



BRANCH LINE

NMRA'S FIRST REGION

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Communication in a Volunteer Organization

Ray de Blicck

As I write this, it occurs to me that when this is delivered, the 2002 PCR convention will be behind us. That means I am in my final year as PCR President. That means that I am now officially a lame duck. Never been a lame duck before, and I'm not sure what that really means. It has been an interesting run and I am proud to have served in this capacity. For this column, I am going to avoid PCR issues, leaving that for others to deal with. I want to talk about something much more important, PCR and friends.

NMRA, is it a hobby or a business? Interesting question, isn't it? During discussions at the national board, that topic continually enters into the debate. While I have rather strong feelings on one side of that argument, I see the counter point and understand the motivation that supports it.

There is a tendency to try and maintain the old "Model Railroading is Fun" philosophy at all times and in all things. As recent history has proven,

sometimes this is just not a wise way to look at our world. It can be rather difficult to work within this organization and keep the fun aspect at arm's length. After all, who wants to think about working? This is a hobby. It is supposed to be fun. OK, I can see

that, I also realize that running this organization is at the same time a very serious business, with very real responsibilities.

I want to discuss here just one aspect of that, communication. Two events recently made me look at this debate from a different perspective. Both had to do with e-mail. The second event was a debate on a local radio

**NMRA, is
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President's Message

talk show that discussed how a major airline had announced that they were no longer accepting complaints via e-mail. On first hearing that I thought, "How stupid." Then as the debate progressed, it was pointed out that a major factor was how easy it is to complain via e-mail, and how if people had to work a bit harder to complain, they tend to complain about more serious concerns and not shoot off a complaint about every trivial little occurrence. Think about it, so what if one customer on one flight had one broken pretzel in one package? Does someone really need to spend a lot of time handling a complaint on that?

The second event, which actually predated the above discussion, was much more personal and much more serious. I got a couple of friends upset with me. Some background. As members of a hobby organization, we have a few things in common. First, we all have an interest in an avocational interest. Second, by joining we all have some interest in sharing that interest with others. Add into it that those of us who volunteer tend to be a tad more outgoing, and the odds are pretty good that many will become friends. That is why most of us are here in the first place. Such was the situation when I sent an e-mail to a group of people on an organization related issue. With tongue firmly in cheek (or at least so I thought), I proceeded to write a note that came off rather nasty. Sure, I thought I was goofing around with some friends, but unfortunately it was interpreted as anything but friendly. I was rather disappointed in the response and despite protestations that I was only messing around, the only thing I succeeded in doing was hurting the feelings of people who I respect and care about. Not my finest hour! As in most things, hopefully time will heal these wounds, but it is seemingly little misunderstandings such as these that ruin friendships.

As friends, we tend to treat each other much more informally than we treat business associates. My wife is always amused how guy friends will

treat each other with seemingly abject disdain. What is to us good natured ribbing, is to her grounds to start World War III. Then we laugh it off, and come back for more. And we wonder why women laugh at us? So what does this have to do with communication, e-mail, and PCR? Everything. All the work that we do within the organization requires communication. Over the past decade, we have stopped talking to each other as much as we used to. We don't dial the phone, we send an e-mail. We don't write letters, we send attached files. Of course there is great improvement in overall communication. We don't worry nearly as much about busy signals or unanswered calls. We know that e-mail will get through.

But there is a downside. Communication has become much less personal and as I unwittingly proved, much less polite. The instant gratification we have come to demand does not provide us with nearly enough time to take something back. It is way too easy to hit that send button. Few of us have the writing skills necessary to write in that really good "tongue-in-cheek style" in a manner that is obvious enough to others. That is why professional writers who do have that skill make big bucks doing so. We forget that when we are sitting across the table from each other and a good natured comment is made, the person that it is directed at can look into the maker's eye and see that glimmer, or the smirk on his face, or tell from the voice that a joke was just made. E-mails do not have the same ability, even with those little smiley things.

Add into the equation that some e-mails go out to dozens, hundreds, even thousands of people, and the possibilities of embarrassment are limitless. It is little solace to me that I see others do the same thing, and maybe we do need to remember that as we read, but ultimately is it not safest to avoid hurting others in the first place?

During that radio talk show I mentioned earlier, it was pointed out that people can and do seem to find it easy to hide behind the anonymity that comes with e-mail. Sure, it is easier to say

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MADE IN THE PCR

Northeastern Scale Models Box & Crate Factory – N Scale

by Dave Connery

I know, I know, Northeastern Scale Models is in Massachusetts and that is certainly not in PCR. Well, about 6 months ago the owner of Northeastern decided to semi-retire so he sold the part of the company that supplies scribed and strip wood building products, which stayed in Methuen, MA and now operates under the name of Northeastern Scale Lumber Co.

The original owner moved to Chico, California where he and his wife now produce the line of laser cut wood structures still under the Northeastern Scale Models name. The line includes a number of N and HO scale buildings along with a series of Small Trackside Structures in their STS line in both scales. For this review I decided to build their N scale Box and Crate Factory, which is an interesting looking building in the STS line and is also available in HO.

The kit comes in a blister pack and once I had opened it I was immediately impressed with the level of detail built into this kit. There are three 8 ½" X 11" sheets of instructions printed on both sides. The instructions are composed of simple directions and extensive drawings that make this kit go together like a snap. One page is devoted to drawings of all the parts, each of which is numbered on the drawing and the number is cut into the backing sheets. The directions always refer to these numbers and they show on all the drawings so it is easy to find the part you need from the 123 laser cut parts included!

Once I had gone through the directions and familiarized myself with the parts I pre-stained all sides of all parts with a solution of India ink and Brown Shoe Dye in Alcohol (2 teaspoons of each in a Pint of Rubbing Alcohol). I then "dry brushed" the colors I was using on the pieces that would become sidewalls, win-

dows, doors and trim, in the direction of the grain. I did all this before I removed any pieces from the backing sheets and tried to get a heavier coat of paint up near the top of walls protected by eaves with more weathered wood showing as the walls got lower.

The building was constructed according to the instruction steps and everything went smoothly. I used yellow carpenter's glue for all wood-to-wood joints. I did find that test-fitting parts before gluing was a good idea to assure good fits. I found, for example, that some of the double hung windows did not fit in the window openings until I had scraped my hobby knife along the edges of both the windows and the window opening. Others fit perfectly so I am not sure why they all didn't.



When I added the top floor to the lower floor the seam on the one end is more noticeable than I would like, but the tab type construction does not allow for any adjustment here. The only caution I have is to think through how each piece will fit so you get them oriented in the correct direction. I thought the unique way they provided laser cut rows of supports under the deck was inspired, making this often tedious step a breeze.

All in all this kit provided a really enjoyable 6+ hours spread over about three evenings. Since this is the first craftsman N scale kit I have built I was a bit apprehensive. I should not have been. I found that every technique I use in HO worked equally well in N, including the use of a small pounce wheel to add nail holes to the scribed decking prior to staining.

The building has a very pleasing appearance with several different angular surfaces and could be used for a great many small trackside industries, providing

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Editor's Notebook

By Bill Kaufman

Before I get on to convention stuff, I should talk a little about other matters.

Rod Smith has written a nice remembrance of Cliff Grandt that you should read. Dave Connery has done another of his wonderful reviews, but you have probably already seen that if you have read this far.

Rick Kolm has a précis of what happened at the board meeting and at the annual meeting. (Don't grumble that you don't know what is going on if you haven't read those two documents.) I was sick for the annual meeting and just beat it for home so I should read them too.

Norm Morris wrote up his "Thank You" and comments on the convention which you might enjoy if you weren't there. Terry Taylor is the excellent editor/author/publisher of the San Luis Obispo club newsletter and I stole an article from him on freight car fleets.

Jim Long, Jim Providenza and Ken Lunders have given us the results of the various contests and the usual suspects have given us such reports from their divisions as seem appropriate.

Jack Burgess continues his series on the Achievement Program with a write up on "Author." Let me point out, none too subtly, that *Branch Line* is the sort of NMRA Regional publication he is referring to. We have received a lot of nice articles and a few nice pictures. Nobody has even suggested that they might do a prototype drawing or a track plan. I would love to see some.

All in all it fit
my definition of
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convention: i.e.
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Annie Ogborn suddenly appeared from four different directions. I met her at the operating session that Jim had for the joint LD/OpSig meeting a couple of months ago. I got curious about the "Elsie" group mentioned in the clubs listing and found them on the world wide web. I left a message on their board asking if someone could write an article. Almost before the electrons were cold, Annie sent me an "interview" of her about the Left Coast modular group. She had written both my

questions and her answers. Saves me a lot of trouble.

When Jim and I were open for the LD/OpSig thing, some non-railroad friends came over to look at my layout. They're dog people, raise them for one of the companion dog groups, and complained about the lack of dogs in the scenes. Their fussing with me set me up for Annie list of every HO animal ever made. She is modeling a zoo and an Indian Railroad which makes her need for exotic animals greater than most people's. But she also lists sources for cows, dogs, skunks, deer, rats and all sorts of common animals. I've posted it on the PCR Yahoo site (<http://groups.yahoo.com/group/PCR-nmra/files/>). I bought my set of dogs. The rats are probably next.

I just got word that she is Sierra Division's member of the year. Congratulations, Annie!

Spread throughout this issue are some not very good pictures of the contest winners. I had the wrong film in the camera and I should have brought a light. Next year will be better, but the models were nice.

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STATEMENT OF PUBLICATION

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Editor's Notebook

I have probably ticked off some members by culling fairly radically the names and addresses in the Callboard. At 6 point type it was getting unreadable. It is now all the names I can fit on at 8 point. If you need someone else, you are just going to have to call the Division Superintendent.

I had a wonderful time at convention. I'll tell you about it and then shut up. The one down side to it was that I had a relapse on the crud that is going around part way through the convention. The doctor has me on another round of antibiotics and nasal sprays. Yuck.

Some of you may remember reading in RMC how Jim Providenza and I attacked Rich and Venita Lake's layout at the St. Louis national convention last year between layout tours, throwing caution (and ground foam) to the winds.

Well, flew out for our convention, arriving Sunday. Jim had an operating session on his layout on Monday. Tuesday we packed up into two cars heading to the convention. Admittedly, we didn't take the shortest route to anywhere. We went to Don Cabrall's beautiful *Hessel and Lone Pine* in Sebastopol for an

TRI-VALLEY ZEPHYR 2003 CONVENTION

The 2003 PCR convention, the Tri-Valley Zephyr will be held in Pleasanton, CA. April 23rd through 27th at the Crowne Plaza Hotel. The convention rate for the hotel is \$82 per night and reservations can be made by calling the hotel at (925) 847-6000. Be sure to tell them you are attending the Tri-Valley Zephyr convention to get the convention rate.

