISION			
• Superintendent	Dave Grenier	(559) 297-1345	grenida@pacbell.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	Mark Schutzer	(650) 369-0481	mark.schutzer@sbcglobal.net
• Chief Clerk	Darrell Dennis	(510) 303-3431	u8444p@comcast.net
• Paymaster	Bob Ferguson	(925) 228-6833	BobPCRCD@aol.com
• Editor, <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• 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
MARTINEZ, CA 94553

Calendar

January 29 to 31, 2010 - **Bay Area Layout Design & Operations Weekend**, Sponsored by Pacific Coast Region-NMRA , Layout Design and Operations Special Interest Groups. South Bay Historical Railroad Society, Santa Clara Caltrain Station, 1005 Railroad Ave, Santa Clara, CA.

January 9 & 10, 2010 - 10:00 am to 4:00 pm, **The Great Train Expo**, Cal Expo, Sacramento, CA.

February 6, 2010 - 9:30 am to 6:00 pm, **Daylight Division Meet**, Golden Empire Historical & Modeling Society (GEHAMS) clubhouse, 19th & Eye Streets, Bakersfield, CA

February 20, 2010 - Noon to 5:00 pm, **Redwood Empire Division Meet**, Napa Valley Model Railroad Historical Society, Napa Valley Exposition, 575 Third St, Napa, CA

February 27 & 28, 2010 - 10:00 am to 4:00 pm, **The Great Train Expo**, Cow Palace, Daly City, CA.

March 13 & 14, 2010 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, **Golden Empire Historical & Modeling Society's Annual Model Train Show**. Horace Massey Building, Kern County Fairgrounds, 1142 S. P Street, Bakersfield, CA

April 28 to May 2, 2010 - **Silver Rails 2010 Pacific Coast Region Convention**, John Ascuaga's Nugget Casino Resort Hotel, Sparks, NV.

