



BRANCH LINE

NMRA'S FIRST REGION

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July—Sept 2006

President's Message

Gene Mayer

NMRA and the Pacific Coast Region PCR have undergone a number of changes the past two years. A new editor has taken over the reigns of *Scale Rails*. The September issue that I received yesterday is probably the best ever—possibly because I like the V&O. The former editor Terry Bacus did a fine job and we wish him success in his new venture as a model railroad design consultant.

I attended the Regional Advisory Council (RAC) meeting in Philadelphia. Unfortunately only four regional presidents were able to attend. However, we had the opportunity to discuss matters with the incoming and outgoing national officers. All four of us believe that the regions and divisions need to receive greater subsidies from NMRA than the currently authorized \$2 per member. President Roberts, Treasurer Draper and others said the subsidy is only intended to cover the cost of NMRA mandated programs. They said more money is needed to fund the headquarters operation. The

Board approved a \$3 dues increase that was required because of under funded trust accounts. NMRA has also launched a fund raising campaign to augment the dues. Nevertheless, I strongly believe the only way to reverse the continued downward trend in NMRA membership is to promote regional and local activities.

the only way to reverse the continued downward trend in NMRA membership is to promote regional and local activities.

Bill Kaufman has returned as the *Branch Line* editor with this issue. Welcome back Bill I know that everyone appreciates your past efforts to improve the quality of our quarterly magazine. I also want to thank Stephen Johnson for the work he did as editor during the past year.

Once again PCR will jointly sponsor the 2007 LDSIG/ OPSIG meet in Santa Clara next February 11 and 12. Seth Neumann is organizing the meet which will include numerous clinics, layout tours and operating sessions on home layouts.

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The November 18 midyear Board of Directors (BOD) meeting will probably be over when you read this column. Important issues to be discussed at that meeting include (1) approval of the preliminary 2007-2008 budget, (2) approval of nominations of candidates for President and Vice President, (3) the future of the Hawaiian

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VIEW FROM THE LEFT SEAT

By

Dave Connery, PCR Vice-president

One of the defining features of our hobby is the breath of skills and activities it encompasses. That makes for a hobby with endless possible areas to explore and activities to engage in. I have recently had some eye problems and found that some of the aspects of the hobby I have greatly enjoyed are not presently possible. The great news is there are other areas of the hobby I can still enjoy. The hobby can help us grow in many different directions and it can also provide a place for us as our interests, abilities or resources change.

How does this relate to the Pacific Coast Region and its Divisions?

Because the hobby is so broad, with so many interests and so many ways of “doing” the hobby, no one organization can hope to support everything. Here is what I think we in PCR can do to address this:

1. To help our members with their hobby enjoyment we need to be creative, willing to try different things and imaginative enough to find new activities to replace those which have become less interesting to members. In some respects, the way we rotate our conventions around to different areas of the Region with different sponsoring groups and organizing committees helps keep them fresh. Every year we get to enjoy a different viewpoint on what would make a fun convention. You can do your part by suggesting activities within the Region and Division that would interest you and by volunteering to help on activities and Conventions.
2. As new and especially younger members get involved we need to be open to their ideas of what and how things should be done. Every year we should start with a “blank page” and

then make sure there are enough “new” faces around the table that we don’t just rehash past ideas and ways of running our organization. If you think of activities as “Been there and done that” you need to help modernize our organization.

3. To some extent we can really help the hobby and our members by serving as an umbrella and supporting other groups such as SIGs, local Clubs, Historical Societies and Scale Specific groups. Find out what is available, get involved and see if your POCR contacts or the PCR organization couldn’t help.

PCR and its members have done most of these things for a long time and we need to continue. I am continuously impressed with what PCR members are doing not just in this organization but in many others as well. I find members taking active leadership rolls in a wide variety of related groups and activities. This makes the hobby vastly richer for all of us and we should do what we can to insure these other groups and activities are successful.