Convention registration is \$70, but early birds get in for \$60 and non-rail registration is just \$20. Registration forms will be available at upcoming division meets or contact registrar Jack Wall, Chairman Dennis Stokely or any of the committee members if you can't make one..

extended layout tour and run. Boy, I wish my stuff ran that well and looked that good. When I get to Don's age, I hope I look as good and run as well as he does.

We proceeded across the top of the Bay headed for Dunsmuir, when it occurred to me that Rich and Venita shouldn't come this far without at least a quick stop at the Sacramento Railroad Museum. So lunch was in Old Town and we poked around among the cab-forwards and the C. P. Hunnington (Rich drives a ½ size replica of the Hunnington at the St. Louis Zoo). I love the V&T and enjoy the gussied up *Genoa* and *Empire*. On to Dunsmuir. It was cold and overcast and miserable, but a couple of trains led by great yellow noisy smelly things rolled into town and obliged us by hanging around for an extended crew change. I do not believe that internal combustion is here to stay so I will not deign to identify them. (actually I don't know what they were, but someone said, "AC" and they were magnificent)

The next day we rail fanned up the hill, hitting Mott/Azalea, Weed, Black Butte and the like. I particularly enjoyed it because Scott in our round robin has a layout that runs from Dunsmuir to Black Butte and Otis is building one that covers similar territory. It was great to walk the real ground.

Then we beat it down the hill in time to see Dave Biondi's clinic on railroad photography. He's not doing the usual roster shots or ¾ shots. He's working on lighting and mood and how to set everything up in advance in your mind and only snap the shutter when everything matches.

Thursday was all operations and clinics. Started off with the double session Operations Special Interest Group meeting/clinic/bull session run by Seth Neumann. There was some sort of shill in the group (Actually a nice guy trying to answer some questions for his club) who asked all the right questions and we rambled on for the allotted time. The afternoon was Jim's "Realistic Operations" clinic and my "Operations for Dummies" clinic that I was giving for the first time.

"Operations for Dummies" follows Bill Schaumburg's call for "content-free clinics," lots of pictures, flashy animations, not much information, but people seemed to like it. In the evening, I was headed for the Layout Design SIG meeting/bull session when Jim touted me off onto Jim Zeek's "Logging Railroad"

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Editor's Notebook

clinic. (I have now figured out how to tell LDSIG from OpSIG even though the cast of characters seems to be the same. If Jim shows up to harass Seth, it is Operations SIG. If Seth shows up to annoy Jim it is Layout Design) I'm glad I went to Zeek. So much I don't know about lumber, logging railroads, skidding, donkeys, felling, spars, and the like, and I have been silly enough to build and install a sawmill.

Friday, I was feeling fairly crummy. The Dead Railroad Society (Schaumburg, Otis McGee, Seth, Jim, Rich Lake and others) was headed up the hill rail fanning the SP line that was. I just hung around the hotel smoozing people and reading. Lunchtime I ran into Jim Zeek and the two of us wandered over to the train show for a couple of hours. I looked at a lot of things I managed not to buy and enjoyed a number of nice modules and layouts. My wife would have liked the one where dry ice was supplying fog and the lighthouse blew its foghorn.

Saturday was the ride on the McCloud. Norm Morris has a description in his article so I won't replay the whole thing. They did try to back the train through a switch set the other way. I kept saying, "That's gotta' be a spring switch. I hope that is a spring switch."

It wasn't, but the truck I was standing above got through as we backed up and there was a long confabulation between the engineer and the conductor after which he threw the switch and we moved very gently through.

I ended up with some very nice pictures of the run-by. Maybe one or two are good enough for me to enter in the photo contest next year.

All in all it fit my definition of a good convention: i.e. good friends, good clinics, and good activities.



Redwood Empire Division

By Steve Skold

The PCR Convention has come and gone. Those of us that were there had a good time. Harold Mentzer from Napa got a first place in Open Structure with an HO Pin Connected Pratt Deck bridge. The big winner was Joseph Aymar from Rohnert Park. He received Best in Show for his HO EMD SD 9043 lettered as UP 8088. He also received 1st places in Diesel and Other-Open, Diesel and Other-Kit and Freight Car-Open. He also was second in Diesel and Other-Kit, and Structure-Open.

RED has received the bid for the 2004 PCR Convention to be held in Napa. Harold Mentzer is the Chairman and you can call 707-226-5153 if you want to volunteer to help. Next year's convention is in Pleasanton from April 23-27, 2003 so keep that on your calendar.

The next RED meeting will be August 4th in Sonoma where we will have our annual picnic. It will be at the Sonoma Depot Museum in Sonoma. A special tour has been arranged and details will be in the next Call Board. While there, you can visit Taintown, the Sonoma Mission, Mariano Vallejo's home, and various wineries and deli's where you can get your goodies for the picnic.

For further details, log onto the RED Website at <http://home.earthlink.net/~campgus/>.



1st place Diesels – Joseph Aymar – HO GE B23-7, Santa Fe #6405

HIGHLIGHTS OF THE MAY 1 BOARD OF DIRECTORS MEETING

By Rich Kolm, PCR Secretary

The Board of Directors met at the Holiday Inn Hotel and Convention Center in Redding, California, on Wednesday, May 1, 2002. President and Trustee Ray deBlieck presided over the 4-hour meeting. Around the table were Directors Jack Wall from Coast Division, Brewster Bird from Daylight Division, Gus Campagna from Redwood Empire Division, and Bob Mountjoy from Sierra Division, and Secretary Rich Kolm. Also present were Ron Plies, new Director from Redwood Empire Division, committee chairpersons Bob Ferguson, Ken Lunders, and Jim Long, and a number of PCR members.

Trustee's Report. PCR Trustee Ray deBlieck explained NMRA's proposed single membership which will include national, regional, and division membership with a single payment of dues. The details are yet to be worked out. All NMRA members in the PCR territory will automatically be members of PCR and one of its five divisions. He also talked about the proposed restructuring of the NMRA Board of Trustees as part of implementing NMRA's Long Range Plan. Under consideration is a reduction of the number of Trustees from 17 (one from each region) to 7 to make the Board more effective. How the fewer number of Trustees would be selected is still under discussion. He will be attending a special committee meeting in Chicago in a few weeks to develop the details of both proposals.

Budget for FY02. Treasurer Larry Altbaum was not able to attend the Board meeting, but submitted his report with a proposed Budget for Fiscal Year 2002. The report says assets of the Region are extremely healthy. Nevertheless, there

has been a dramatic drop in dues income which affects the operating budget. It is important to address this issue (declining membership) and it is essential to support (PCR's) long range planning effort and focus on membership growth. The proposed Budget is based on continuation of business as in recent years, with some increased emphasis on membership promotion. The Board of Directors approved the Budget.

Your PCR Board of Directors meets twice a year—one meeting is at the PCR Annual Convention in the spring, like this one, and the other is at a selected location within the Region in the fall. These meetings are open to all PCR members.

Electronic Distribution

Secretary Rich Kolm has been sending out meeting agendas and documents to PCR officers, directors, committee chairpersons, and others in electronic form (Acrobat PDF files) attached to e-mail, which has been working very well. It saves a lot of reproduction work, addressing envelopes, and postage and allows broader and faster distribution. These documents will also be posted on the PCR website for anyone to access.

Member Services. Bob Ferguson, Chairperson of the Member Services Committee, described the decline in PCR membership from 1,359 members in 1994 to only 980 members today. At the same time there are about 700 NMRA members in the Pacific Coast Region who are not members of PCR. He explained what he does in processing new memberships and renewals. He said there is a need for membership promotion staff at the Divisions to follow up on dues delinquencies. Ongoing Board discussions have focused on the need to retain members and improve membership promotion, which are being addressed in PCR's Long Range Plan (see below). The Board recognized that the problems with the current system of dues payment and the membership data bases cannot be fixed until more

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Board of Directors

is known about NMRA single membership and its impacts.

Contest Directory. Ken Lunders, Chairperson of the Contest Committee, proposed a change in the PCR Contest Directory that would require all contest judges to be PCR members in good standing or NMRA members in good standing residing outside the PCR. Lunders said that judges should be part of the NMRA because model contest judging is in fact supporting the NMRA Achievement Program. The Board approved the change in the Contest Directory and then amended the PCR Manual of Operations to be consistent.

By-Laws and Manual of Operations. Gene Mayer, Chairperson of the By-Laws and Manual of Operations Committee, reported that the By-Laws and Manual have been updated by the Secretary to incorporate amendments adopted since 1995. They have been retyped as digital files with correction of errors and improved formatting. The Board of Directors approved the Manual of Operations and directed that the By-Laws be submitted to the membership for approval at the Annual Business Meeting.

New Amendments. The By-Laws and Manual of Operations Committee also recommended three amendments to the Manual of Operations, which were approved by the Board:

- A Member Aid Committee was created to develop and implement a Member Aid Program, with a Key Contact person in each Division available by mail, telephone, and e-mail to assist PCR members who have questions. President deBlieck announced that Rod Smith is the new Chairperson.

- The Publication and Ballot Committees were reorganized to allow more flexibility in finding volunteers to staff the committees. The Editor of the *Branch Line* does not have to also be Chairperson of the Publication Committee nor

serve on the Ballot Committee. The new positions of Publisher and Webmaster were added to the Publication Committee.

- Staffing requirements of the By-Laws and Manual of Operations Committee were modified to permit any former member of the Board of Directors to serve on it, not just current Directors.

Election of Division Directors. Jim Long, who filled in at the last minute as Ballot Committee Chairperson, reported that only 30 ballots were cast in the recent election of Division Directors. He said this wasn't surprising given that the ballot was sent out late and there was only one candidate in each Division. The results were:

- Jack Wall, the incumbent in Coast Division, was re-elected.

- Brewster Bird, the incumbent in Daylight Division, was re-elected.

- Bob Mountjoy, the appointed incumbent in Sierra Division, was elected.

- Ron Plies, the candidate in Redwood Empire Division, was elected.

PCR Yahoo Group. The Board discussed the new PCR Yahoo Group website. It was pointed out that the content of e-mail messages and files posted on the website are not controlled by PCR. There is an official PCR website which is separate from the Yahoo Group.

Convention Committee. Jim Long, Convention Committee Chairperson, gave a report on the status of upcoming PCR conventions.

- 2003: "Tri-Valley Zephyr" will be hosted by Coast Division. It will take place April 23-27, 2003 at the Crowne Plaza Hotel in Pleasanton. Dennis Stokely is the Host Committee Chairperson and Jack Wall is the Registrar, who is now accepting registrations.

- 2004: Napa Valley Railroaders and Redwood Empire Division submitted a bid to host the 2004 PCR Convention at the Chateau Hotel

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Board of Directors

and Conference Center in Napa. Harold Mentzer is Host Committee Chairperson. The Board of Directors accepted the bid contingent upon satisfactory negotiations with the facility.

- 2005: Coast Division will be the location of the 2005 PCR Convention and Jim Long is looking for a group in the Division to host it. Possible locations are San Francisco Peninsula, Santa Clara County, and the Santa Cruz-Monterey area.

- 2006: Daylight Division will be the location of the 2006 PCR Convention unless Sierra Division wants to host the convention that year in conjunction with the 25th Anniversary of the Railroad Museum in Sacramento.

Long Range Planning. Gene Mayer, Long Range Planning Chairperson, submitted his Committee's Interim Report for review, requesting comments by the middle of July. The report is available by e-mail from him or Secretary Rich Kolm. The Interim Report includes recommendations for programs at the Divisions for improving member retention and attracting new members. One of the concerns is finding the volunteer manpower needed to implement the Committee's proposals. A Final Report will be submitted to the Board in the fall.

Education Committee. Director Brewster Bird described his involvement with the Boy Scouts' Railroading Merit Badge Program and how that program may evolve into a new separate program called Rail Alternatives for Youth. The Board discussed the coordination of PCR with such outside programs to introduce young people to railroading and model railroading. This can be under the auspices of a PCR Education Committee, which President deBlieck proposes to establish.

Old Business. There were three agenda items: (1) Consideration of new programs and projects of benefit to PCR members, as related to

revenue from the 21st Century Limited convention account, was deferred to the next meeting. (2) Discussion of membership renewal dates was considered moot given NMRA's plan for single membership. (3) A report on PCR's offer for financial support of a Hawaiian Division newsletter was deferred to allow more time for contacting members in Hawaii.

Honors Committee. The Board approved the first step in setting up an Honors Committee, which will be responsible is as a standing committee will be on the agenda for overseeing PCR's program of awards recognizing meritorious service within the PCR. Amendment of the Manual of Operations to formally establish a of the Board meeting in the fall.

Possible New Division. Dwayne Coate informed the Board that he is looking into creating a new separate Division in what is now the northern part of the Sierra Division, centered on Redding. One of the reasons is the long travel time required to attend Division meetings in the Sacramento area. He will be determining the interest of members in the area and will keep the Board informed.

The next meeting of the PCR Board of Directors is tentatively scheduled for Saturday, October 26, 2002 at a location yet to be determined.

RLK 5/9/02

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President's Message

some things to people when you don't have to look them in the eye, but when your name is on the e-mail, you still need to deal with the hard feelings created.

So, let's get back to that first question, hobby or business? The answer is simple. It is both. The real problem is that we all need to remember that it really doesn't matter. At all times we need to treat each other as we would both friends **and** business associates. Forget that and we have neither.

HIGHLIGHTS OF THE MAY 5 ANNUAL BUSINESS MEETING

By Rich Kolm, PCR Secretary

The Annual Business Meeting of members of the Pacific Coast Region is held in conjunction with the PCR Convention each year.

President and Trustee Ray deBlieck called the meeting to order at 10:30 AM on Sunday, May 5, 2002 at the Holiday Inn Hotel and Convention Center in Redding, California. There were 48 PCR members present. The minutes of the Annual Business Meeting on May 6, 2001 in San Luis Obispo, California, were approved.

Secretary Rich Kolm gave a summary of the Board Meeting (see *Highlights of the May 1 Board of Directors Meeting*). As a result of the recent election, Ron Plies is the new Director from Redwood Empire Division. The incumbents in the other Divisions will continue on the Board. Dwayne Coate repeated what he told the Board about looking into creating a new separate Division in what is now the northern part of the Sierra Division.

President deBlieck acknowledged three new Regional appointments:

- Chuck Mitchell is Chairperson of the new Education Committee.
- Rod Smith is Chairperson of the new Member Aid Committee.
- Mary Moore-Campagna is the new Chairperson for Non-Rail Activities.

Trustee deBlieck described the NMRA proposals for single membership and reorganization of the Board of Trustees to streamline its operation. He said there are still a lot of unanswered questions. He and former PCR Trustee Charlie Getz will attend a special meeting in Chicago in a few weeks to work out the details of these proposals, which will then go to the full Board of Trustees at Ft. Lauderdale in July. Bob Ferguson, PCR Member Services Chairperson, will help critique the plan that comes out of the Chicago meeting. The reorganization will include new NMRA By-Laws to replace the current Constitution and By-Laws, which will have to go the membership for approval.

Gene Mayer, PCR's Long Range Planning Chairperson, described his Committee's Interim Report submitted to the Board of Directors with

recommendations for programs at the Divisions for membership retention and for attracting new members. He needs feedback from members by July so the Final Report can be submitted to the Board in the fall. Copies of the report are available by e-mail from him or Secretary Rich Kolm.

The PCR By-Laws and Manual of Operations have been updated to incorporate amendments adopted since 1995 and retyped as digital files. The Board approved the Manual of Operations on May 1. The members present at this meeting approved the By-Laws.

President deBlieck said agendas for upcoming PCR meetings, minutes of meetings, and the PCR By-Laws and Manual of Operations will be posted on the official PCR website as Acrobat PDF files. He pointed out that content of e-mail messages and files posted on the PCR Yahoo Group website are not controlled by PCR.

The 2003 PCR Convention "Tri-Valley Zephyr" will be hosted by the Coast Division, April 23-27 at the Crowne Plaza Hotel in Pleasanton. Registrar Jack Wall said 45 people have already registered. The 2004 PCR Convention will be hosted by the Napa Valley Railroaders and Redwood Empire Division at the Chateau Hotel and Conference Center in Napa.

Members made suggestions for PCR's new Education Committee including going to parents groups at schools and making use of materials available from the World's Greatest Hobby program.

The next Annual Business Meeting will be at the 2003 PCR Convention in Pleasanton.

Awards Presented at the Banquet

John Allen Award	Allan Fenton and Glenn Joesten
Presidents Award	Bill Scott
Sierra Member of the Year	Annie Ogborn
Coast Member of the Year	Jerry Littlefield and Don Shortt
Daylight Member of the Year	Terry Taylor
RED Member of the Year	Shirley Mentzer

VICE PRESIDENT'S MESSAGE

By
Gene Mayer

I am writing this message to you all Saturday May 4 at the Holiday Inn in Redding, California as we enter the last full day of the PCFR Shasta Daylight 2002 convention. A total of 212 full fare registrants, 43 spouses and 10 one day registrants showed up for the event which means it was a success.

Unfortunately, too many people waited until the last minute to register for the convention. The last day for us to cancel the buses for the prototype tours was April 1st and we only had sold tickets for 27 Yreka & Western tours and 29 McCloud River Railroad tours on that date so we canceled the second McCloud bus. Subsequently we had to refund 7 prepaid Yreka tours and were lucky to find a second bus for the McCloud trip-- 87 persons went. And we could have sold more tickets but Thursday morning was the last day to notify the railroad how many people would be coming on the trip.

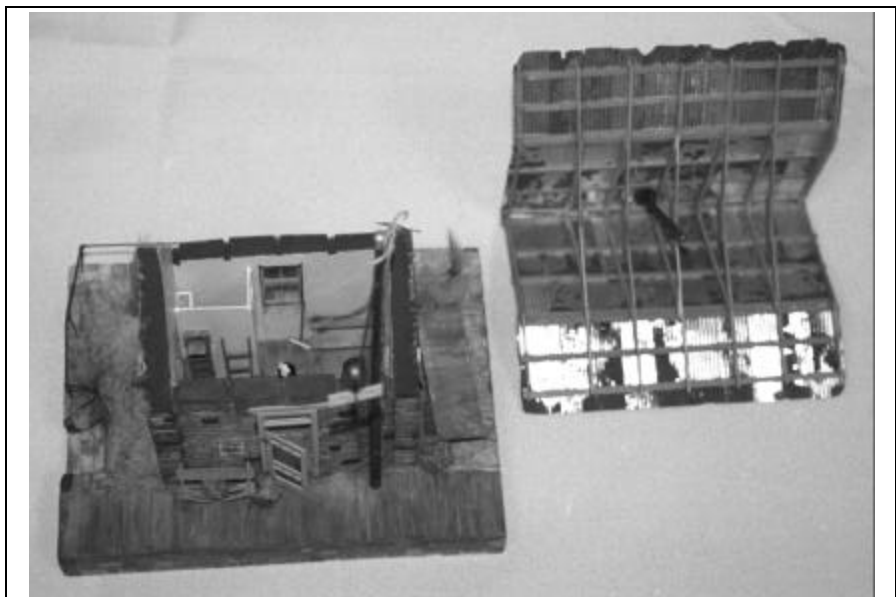
I realize that most of us do not like to fork out the money way in advance, but waiting until the last month to register places too much pressure on the convention committee. I hope most of you will not wait until the last minute again next year. Lets everyone sign up early for the Tri-Valley Zephyr convention in Pleasanton April 24-27, 2003.

The public Train Show at the Redding Convention Center was held in conjunction with Bay Area NTRAK. BANTRAK members presented two entry level introductory clinics for the general public on Saturday and Sunday afternoons. The show attracted more than 800 on Saturday and 450 including about

80 families on Sunday.

The Long Range Planning Committee presented its interim report at the Redding Board of Directors (BOD) meeting. Most officers concurred with the recommendations, but asked how to you expect to implement them? The committee asked for their final comments by July 15. Anyone wanting to review the plan can ask Secretary Rich Kolm for a PDF version or me for a Word 2000 version. Our email addresses are listed in the Callboard directory of the *Branch Line*.

The Bylaws Committee has been unable to locate 14 of the 30 printed copies of the handbook (Bylaws and Manual of Operations). The committee presented retyped digitized versions of the master copies prepared by Secretary Kolm to the Board. The retyped bylaws were approved by a unanimous vote of the membership during the annual business meeting. The bylaws and manual will be posted to the PCR web site, but the manual must first be updated to reflect several amendments and revisions that were approved by the BOD in Redding.