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Division and (4) approval of future convention locations. Please contact your division directors and superintendents for more information.

My wife and I spent 9 days in New York City in September. Besides visiting various museums and attending two Broadway plays I had the opportunity to ride and photograph several subway trains and the Long Island Railroad. I wanted to visit a nearby hobby shop but found that America’s Hobby Center, Manhattan Train Center and Standard Hobbies were all listed under Hobby Manufacturers and Wholesalers in the Manhattan phone book.

EDITOR'S NOTEBOOK

I'm baaaaack!

Yes, I am.

I've got no idea what happened to Steve. Gus doesn't even know. (See note from him.) I noticed on line that it was Gus Campagna calling for submissions to Branch Line and asked him if he had lost his editor. Next thing I knew, it was me again.

Anyway, I got over my grumpiness over the way BL is funded. (I still think I was right, however, things seem to have continued on without me, so here we go again.)

All the usual cast of characters is here. Pat LaTorres go on a trip to Portola. Jim Providenza gives us a report on the Santa Cruz Northern. Verne Alexander has a long philosophical piece that I only sort of understand.

Lots of good information on the convention in Santa Cruz. I just signed up and suggest strongly that everyone else does too.

Steve Skold checked in with pictures from the Galloping Goose and a bumble bee that I just couldn't resist. Seth Neumann has a number of things, but, from my perspective, the most fun is the LDSig/OpsSig meeting in February.

The Elsie's reappeared. John Sing gave us a bit on the model contests and another on his travels. I think it is a good issue.

Personally, the *San Francisco and Colorado* is gone. Into the dumpster and the *State Belt* is rising in its place. You will notice, if you look carefully elsewhere, I have a new address. (Actually, I'll give it to you here, 32 Salvador Way, San Rafael, CA 94903 is you want to send anything). That, of course meant that the half built State Belt had to move. Actually it was a piece of cake. Should be an article on it in RMC so I won't repeat the whole story.

Anyway, it's good to be back. Send articles!!!!!!!

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WRITTEN IN THE PCR

The Visalia Electric Railroad, *Southern Pacific's Orange Grove Route*

By Phillips C. Kauke

Review by Brewster Bird

I have read a wonderful book written by Phillips C. Kauke titled "The Visalia Electric Railroad," "Southern Pacific's Orange Grove Route," published by Signature Press, Berkeley and Wilton, California, Library of Congress Number: ISBN 1-930013-15-9 Copyright 2003.

Having lived in Visalia for sixteen years and seeing the shrinkage of street trackage and the decline of rail traffic throughout Visalia and Tulare County, the book is a treasure trove of what was in Tulare County, California. The railroad is very model-able and many sections survive ten or more years after its demise. There are several websites devoted to latter-day images of the VE, however, until the publication of this book, there were only tattered copies of "The Western Railroader", and limited access to local historians and residents' memories of the railroad available to serious researchers.

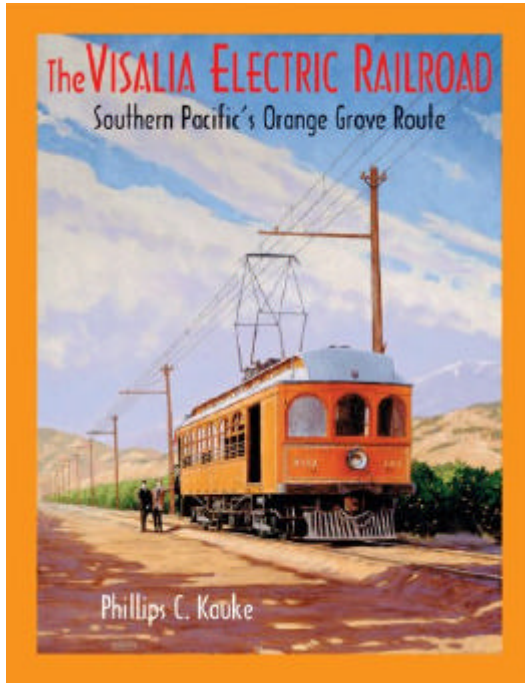
The text is well written and well organized. It is one of the best and least political histories of Tulare County I have ever read. Mr. Kauke describes the post-Sontag Gang era of lawlessness throughout the County, and the post "Octopus" days of Frank Norris, as the ICC and the Trust busters of Congress evolved. The Visalia Electric was ostensibly built to haul citrus and farm goods out of the eastern part of the County. The book