1st place, Structures, kit – Fred Verrier – O Granite Junction Station

FROM THE SHASTA DAYLIGHT 2002 CHAIRMAN

Norman M. Morris

I would like to thank everyone who came to the convention and I hope everyone had a good time.

I would also like to thank all those on the convention committee that helped in putting this convention on. All of them did a terrific job. Ben McLaughlin, our register, only left the registration booth to sleep. Dwayne Coate did a wonderful job working with the hotel. Bob Warner and Don Schmitt filled the Redding Convention Center with vendors and modules for the train show. Al Young did a good job in lining up home layout tours. Everyone on the committee did a terrific job. Thanks guys!!!

As we are all human, we do make mistakes. Some of you ordered shirts that we forgot to pull before we put shirts on sale. If you haven't gotten your refund, please notify us soon and we will mail you a refund. If you ordered a patch and have not received it, notify us about that. We do have patches and can mail one to you. Finally, if you ordered a convention car and haven't received it, let us know and we will mail yours as soon as we get them.

Personally, I thought the best part of the convention was Saturday when I got to ride on the McCloud Railway. A year and a half ago I went up to McCloud to ask them about an

excursion train. We were talking about a run up to the switch back on Mt Shasta and back to the station with a lunch on board the train, about a one and half hour trip, plus tour of their shops. Didn't sound bad.

I was very much surprised that after the shop tour instead of the train making a left turn to go to the switchback, it headed towards Burney. Instead of our one and a half hour trip we got a four-hour train ride complete with train robbery with guns and horses on the way back.

The cars that we rode in were the same cars that they use for the dining train with comfortable seating and very nicely done interiors of walnut. The last car in the train I believe was at one time an autorack car with seating on the lower and upper rack. The upper rack would be the place to be if you like the

smell of smoke from the engine or photograph the train. If you ever traveled in this area I strongly recommend that you take the dinner train. McCloud Railway gets all thumbs up for this one, as it was spectacular.

I didn't get to ride on the Yreka Western, but I heard that it was great also.

The upper rack would be the place to be if you like the smell of smoke from the engine or to photograph the train.



Levity Award—Sid Jack

Cliff Grandt

1912 - 2002

Our hobby has lost one of its pioneers and innovators with the death of Cliff Grandt on March 15, 2002. Cliff was a lifelong resident of the Pacific Coast Region, and a staunch supporter of the hobby of Model Railroading. Cliff supported the Pacific Coast Region, and set up a Grandt Line booth at our annual conventions where he could always be found running small locomotives around his display and explaining ways to use his products to best advantage.

He received many honors over the years. The Model Railroad Industry Assn. inducted him into the MRIA Hall of Fame in 1996. He was awarded the NMRA Distinguished Service Award in 1998, and the John Allen Award from PCR in 1981.

Cliff contributed a lot to model railroading, and was a great supporter of other hobbyists throughout his long and productive life. He began modeling trains in the late 1920's with a boxcab electric, built to the now unusual scale of 1:96, or 1/8 inch to the foot. By 1932 he was building in true HO scale and completed a very credible SP Pacific which was featured on the cover of the October 1935 Model Railroader. Cliff also produced kits at the time, and started a small business, good experience for the future.

By 1940, he had started modeling in O scale, which led him to narrow gauge in On3. In 1949, Cliff scratchbuilt a Heisler geared locomotive which won Best in Show honors in the annual Model Railroader model contest. It was featured

on the cover of the August, 1949 issue, as well as a photo in the contest winners article. He bought only the motor and gears, building all other parts from scratch!

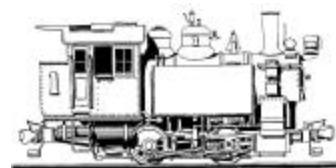


Cliff then began construction on an On3 Shay, which became the pattern for the Kemtron Shay; a locomotive kit which introduced a lot of modelers to On3 logging. Cliff learned to cast parts in styrene, and began a small side business which he named Grandt Line Products. We all know what this business has become, and benefit from the numerous castings, parts, and kits they produce.

Before Grandt Line became a full time business, Cliff was a machinist for the University of California's Physics Dept, and Radiation Lab. Cliff was justifiably proud of his work there, and I learned at his memorial service, his name is enshrined at the Kennedy Space Center on a plaque recognizing those whose work made the Apollo project to the moon a success.

Cliff is survived by his wife Burma, sons Robert and David, and daughters Phyllis and Elizabeth. All of his children are involved with the hobby of model railroading. They operate Grandt Line Products and R/Robb Ltd.

Rod Smith



Elsie

Mostly by Annie Ogborn

Bill: OK, when I took over Branch Line I found a listing for “The Left Coast HOn30 Modular Group,” that’s you, right?

Annie: Oh, nobody calls us that. Everybody calls us ‘Lefties’ or the ‘Elsies’. Maybe it’s our ‘Bovinus Illuminatus’ symbol, or our penchant for putting cows with headlights on our modules.

Bill: And you’re a West Coast’s HOn30 modular group. Is there only one?

Annie: Yep! There’s probably only about a hundred of us HOn30 modelers on the West Coast. We only have to drive a few hundred miles on the average to get together.

There’s an East Coast club too.

Bill: HOn30, as I remember that is N-scale track.

Annie: HOn30 is HO scale models of 30” gauge railroads and by happy coincidence 30” in HO is the same as 4’-8 1/2” in N. So we use N scale track and mechanisms. Except that now there are some HOn30 locos built, and there is special HOn30 track and turnouts. But we still scratch build lots of our locos on N scale mechanisms.

Bill: I see. Are there lots of 30” gauge prototypes to model?

Annie: Nope! Only a few. But that’s OK; about half of us model the 2-foot railways that once crisscrossed Maine. Lots of the rest of us model 2 foot gauge industrial railways.

Bill: Weren’t Frary and Hayden and the *Carra-basset & Dead River* part of this years ago?

Annie: Yep! Dave Frary and Bob Hayden started

the whole thing, sorta. A company called Eggerbahn came out with a line of incredibly cute little HOn30 trains. Roco and AHM followed their lead and came out with similar items. Roco still sells its line. When AHM found itself with lots of excess inventory they dumped them on the market at Walgreen’s for \$5 a set. Frary and Hayden were looking for a way to model the Maine two footers. They found some of these AHM sets and decided they had the basic materials for their Maine two



foot modeling. These days there’s an assortment of craftsman style kits available. Many of the loco kits are conversions of mass produced N scale engines. The only model of the Fiddletown & Copperopolis #5 available is in HOn30. Roco still puts out their line of RTR equipment, and that’s probably where most people start. But it’s definitely a scratch builder’s scale.

Bill: Is it an expensive scale?

Annie: Nope! Most of the time engines cost the same as N scale, most other rolling stock is scratch built, resin, or styrene, and trains tend to be really short. There are a few brass engines available, but it’s not necessary to sink a fortune into brass. The only brass engine I

(Continued on page 27)

Tales of the Santa Cruz Northern

Virtual Operators

Jim Providenza

As many of you may know, we started using Timetable and Train Order Operations (TT&TO) on the SCN about 2 years ago. Then a year ago we expanded the SCN by about 40 actual main line track feet, adding one more working station and visible staging.

At that time Seth Neumann helped acquire, and then spent a half a day installing, an old Western Electric phone system. We have been operating with a dispatcher and two operators since then. It has been quite an enjoyable experience and we have learned (and still are learning) a lot. But once again, the SCN has taken on a life of its own!

Many model railroaders using TT&TO have the dispatcher write his own orders and hand them directly to the train crews. Most others have the DS transmitting all his orders to one operator who copies and repeats them and then gives them to the crews. I wanted to give the dispatcher the feel of working with several operators like the prototype did; I also wanted to give the operators more of a feel of working a particular place.

So, I squeezed space for two ops. One operator sits by the garage door near the end points of the SCN and I intended that he would work the stations of WP Jct. on the lower level and Fallon on the upper level. The other operator is squeezed into the narrowest aisle on the SCN working Dougherty's directly above him and E. Rica on the lower level next to him.

All seemed to be going well until about 3 or 4 op sessions ago. My good friend Linton von Beroldingen was down from Oregon and had bid the WP Jct. / Fallon operators job. Dave Clemens was holding down his usual position as "SCN 'Spatch'".

About half way through the session I walked

up to Linton to hear him dictating a Form A Clearance to the Dispatcher for the Eastbound Drag. Nothing unusual; even a scheduled train can't start its run without a Clearance. Except. Linton, who is supposed to be in Fallon at this end of the railroad, was dictating a clearance for the drag at Santa Cruz!

Now I agree that the Santa Cruz Northern *ought* to get to its namesake city one of these days. But the likelihood of that happening in the current garage is slim to none. So I was quite comfortable with clearing the train up at Fallon, which is the first open station on the modeled portion of the SCN.

But not these guys. Linton grabbed his copy of SCN Timetable #7, and pointed out to me that the Eastbound Drag is shown as leaving from Santa Cruz. I acknowledged this was true, especially as I had written the document myself! Linton then argued that as the train originated in Santa Cruz, its clearance had to be issued there. I pointed out in my defense that Santa Cruz didn't even exist. Linton suggested I consult with my dispatcher. I didn't bother – Clemens was already having too much fun with this as it was.

So things carried on in this fashion for several sessions. Having conceded the rule I found I couldn't argue the reality. But I thought it would stop there. Wrong!

Enter Jim Radkey, working his second shift on the SCN. Jim said he was interested in the operator's job and asked if he could bid in with the promise of some coaching on the side. I agreed. Well the next thing I knew Jim was asking me if he wasn't supposed to "OS" the eastbound Suntan out of Santa Cruz?

I just shrugged my shoulders and gave up. Who am I to complain if my crews want to

(Continued on page 25)



Daylight Division Report

Member Aid Program

Rod Smith

Member of the Year-2002

Each year, we present a member of our division with an award earned through hard work and dedication to the Division, PCR and the NMRA.

Terry Taylor epitomizes Daylight Division's "go get'em attitude" with his persistence and talent for editorial flair. He assisted the San Luis Obispo Convention team with organizing, pamphleteering, attending, and staffing the entire convention weekend last year at SLO.

He is also no slouch when it comes to modeling. His Santa Fe railroad will be quite something when finished, and his hospitality is famous. His patience with youngsters is legendary, at least amongst us Birds.

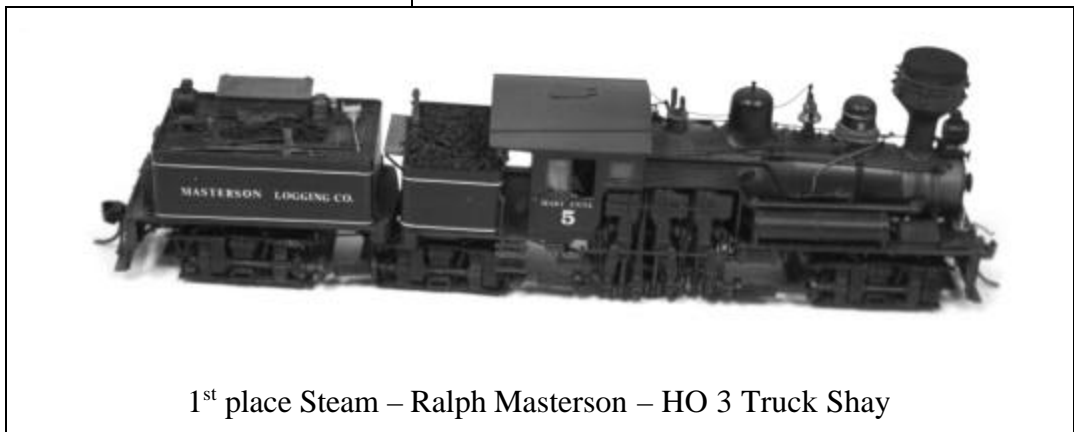
If you haven't read any of his efforts, you can find them on the San Luis Obispo Model Railroad Club's homepage. Half of the award should also go to Jan, his loving wife who puts up with all of us model rails who descend upon their house at all hours of the day and night. She ably entertains the 'other half' gracefully and is a great hostess. I am grateful to acknowledge Terry and Jan as friends in this wonderful hobby. In gracious thanks to you, Terry, we present this award to you (and Jan!) knowing that we do nothing alone.

Brewster Bird,
Daylight Division
Director

The Pacific Coast Region is planning to reactivate the Member Aid Program. President Ray deBlicke has asked me to act as the Chairman, and I am excited to have the opportunity to serve the members in this capacity. But, you ask, just what is this member aid to which I am entitled? Well, it is a great group of modelers who may have experience in an area where you have run into a problem. Just ask, and we will try to help you, so you can better enjoy this wonderful and fulfilling hobby. As a PCR member, you are entitled to use this service.

Member Aid is available now. I certainly don't know all the answers myself, but I do know a lot of fellow modelers, and they have volunteered to help answer questions which are posed. We are open to any question on the construction or operation of a model railroad. You can even ask for information about the organization. There are a lot of resources on the web, and perhaps we can direct you to a website which helps you. For fastest service, you should e-mail me at Railgeezee@aol.com and I will try to answer promptly. If you wish, you may send a letter to me at the address listed in the Call Board, but be sure to include a self addressed stamped envelope for the reply.

As you often hear on Public Television, operators are standing by. Got a problem? Give us a try. We really want to help.



1st place Steam – Ralph Masterson – HO 3 Truck Shay

S Scale In Review

By Lee Johnson

It is not every day that you hear about a new S scale modular group, especially on the West Coast, but on April 21 the Red Mountain Narrow Gauge modular group had their new modular layout on display in a hanger at the Nut Tree airport. The Red Mountain Narrow Gauge group is not new you say. True, but this layout is a new Sn3 modular layout, whereas their old layout was HOn3. Yes, the group converted to Sn3 with the new modular layout having both a West Side and Rio Grande theme. They did a nice job of raising the height of the layout to put it closer to eye level for more realistic viewing, and the layout is controlled from outside so the operators can mingle with the viewers. Although the display at the airport had very little publicity, over 100 people worked their way through the maze of hangers at the airport to view the new Sn3 layout.

The other good news is that finally there will be another S-West. This year from 6 PM October 24 until 10 PM October 26 (with breaks for eating and sleeping), S-West IV will be held in Stockton. There will be two rooms totaling 2,630 sq. ft. of space at the Stockton Inn (Best Western) for dealers, manufacturers, clinics, and two S module layouts. There will be three large S home layouts on tour. The new S scale gas turbines will be right at home on one of the layouts, while one of the other layouts is cab forward territory. The program is currently being finalized.

River Raisin Models has announced they are now taking reservations for the Pullman troop sleeper, kitchen car, and express boxcar, and will be equipped with the unique Allied Full cushion truck. The cars will be available in both painted and lettered as well as unpainted. RRM has also announced that the PRR class J-1 and C&O class T-1 2-10-4s have received enough reservations that the S scale models will be produced and delivered sometime this fall.

Of special interest is that Rich Yoder is willing to produce an S scale version of a GE 70-tonner if there is enough interest while he is pursuing this same project in O scale. He needs to receive reservations for 160 units in S for this project to move forward. Rich can be reached via e-mail at oscale48@comcast.net. This model should be of interest to the western modeler since the SP was the largest single owner of this locomotive along with the WP family (SN and TS) having a few. The M&ET is still using the GE 70-tonner as its only type of motive power. Rio Grande Models is now shipping the West Side Lumber Co. caboose #7 in Sn3. The kit consists of a laser cut body, white metal castings, and trucks.

The SouthWind Models B&O class EM-1 2-8-8-4 should be ready to ship from Korea this July. They have also announced a B&O wagon top caboose to go with the EM-1 provided there is enough interest. In the future category, SWM is talking about importing an SP 2-8-2 unmodernized Mk-5 with a large 120-C-7 Vanderbilt tender; an SP 2-8-2 modernized Mk-6 with a 120-SC-1 whaleback tender; a UP 2-8-2 MK-63 with Sweeney stack and medium size coal Vanderbilt tender; and an IC/C of G 2-8-2.

S-Helper Service is now shipping their new refrigerator car paint schemes including the Swift reefer three-car set that has three different paint schemes. The FGE and PFE three-car reefer sets are now sold out. The painted sample bodies for the F-7s have been received, and they look great. The detail of the air intake grill is some of the finest that has been done in any scale.

If anyone is interested in obtaining additional information about anything in the column or S scale in general, my e-mail is Leemax@jps.net or call me at (925) 943-1590.

CONTEST REPORT

By Ken Lunders, PCR Contest Chair

The PCR really knows how to do conventions! The bunch that put together the latest in Redding did a super job. Thanks to them all.

This issue's Contest Report will deal with the Model Contest results. Elsewhere in this issue you should find columns by Jim Providenza about the Photo Contest, and by Jim Long regarding the results of the Switching Contest.

Special thanks go out to the Convention Contest Chairman, Paul Mendez, and to the following individuals who volunteered and who judged the models: John Houlihan, Denise Showalter, Brad Lloyd, Bill Scott, Dave Connery, Phil Maggs, Chuck Mitchell, Bob Wirthlin, Tony Thompson, Harold Mentzer, Don Cabrall, and Dave Biondi. We were fortunate to have so many volunteers.

An extra thanks to Paul, John & Bill for tending the contest room throughout most of the convention, to Harold who checked my math when adding the total scores, and to Dave Connery who hauled the photo display racks from the Bay Area.

THE RESULTS

For the first time in several years we tried to present the Levity Award. Unfortunately, the intended recipient left town for home in the PNR before we could embarrass him! Sid Jack will be receiving his award, and a request to create one for next year's convention through the services of the postal USPS.

Five entries in the Model Contest qualified for

Merit Awards. They and the other winners are listed below.

Steam Locomotive – Open

1st place – Ralph Masterson – HO 3 Truck Shay

Diesel & Other Locomotives – Open

1st place – Joseph Aymar – HO GE B23-7, Santa Fe #6405 (Joseph earned a Merit Award with 90 points on his entry.)

Diesel & Other Locomotives – Kit

2nd place – Joseph Aymar – HO EMD GP35 as Santa Fe #2806

1st place – Joseph Aymar – HO GP 60M, Santa Fe #100 (Joseph earned a Merit Award with 88 points on this entry.)

Freight Car – Open

3rd place – Glenn Joesten – Fn3 D&RGW High-side Gondola

2nd place – Glenn Joesten – Fn3 D&RGW 3000 Class Boxcar

1st place – Joseph Aymar – HO Center Drop Flat Car with Load (Joseph earned yet another Merit Award with 101).



Best in Show - Joseph Aymar – HO EMD SD 9043 UP #8088

PHOTO CONTEST RESULTS

By
Jim Providenza

We had some excellent entries in the Photo Contest this year. There were several closely called races, especially in the Trains in Action color print category and the Prototype Slide category. I would like to thank all those who submitted photographs and slides. Your efforts contributed a great deal to the contest.

I would also like to thank those who submitted photos (and an album!) taken during previous conventions. I would like to see more folks enter the contest with the photos they have taken in some of the places we have been. On the other hand, I will happily accept convention photos for display only if you want. I'm not sure about the Yreka Western tour, but the McCloud trip had several memorable moments. Did anyone get a picture of the crew trying to fix the switch stand on the wye at Bartel?

As is often the case, several awards went begging due to lack of entries. Black & White Model awards are just there waiting for contestants. With all the new steam power it is only natural to try to duplicate some of the work of the great steam era photographers. I was glad to see the Bill Schaumburg and Dave Biondi gave excellent photography clinics in Redding. I hope all of you who attended them will give layout photography a shot and bring your results to the Tri-Valley Zephyr convention next April.

In the meantime, if you see any of your friends listed here, be sure to congratulate them!

Best in Show - Kenneth Weber

Prints:

Prototype

B&W

1st - Paul Lanyi

Color - Trains in Action

1st - John Houlihan

2nd - Paul Lanyi

3rd - Phil Maggs

Color - Track & Structures

1st- Rich Kolm

Color - Other

1st - Rich Kolm

2nd - Phil Maggs

Model

Color

1st - Phil Maggs

Prototype Slides:

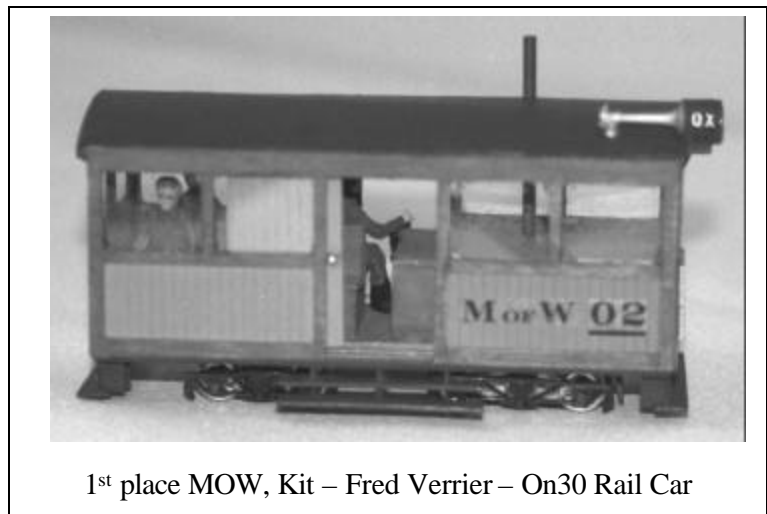
1st - Ray Fernandes

2nd - Dave Biondi

3rd - Ray Fernandes

Model Slides:

No Award



1st place MOW, Kit – Fred Verrier – On30 Rail Car



SIERRA DIVISION REPORT

On June 8, 2002 the Sierra Division will have a meet at Sutter Creek, Ca. that promises to be truly spectacular. Sutter Creek, Ca. is the site of the original finds of gold during the gold rush and there promises to be a golden day for model railroaders that attend this meet.