lavishes detail on the passenger rolling stock, the freight electric locomotive and the 'Dan Patch' survivors, early oil-electrics used for freight and passenger haulage in both Minnesota and California on non-electrified lines. One of the oil-electrics went to the Visalia Electric as #401 the other to the PE as #901. These can be modeled in

HO scale from the Model Die Casting Boxcab Ingersoll-Rand Diesel Electric (out of production as of the date of this review) with new side frames. Some of the nice touches in the book are the track plans, very tightly done, fairly easy to replicate in any scale, and ideal for IDEs (Individual or Independent Design Elements) for you Layout Design SIG buffs. Operators can also find nuggets useful for developing operating plans and traffic patterns.

Another item of interest that stands out to the modeler is the Redbanks packing shed

at the end of the line near Woodlake, and Merryman's Junction, a model-able Layout Design Element where two lines of the VE cross at right angles and are able to exchange freight for Exeter, Woodlake, or Terminus and pick up revenue directly at the junction. That crossing exists only as a restored packing house and farmer's market about twelve miles east of Visalia on California



(Continued on page 6)

MADE IN THE PCR

Large Scale Freight Cars from Phil's Narrow Gauge by Dave Connery

In the July-Sept. 2005 issue of the Branch Line I reviewed two 1:20.3 freight cars by Phil's Narrow Gauge in Santa Rosa. Owner Phil Dipple has recently released two new craftsman car kits in this line and I thought you would like to know about them. Both of these cars are based on Rio Grande prototypes and are designed to operate on 45 mm gauge track – what is called “G” scale by most people but this scale (1:20.3) in 3 foot narrow gauge is properly called “Fn3” within the NMRA.

The first of these cars is a Kitchen Car (Rio Grande 04013) and is basically a box car that has had side doors, windows and a smoke stack added. Cars like this were often included in work and wreck trains. Similar cars were used in logging camps and that is how I am assuming this car would be used on my logging oriented garden railway.

Like all of Phil's cars, this car is both well detailed and rugged, the perfect combination for garden railroading where things are not under quite the same level of control as models securely ensconced in an indoor layout room. The kit is all pre-cut wood with white metal and brass details. My first step was to lightly stain all the wood parts a weathered gray with a very dilute Grimy Black in Diosol solution. I blackened the metal parts with Blacken-It.

The car goes together with no hassle beginning with the pre-constructed under-frame. Everything fit perfectly and the directions are hard to

beat. They start with a complete list of the tools needed, then every piece is listed and photos are included to show all the white metal and brass parts. The body of the text is nearly 6 full pages broken down in to 17 steps along with some suggestions for finishing the model. Actually you really don't need to know how to read because there are also 37 in progress photographs, numbered to correspond to the steps and showing each part of every step, including just how to clamp all parts as they are being glued.

When I finished the car I decided to paint it in the West Side red coloring I use for most of my rolling stock in lieu of the Grey color favored by the Rio Grande for their work equipment. I basically used a dry brushing approach, allowing some of the grayed wood to show through and simulating worn and weathered paint on the car. I think this is a neat car. It is number PNG-020 and is the first in a line of work cars. The car sells for \$75.00 and I purchased a set of Aristocraft trucks with Sierra Valley steel wheel sets for an added \$35.00 and used Ozark Miniatures link and pin couplers.