Our first stop, at 10:00 am, will be a tour of the historic Knight Foundry. Samuel Knight was a leading developer of the water wheel, and his foundry is believed to be the only remaining water powered foundry and machine shop in the United States.

The 1873 complex has several buildings full of amazing old patterns, including such artifacts as the patterns for the sheaves for the Kennedy Mine, huge gears, and many parts for waterwheels, much railroad equipment, and a wealth of 'detail parts'. The complex includes the foundry itself, with great old wooden cranes and of course the cupola, a pattern shop where wooden patterns were made, and a large belt-driven machine shop.

After the foundry we'll walk across adjacent Sutter Creek to a nearby park for a picnic lunch. **BRING YOUR OWN SACK LUNCH** and the Sierra Division will provide cold drinks.

Lunch finished, we'll travel 3 miles to Amador City to visit Bruce Sherill's *Little Amador*. This large garden railroad runs around exhibits of a small mining museum. The *Little Amador* is a garden railroad designed to be operated. And operate it we will! We'll have a gentle introduction to operations from the layout's owner and participate in an ops session.

The *Little Amador* staff will give us an opportunity to build some garden railroad in a clinic, 'Introduction to Garden Railroading'. They've promised there will be a minimum of shoveling involved but wear suitable clothes for

playing in the dirt..

Around 4 pm the structured activities will be over, but those interested should head back to Sutter Creek to the Mother Lode Model Railroad Club layout for after-meet open house. It's reported to be spectacular.

Please contact Bob Mountjoy if you plan to attend so we can have a proper count. Thank you (916) 728-1205 OR rfmountjoy@aol.com

The foundry is an industrial environment, so **WEAR STURDY SHOES** and **SENSIBLE CLOTHES**. However, it is wheelchair accessible.

Directions:

Sutter Creek is 30-40 minutes from Southeast Sacramento. Take Latrobe Road. US-50 to Dorado Hills Blvd. At the bottom of the ramp turn south onto Latrobe Road, and continue 17 miles.

Left onto CA-16. Continue for 2.8 miles, then right onto CA-49. Travel 7 miles to Sutter Creek. In the town of Sutter Creek CA-49 has a Y divide. Take the right fork, which keeps you on CA-49. About 800 feet from the Y, in the middle of the downtown area, is the river of Sutter Creek itself. Just before you cross it take a left up Eureka Street. Park in the foundry parking lot. There's a sign on CA-49 at Eureka, but it's hard to distinguish among all the advertising.

The Sierra Division's Member of the Year is: ANNE OGBORN. Her enthusiasm and energy in her capacity as a chairperson for recruiting clinicians and planning tours has been exceptional. Her efforts are dramatically improving the quality of Sierra Division meets. Congratulations Anne!

Bob Mountjoy

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

Continuing our discussion on various AP certificates, this month we'll re-review the requirements for Author, with an emphasis on the newest way to share information, the Internet. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site, www.NMRA.org. You can also get a copy of the requirements by calling me.

For this category, points are awarded for published articles or drawings, developing web sites, or presenting live clinics. In all cases, the subject **must** be model railroading (i.e., articles or clinics on a railroad prototype do not count toward the total score unless it includes significant information on how to model the particular prototype). To earn a certificate for Author, you need to accumulate a total of 42 points. The number of points awarded for your efforts depends on the type of publication and

2000 may be considered National Publications; those with a circulation of more than 1000 may be considered Region Publications.

- Material published in 100% NMRA Club publications earns half the number of points as for an NMRA Division publication.
- No more than half of the total required points (21) may be claimed for Division or 100% NMRA Club publications.

In the case of articles for one of the commercial publications, you do not need to wait for actual publication. A copy of the submitted article and a copy of the acceptance receipt are sufficient. However, you might find that the final article is actually longer than anticipated once you see the article in print which might impact your points.

Note that you can also receive credit for

Points Earned Per Full Page				
Item	National Publication	NMRA National	NMRA Region	NMRA Division & SIGs
Article or Column	3	3	2	1
Photos or Art Work	3	3	2	1
Scale Drawing of Prototype	6	6	4	2
Scale Drawing of Track Plan	3	3	2	1
NMRA Data/RP Sheet-One Subject	-	6	-	-

presenting live clinics but that is outside the extent of this article.

You can also get credit for publishing material on the Internet. This material earns credit at the same rate as Published Articles in

the type of article or drawing as shown in this table.

Keep in mind the following guidelines:

- A “page” is approximately 1200 words. Credit may be claimed for partial pages down to quarter pages.
- NMRA Publications (including SIG publications) with a circulation of more than

Region publications as listed in the table. All photos, drawings, etc. are treated as 1/3 of a page. Material that is published in more than one place or way (for example, both in a magazine and electronically, or in multiple electronic formats) can only earn credit once.

The address (URL) of the material must be

(Continued on page 25)

Give Your Railroad Collection Extra Life

By Dave Connery

Almost all of us, over our lifetime, accumulate a lot of rail-related items, including photos, books, models, artifacts, souvenirs, etc. Over time, many of these items will become rarer and rarer as like items are discarded and lost to history. This rarity alone means that your collection is a valuable resource, especially to those dedicated to preserving the history of railroading. Since you have been saving these items, they obviously have value to you. If you value them, then most likely others with similar interests will also value them.

Unfortunately, this value is not always understood by railfans, modelers, or their families. We hear sad tales of families who discarded entire collections when the railfan died. To make sure your own collection is available to future generations, you should seek out organizations interested in what you have. Then, either give it to the organization now or create clear instructions to your family about your intentions regarding these items.

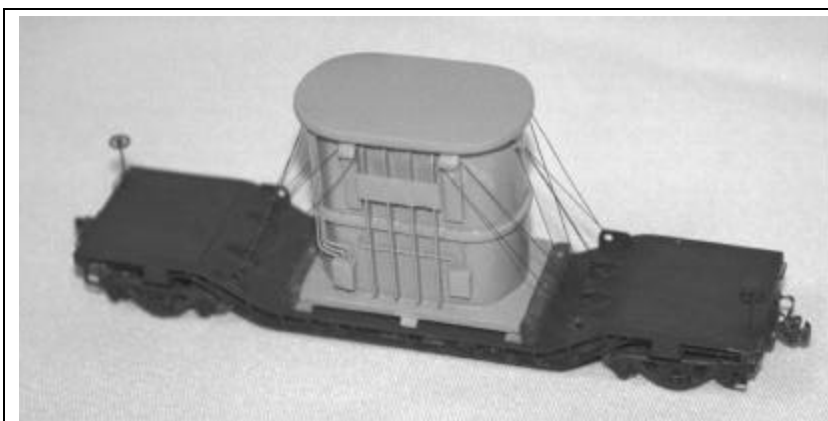
Often the families have little appreciation for the market value of items collected over a lifetime. When approached by unscrupulous traders, they can be duped into selling collections for pennies on the dollar, collections which the trader later offers on the open market for full

value. In addition to providing written instructions for family members, it might be wise to talk to one or more of your trusted personal friends in the hobby, asking them now to help your family properly dispose of rail hobby related items.

Here is a partial list of rail and hobby oriented libraries, museums and organizations serving our Region. All organizations on the list would be interested in talking with you about your collection. Some have very specific "want" lists while others have very formal acquisition policies and procedures. If they have duplicates in their collection they may use your items in trade with other organizations or through their sale, allow the purchase of needed items for their collection.

NATIONAL MODEL RAILROAD
ASSOCIATION
4121 Cromwell Road
Chattanooga, TN 37421
www.nmra.org

The Kalmbach Memorial Library is professionally managed and seeks photos, books, magazines, etc. The Howell Day Museum seeks models and kits covering the history of model railroading.



1st place Freight Car– Joseph Aymar – HO Center Drop Flat

CALIFORNIA STATE
RAILROAD MUSEUM
111 "I" Street
Sacramento, CA 95814
www.csrnf.org

The museum specializes in the history of railroading in the US west. The professionally run library is one of the major sources of rail history related photos and printed material.

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Extra Life

NEVADA STATE RAILROAD MUSEUM
2180 South Carson Street
Carson City, NV 89701
www.nsrn-friends.org/

The museum specializes in the railroad history of the Silver State.

WESTERN RAILWAY MUSEUM
5848 State Hwy #12
Rio Vista Junction, CA 94585
www.wrm.org/

The museum specializes in the preservation of vintage traction equipment and the history of electric railways in the west.

GOLDEN GATE RAILROAD MUSEUM
PO Box 881686
San Francisco, CA 94188-1686
www.ggrm.org/

Specializes in western mainline railroad equipment restoration and operation.

SOCIETY FOR THE PRESERVATION OF
CARTER RR RESOURCES
PO Box 783
Newark, CA 94560
www.spcrr.org/

Specializes in early California narrow gauge railroad equipment restoration.

PORTOLA RAILROAD MUSEUM
700 West Pacific Way
Portola, CA
<http://www.oz.net/~smh/frs/>

Specializing in Western Pacific and Union Pacific equipment restoration and operation.

NEVADA NORTHERN RAILWAY MUSEUM
PO Box 150040
East Ely, NV 89315-0040
<http://pages.prodigy.com/NevadaNorthern/Index.htm>

Collecting equipment and memorabilia from the Nevada Northern Railway.

SANTA CLARA COUNTY RAILROAD
MUSEUM

1600 Senter Road
San Jose, CA 95112
www.ctrc.org/museum.html

Preserving the history of railroading in and around the Silicon Valley

PACIFIC LOCOMOTIVE ASSOCIATION
PO Box 2247
Fremont, CA 94536
www.ncry.org/

Preserving and operating Pacific Coast railroad equipment.

Historical Societies for most major railroads are eager to help preserve information relating to their subject railroads.

NMRA DIVISIONS can provide special help in disposing of model railroad estates.

Special thanks to Bill Costley of San Pedro, who has been instrumental in spreading the word about this subject in Southern California and got my attention.

(Continued from page 3)

Made in the PCR

some traffic without eating up a lot of layout space. The footprint in N is 2 3/4" X 4 7/8" and in HO it is 4 1/4" X 7 1/2". I am hoping it will find a place on my good friend John Marshall's N scale NYC oriented layout.

This kit was \$29.95 and is one of 10 N scale STS kits. There are also 11 HO STS kits, 3 HO detailing parts, 4 regular N scale kits and 2 regular HO kits. Northeastern Scale Models is located at 3030 Thorn-tree Dr., Unit 5, Chico, CA 95973 (530) 896-0831 with an (800) 849-0028 number for orders. You can see their entire line on their web site located at <http://www.nesm.com> and can contact them through e-mail at info@nesm.com. If your local hobby shop does not carry their kits you can order direct either through the web or by phone.

Balancing Your Freight Car Fleet

By Terry N. Taylor

As some of you know, I model the transition period from steam to first generation diesel in the upper San Joaquin Valley of California. I am mainly into Santa Fe but also have major interchange yards with both the Southern Pacific & the Western Pacific as well as several smaller railroads. While I started modeling the 1945 to 1955 era, I have lately been narrowing my focus to 1953.

Originally, I made the assumption that 40-foot cars were what I should be modeling, but I noticed there were a lot of 50-foot, or longer, cars being built in that time frame. So I decided to check what the Santa Fe actually had in use then. Per the Santa Fe Freight Car Classification Systems Folio 211-3, Santa Fe had about 81,300 cars on hand as of 1 Jan 1951.

392 (.5%) of them were air dump cars, 5,042 (6.2%) are automobile cars, 43 (.1%) are ballast cars, 30,700 (37.9%) are box cars, 1,202 (1.5%) are cabooses, 9 (.0%) are drovers cars, 2,332 (2.9%) are flat cars, 16,254 (20.0%) are gondola cars, 345 (.4%) are ice cars, 55 (.1%) are logging cars, 14,309 (17.6%) are refrigerator cars, 7,143 (8.8%) are stock cars, and 3,390 (4.2%) are tank cars for a total of 81,306.

Now at least I had an idea of the overall proportion of different cars on the Santa Fe at the start of 1951, even though this did not tell me the proportion of cars in the area that I am modeling or what was on hand in 1953.

Using the length of the car over the end sills, and rounding to the nearest two foot increment because I was interested in the visual aspects of a train passing by and not what the actual cargo space inside the cars was, I found that the Santa Fe had 92 (.1%) 26' cars (all air dump cars), 961

(1.2%) 28' cars (mostly cabooses), 100 (.1%) 30' cars (50 each caboose and gondola cars), 487 (.6%) 32' cars (mostly gondola cars, but some air dump and tank cars), 2,909 (3.6%) 34' cars (again mostly gondola cars, but some air dump and tank cars), 923 (1.1%) 36' cars (mostly tank cars, but some box, caboose and gondola cars).

In the 38 to 42 foot range, Santa Fe had 1,658 (2.0%) 38' cars (mostly tank cars, but also some box and ice cars), 25,712 (31.6%) 40' cars (mostly box cars, but also automobile, ballast, drovers, flat, gondola, logging, stock and tank cars), 31,394 (38.6%) 42' cars (mostly box and refrigerator cars, but also automobile, ballast, gondola, ice and stock cars).

In the over 42 foot range Santa Fe had 6,592 (8.1%) 44' cars (mostly gondola cars, but also some flat cars), 202 (.2%) 46' cars (all tank cars, except for 2 drovers cars), 545 (.7%) 48' cars (about half & half gondola & tank cars), 4,022 (5.0%) 50' cars (automobile, box, flat, gondola and refrigerator cars), 2,763 (3.4%) 52' cars (mostly automobile, but also box & gondola cars), 2,330 (2.9%) 54' cars (mostly gondola cars but about one quarter flat cars), 190 (.2%) 60' flat cars, 225 (.3%) 66' gondola cars, and 199 (.2%) cars where the length was not specified (123 cabooses and 76 tank cars). The caboose cars were converted box cars and all of the tank cars were from the KCM&O.

From all of this data, it is easy to see that while most (about 72%) of the cars that I model should be from 38 to 42' over the end sills, about 21% of the cars were longer. Since I model 1953

Originally, I made the assumption that 40-foot cars were what I should be modeling, but I noticed there were a lot of 50-foot, or longer, cars being built in that time.

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Contest Report

M-O-W – Kit

1st place – Fred Verrier – On30 Rail Car

Structure – Open

2nd place – Joseph Aymar – HO Diablo Canyon Bridge

1st place – Harold Mentzer – HO Pin Connected Pratt Deck Bridge (Harold earned a Merit Award with 89 points for his bridge.)

Structure – Kit

2nd place – Dave Cordell – HO Elevated RR Station

1st place – Fred Verrier – O Granite Junction Station

Structure – Novice

1st place – Larry Davis – N Cheyenne, Wyoming Depot

Best in Show

Joseph Aymar – HO EMD SD 9043 UP #8088 (Joseph's model earned 103 points and a Merit Award.)

Once again there were several modular setups and not one entry was received for the Module/Portable Layout Contest. This is two years in a row! Don't let it happen again!

OTHER MATTERS

The Board of Directors approved the addition of qualifications for judges to the Contest Directory. Entry Cover Sheets will be asking for e-mail addresses in the future as well. The updated on-line version of the Contest Directory should be available as this issue goes into the mail. Check the PCR web site for the complete PCR Contest Directory, entry forms, and so on.

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Achievement Program

included with the certificate application. Material which is published on a non-publicly accessible forum (e.g. a private BBS or as e-mail) is not eligible for credit. In addition, no more than half of the total required points (21) may be claimed for publications on the Internet. Because of the nature of the web, final determination of what material is acceptable for credit, and how much credit it earns, lies with the AP Department Executive Vice Manager. For material that is the work of more than one person, each person may claim 1/2 of the applicable points, provided that they did at least 40% of the work involved.

Of all of the AP categories, Author might be the easiest to document. Simply attach photocopies of the particular articles to your Statement of Qualifications along with a summary of your points for each item.

I am happy to announce that Charles Gardner of the Redwood Empire Division has been awarded a Golden Spike Award. Ron Plies has also been very busy and has been awarded AP certificates for Prototype Modeler (presented at the PCR Convention in Redding) and another certificate for Structures.

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 31.

Virtual Operators

(Continued from page 15)

pretend they are working at a station that will never have a physical modeled reality on a proto-freelanced railroad that never existed in the one-to-one world anyway? I mean, it's all pretend at some level anyway, isn't it? Maybe by becoming "virtual" operators the SCN crew have just carried Allen McClelland's "beyond the basement" concept one step further.

PCR Switching Contest

For the past many years Allan Fenton ran the Switching Contest at the PCR Conventions and Coast Division Meets. As you are all aware Allan passed away unexpectedly last August. The Time Saver Switching Contest Layouts that he used were built by John Allan and Bill Corsa. Allan's family decided to donate the original Time Saver to the NMRA Museum in Chattanooga and the second one to the San Diego Model Railroad Museum. Because of these donations the PCR Board decided to fund a replacement, up to \$200 for any Division that would like to build one. The Coast Division built one and it was brought to the Shasta Sunrise Convention in Redding. There is a plaque on it that says "Built In The Memory Of Allan Fenton." This was the first time it was used. During the convention there were many people that tried their hand at the contest. I believe they all enjoyed it. I know I enjoyed running the contest. It gave me time to talk with many people during the convention.

The results are as follows:

The 6 car problem for the Senior Brake Person

First Place	Richard Jayne	Time 3 Minutes 52 Seconds
Second Place	Ed Liesse	Time 4 Minutes 11 Seconds
Third Place	Alan Havens	Time 6 Minutes 39 Seconds

The 5 car problem for the Brake Person

First Place	Denis Stokley	Time 7 Minutes 36 Seconds
Second Place	Paul Mendez	Time 7 Minutes 37 Seconds
Third Place	Joseph Aymar	Time 8 Minutes 2 Seconds



Drawing :Charlie Cornstock

At the Convention there were some long distance visitors. One couple came from St. Louis, MO. As the contest was going on Venita Lake started watching. She observed for one or two rounds and then I asked her to try it. She did and did very well. She earned an Honorable Mention in the 5 car problem with a time of 10 Minutes 41 Seconds. She proved that by studying the problem for a short time it can be done well. I hope that she returns to another PCR Convention and tries to beat her time. It was a pleasure to have Venita and her husband at the convention.

One of the first contestants was Paul Mendez. The first time he didn't do very well. He was almost finished with a time of 11 or 12 minutes when he moved a car that was finished being spotted. He got confused and finished with a time around 18 minutes. This earned him one of the famous Insulator Awards. He was not deterred and came back many times to improve his score. He came in with second place and missed first by one second. This shows that practice does help. I am sure he will be back to try for first place next year.

Jim Long

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Elsie

own is an a photoetched brass kit I paid \$135 for.

Bill: Do all of you model Maine 2 footers?

Annie: Nope. We have African jungle railways, the Gilpin tram, the Portland Zoo, and a bunch of other prototypes.

Bill: Can you actually have an operating layout with these tiny trains?

Annie: Mechanically they're N scale, but the larger bodies mean more space for weight, motors, and the like. With reasonable track the equipment is quite smooth and reliable. I'm planning an operations oriented layout now, and there are several nice home layouts around.

Bill: There's some very fine modeling on many of the modules, yet there's a lot of zany humor too. That's an unusual combination.

Annie: It's one of the best things about the scale. The food is the other.

Bill: The food?

Annie: Oh, yes, the food at Elsie functions is better.

Bill: Elsie functions? Do you have an organization and a President or Superintendent?

Annie: Nope! We just have a group, 'LCHOn30', on Yahoo Groups. Join that to find out more about us. We make all our decisions on the list. All disputes are resolved by Al Sandrini threatening to withhold his famous sausage until everyone agrees with him.

Bill: You are a modular group. I know N-trak publishes its standards. How do I find yours?

Annie: The standards for the modules are described on a web site, <http://www.hon30.com>

That's the HOn30 Home Depot. And it's the center of information for all things HOn30.