The second car in this review is a Frameless “GRAMPS” Tank car (UTLX 11050) sold as PNG-005. When I first heard about this car I was intrigued – Phil was making the tank out of wood! Not a block of wood but a wood wrapper built around a set of wood formers. I figured, “This I gotta try”. Let me say right from the start, it turned out marvelous.

Again with this car, the instructions are fantastic. Since this is a more complex car the instruction booklet is 31 pages (44 steps) and again has all the data and information you need and includes 94 photos! I must admit I was a bit intimidated with the idea of building a really nice looking tank from wood. I followed the directions, in-



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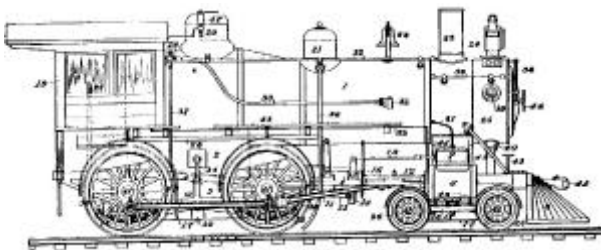
(Continued from page 4)

State Highway 198, two miles east of the Exeter/Woodlake junction of Highway 65 and 198.

Equipment preserved from the original VE is limited as, like many early interurbans, the railroad destroyed much of its passenger rolling stock. Several trailers survive (one at Perris, Ca and one at Rio Vista, CA), the ex Dan Patch motor/oil/electric survives at Perris (I believe DP #19, nee VE #401 Finally PE #1901) and one 44 tonner preserved at Rio Vista. To Mr. Kauke's knowledge no original cabooses survives, as the ones originally used by the VE were SP castoffs from the EP & SW, later the VE used its trailers and SP Harrimans as cabooses.

The photography is superb, even the fuzzy ones as the detail comes through. The final editing of the book utilized the talents of Anthony Thompson, who is a published author in his own right (Tony's articles on the PFE are legendary, as are his books on the Pacific Fruit Express) and his attention to detail makes for very well thought out layout, photo reproduction, text and font choices. The book is well worth the read and investment. The book shows the real gold of California, its produce, livestock, and minerals aggregates, and how locals thrived here in spite of the heat, the Tule Fog, and the occasional economic rupture. I think you, too, will be captivated by the book, even moved to appreciation for the energy, skill, and passion that Mr. Kauke displays so well in this text.

The book should be available direct from the publisher, your neighborhood bookseller, or any rail paper vendor.



(Continued from page 5)

cluding buying a set of 15 hose clamps to hold the tank wrapper in place around the laser cut formers as the glue set. Actually you build the tank in 3 sections and then later connect the sections into a single tank and finally use strips of brass with rivets punched in it to create the riveted seams of the prototype. Once the tank is completed it is sealed and sanded with four coats of sanding sealer. When you are done you have a tank that has all the gloss and sheen of a bright metal tank.

All the remaining hardware went on according to the plans with no problems. The kit comes with a beautiful set of CDS transfers in yellow and silver for the "GRAMPS" lettering and it sure looked fantastic in Phil's display at the National Garden Railway Convention show. Never-the-less, I could not justify a car with this lettering on my logging line so I simply numbered my car. I have yet to complete the weathering as the car looks so great in the gloss black paint. The car sells for \$120 including trucks and couplers. I opted for an added \$20 factory modification on the trucks to include roller bearings and now find there are very few places on my entire garden railway the car won't roll away if it isn't coupled to a train. I need to get more of these trucks for some of my other cars, they are superb. I installed the Accucraft couplers but first operated on them with my drill press and Dremel tool, turning them into split jaw knuckles so I can couple to either a knuckle coupler or us link & pins.

You can see the growing line of Phil's kits and parts at www.philsnarrowgauge.com or contact Phil directly at philsnarrowgauge@pacbell.net.