Bill: So how long have the Elsies been whatever you are?

Annie: Frary and Hayden's articles in Model Railroader in 1970 are what made 'modern' HOn30. The Elsies began when Al approached a few HOn30 modelers about a modular club for the West Coast. We got together to build module frames in October 99. At the next meet there were four modules. There are now about 20 modules done and about half that number in progress or rumored somewhere.

Bill: I've looked at your mailing list and some websites on line. It seems like many of you are slightly off center when it comes to humor

Annie: Yep! Have to be. Or at least it helps. Of course if you're not crazy when you join the Elsies we'll help you become crazy.

Bill: How do people become involved?

Annie: Join the LCHOn30 list on Yahoo (<http://groups.yahoo.com/group/LeftCoastHOn30/>) and show up at the next meet!

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Balancing Your Freight Car Fleet

instead of 1951, that 21% would be a bit higher as most new construction was in the 50' or better range.

I hope that this compilation is of help to others who want to try to model a more balanced freight car fleet. It also has implications in designing yards and passing sidings as your average train length will be just a bit longer. For example, if you have a 20 car train, at 40' each, that would be 800'; if 4 of the cars are 50', then the train length is now 840' or a 5% overall increase.

Just keep in mind that this is a snapshot of the overall Santa Fe freight car fleet as of 1 January 1951, that some of these cars were not interchanged, and that Santa Fe was still rebuilding cars as well as buying new ones.

Club Info

NITTY GRITTY NARROW GAUGERS

The Nitty Gritty Narrow Gaugers is a round robin group of On3 modelers that meets bi-weekly in members' homes in or near the Santa Clara Valley. Individual members construct modules following basic guidelines. We display our modular railroad twice a year. There are no officers, no dues and no bylaws. Contact Fred Verrier, 889 Brookgrove Ln., Cupertino, CA 95014(408) 253-9669

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

The San Leandro Historical Railway Society models the Southern Pacific from Oakland/San Leandro to just east of Norden using the tri-level Donner Pass plan featured in the March '98 *Model Railroader*. It's housed in the former S.P., San Leandro depot, now located at 1302 Orchard Ave. in San Leandro (just off Davis St.). Work sessions are Sat. 9:00am - 1:30pm and Tues. 7:30pm - 9:30pm, business meetings on the first Friday at 7:30pm. Contact: Pat LaTorres at (510) 276-3121 or email at duhnerd@pacbell.net

SOUTH BAY HISTORICAL RAILROAD SOCIETY

The South Bay Historical Railroad Society invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Avenue, Santa Clara, CA. on Tuesdays, 7:00 pm to 10:00 pm or Saturdays, 9:00 am to 4:00 pm Phone (408) 243-3969 for more information about our group.

ELSIE

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

NAPA VALLEY MODEL RAILROAD CLUB

The Napa Valley Model Railroad Historical Society operates an HO scale model railroad on the site of the Napa Valley Exposition grounds, located on Third Street in Napa between Soscol Avenue and Silverado Trail. The club is open every Friday night from 7:30pm to midnight. The second Tuesday of every month is devoted to a formal operating session;

free runs operate on other evenings. The layout is 100% sceniced. Four central cabs run four main-line trains. Visitors and prospective members are warmly welcome at any time. The club's website is at www.nvmrc.org.

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

The California Central Model Railroad Club is located in the old Agnew depot (Santa Clara) of the Southern Pacific (4185 Bassett Street) directly across from the Lafayette Street main gate of Agnew State Hospital. The theme of the 15' by 50'HO club is western railroading running loosely from the Bay Area to Southern Oregon. We meet on Friday nights from around 7:30 until 11 pm. Official club operating sessions are held on the first and last Fridays of each month. Call (408) 988-4449 on operating nights, or contact Wayne Cohen at (408) 779-0707.

EEL RIVER VALLEY MODEL RAILROADERS

The Eel River Valley is a new club, with a NWP layout series of modules under construction. The club meets each Friday evening at 7:30 pm at the Humboldt County Fair Grounds Commercial Building NW corner, Ferndale, CA 95536. Write to P.O. Box 950, Fortuna, CA 95540 or call Ron Plies at 707-725-9063 for more information.

BAY AREA NTRAK MODEL RAILROAD CLUB

The Bay Area Ntrak Model Railroad Club invites N scale model railroaders to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Avenue in Crockett on Wednesdays and Saturdays between 10 A.M. and 3 P. M. For additional information please contact: Bob Lewis, 925-283-6838; or via e-mail at boblewis@ix.netcom.com.

SILICON VALLEY LINES

The Silicon Valley Lines is located at 148 E. Virginia St. San Jose, CA. It meets every Friday evening from 7:30 pm until 11:30 pm. Business meetings are held on the first Friday of each month and operating sessions are held on the last Friday of the month. The Silicon Valley Lines is an HO layout

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utilizing DCC for realistic operations, computer-generated train orders and radio-based dispatching. For additional information, contact Mark Gurries at 408-377-0544.

WALNUT CREEK MODEL RAILROAD SOCIETY

The Walnut Creek Model Railroad Club holds regular monthly public operating sessions on the third Sunday, from 1-5 and the last Friday of each month from 8-10 pm. The club is located at 2751 Buena Vista Ave. (Larkey Park), Walnut Creek, CA. Phone (925) 937-1888 [recorder]. Visit our web site at www.wcmrs.org

SACRAMENTO MODEL HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to dmegeath@aol.com; web site <http://members.aol.com/dmegeath/index.html>. Modeled as the Sierra Central Railroad, both HO and HO_n3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 pm.

COASTAL VALLEY LINES

Coastal Valley Lines (CVL) is an informal association of novice to advanced model railroaders who live in Sonoma County that meets on the first Thursday of each month at 7:30 pm. We operate our HO scale modular railroad at local public shows. Prospective members can obtain more information from Brad Squires at (707) 568-4298 or Don Hanesworth at (707) 823-9615. Our web site is: <http://home.pacbell.net/jrolston/>

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

The Humboldt Bay & Eureka Model Railroad Club meets at their clubhouse and layout; located at 10 West 7th Street, Suite #C in Eureka, on Saturday nights from 7:00 pm on. Visitors are always welcome. Business meetings are held on the first Saturday of each month at 7:30 pm. Interested parties should contact: David Berriman P.O. Box 915, Arcata, CA 95518 (707) 825-7689

MOTHER LODGE MODEL RAILROAD CLUB

The Mother Lode Model Railroad Club meets every Wednesday evening at 7:00pm in the old historic primary school building located in Sutter Creek. Additional meetings normally are also held every Saturday at 9:00 am. We are a modular HO club

and are fully DCC operational. For further information call Joe Stafford at 209 245-5016.

SACRAMENTO MODULAR RAILROADERS

Most of our events are operating sessions, where we make up trains in our large switch yard, and send road crews out to switch cars into and out of industries at the towns along the main line. The club owns a large main yard, the corner modules, some special modules, and some rolling stock. Members own their own modules and rolling stock. For the latest club information, check out our web site at <http://saccentral.railfan.net/>, or call Dick Witzens at (916) 966-4592.

TRI-CITIES MODEL RAILROAD CLUB

The Tri-Cities Club meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO scale layouts. Work nights are Friday, the business meeting is the 1st Tuesday of the month and operating session are on the 1st and 3rd Sunday. For more information contact Stanley Keiser on (510) 791-1504.

Redding OP-Sig Activities

By Seth Neumann

We put on an LD/OP Sig track all day Thursday consisting of the Op Sig meeting, the LD Sig meeting, Bill Kaufman's "Operations for Dumbdumbs" clinic and Jim Providenza's "Realistic Operations" clinic. Discussion was active and covered a number of topics around how to get started.

Regis Joly of the Bakersfield club posed some good questions about getting a large club into operations. (He's looking for help by the way at, Regis_Joly@hotmail.com). Many of the usual suspects, and a few new faces, offered their experiences and many good learnings were shared, particularly some interesting observations on prototype yard operations from members who work for the 1:1 railroads.

Friday we saw most of the same folks at various places from Lake Shasta to Weed, along the Cascade line. It was a great day and I brought home some fine photographs and great memories!



**MEMBERSHIP APPLICATION
PACIFIC COAST REGION**

03/02

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIPCODE: _____

TELEPHONE: _____ NMRA # (if a member): _____

FAMILY MEMBER NAME(S): _____

I want to become a member of the National Model Railroad Association and the Pacific Coast Region of the NMRA. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to: PCR-NMRA. I understand that membership in the Pacific Coast Region requires membership in the NMRA.

PCR and NMRA for one year at \$51.00

PCR only (requires NMRA membership# above) at \$6.00

The Golden Spike Award

The Golden Spike Award will be awarded to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional Achievement Program Chairman under the direction of the National Achievement Program Chairman. AP regulations and definitions apply for scratch built and super detailed. To qualify for the award the member must complete the following checklist, obtain the signature of the Divisional AP Chairman, or another NMRA member designated by the Divisional AP Chairman. The Divisional AP Chairman will submit the signed form to the Regional AP Chairman who will issue the Golden Spike Award Certificate.

Qualifications for the Golden Spike Award

1. Rolling stock (Motive power and cars)

_____ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).

2. Model Railroad Setting (Structures and Scenery)

_____ Construct a minimum eight (8) square feet of layout.

_____ Construct five (5) structures (Scratch built, craftsman or detailed commercial kits). If a module has less than five structures, additional ones separate from the scene may be used.

3. Engineering (Civil and Electrical)

_____ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.

_____ All installed trackage must be properly wired so that two trains can be operated simultaneously.

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2003 - Tri-Valley

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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

SECOND-CLASS POSTAGE
PAID
MARTINEZ, CA 94553



Calendar

July 15-22, 2002: **NMRA National Convention**
Ft. Lauderdale.

August 4, 2002: **Redwood Empire Division**
Picnic at Train Town Sonoma.

September 8, 2002, **Coast Division** - Buscher
Middle School. 111 Bellamy Dr.
Santa Clara

October 5 & 6, **San Luis Obispo Model**
Railroad Club train show, San Luis
Obispo.

November 16, **Daylight Division** meet, San Luis
Obispo.

November 3, 2002: **Redwood Empire Division**
meet in Santa Rosa.

November 9 & 10, **International Railfair**,
Placer County Fairgrounds, Co-
sponsored by the Sierra Division

December 1, 2002, **Coast Division** - California
School for the Deaf, 39350 Gallaudet Dr.
Fremont

If you have any more listings send them to
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