Model Contest Results for Coast Division are Online

By: John Sing, Coast Division Model Contest Chair

The PCR Coast Division web site pages for Model Contest and Show and Tell have been updated. Please visit these new pages and see examples of all the past year's worth of Coast Division meets: <http://www.pcrnmra.org/coast/contest.shtml>

Some great photos out there, such as:

- Alf Modine's first place in structures
- Tom Vanden Boch's Colorado Midland chair car number 112
- Mark Slutzer's Cab Forward number 4103. another 1st place winner

Thx for checking it out and tell all your friends to visit the web site too.



If you have any comments that you'd like me to pass on to the modeler's, just email those to me as well.



Enjoy!

If any of the other divisions are interested in the various procedures used to either create the web site or how we've been operating the publicity for our Model Contest, please feel free to drop a line to me at: singj@us.ibm.com or call John Sing at: 650-372-0765

I encourage all of you to participate in your local Division's Show and Tell and/or Model Contest. It's not about winning, it's about sharing and participating. Your fellow modelers love to see what you bring to share with them, and so many delightful conversations and follow-on activities result from just bringing some of your pride and joy models to share. Give it a go, you'll be glad you did.



ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

As the AP program has evolved, the requirements in several categories have been adjusted and changed over the years. However, there has not been a concerted effort to ensure that all forms are consistent with the requirements. Several areas have been uncovered that can benefit from clarification and improved consistency – three of them are discussed here. The NMRA board approved these modifications during the mid-year meeting in January 2006. The necessary modifications in the appropriate forms and notations to the requirements will be made if they haven't been done. Some of these changes are as follows:

- 1) The revised Author requirements allow for Volunteer credits for additional presentations of a clinic after the first one is claimed for Author credit. The Volunteer requirements do not mention this option. The Volunteer requirements identify credits for open house and modular layout participation in NMRA events and BSA merit badge program; however, the Record and Validation forms do not show these options. The “checklist” provided as a member service has not been updated to reflect changes in the requirements. The BOT has approved minor changes to the Volunteer requirements and forms to recognize these changes, and the “checklist” will be made consistent.
- 2) A clarification of “scratch building” has also been made. Some members and judges have incorrectly interpreted “scratch built” as earning at least 13.5 out of the possible 15 points (90% of the available points). This is not consistent with the published Judging Guidelines. There are actually two separate and somewhat independent determinations that must be made in assessing scratch building during AP judging.
 - a) The first is the “yes/no” determination whether the model can be considered scratch built. A model is considered scratch built if at least 90% of the model’s pieces/parts (other than those specifically exempted) are fabricated by the modeler. This is a quantitative assessment based on numbers of pieces in the model.
 - b) The second aspect is the scratch building score according to the schedule contained in the Judging Guidelines. The scoring matrix shows that a simple model that is completely (100%) scratch built can earn only 10 points. The scratch building score is a combination of quantitative extent and qualitative difficulty and complexity. We should note that there can be additional “bonus” scratch building points awarded (as long as the total scratch building score does not exceed 15) if the modeler scratch builds any of the specifically exempted parts.
 - c) The appropriate changes and comments will be added to the judging guidelines and as notes in the requirements and Scoring Sheets.
- 3) The growth of DCC control systems confuses some members since the requirements were written in the context of DC and early command control systems. Only two sections in the Model Railroad Engineer - Electrical requirements (Section A, items #1 and #6) might be considered DC specific/limiting, and two minor changes will make them compatible with both DC and DCC type systems while maintaining the intent of the requirements.
 - Item #1 requires “five electrical blocks” – a necessity in DC operation to meet the overall requirements for simultaneous and independent operation of two trains. DCC enables this, but separate blocks are

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generally used only for troubleshooting. The following change in Item #1 recognizes both types of control and keeps the spirit of the requirement:

- Item #1 - For conventional DC wiring (non-command control), five electrical blocks that can be controlled independently. For command control wiring (DCC, TMCC, and others), sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting.
- Item #6 requires a power supply with voltmeters and ammeters. These are relevant in DC operation, but have limited application in DCC systems during operation. The following changes are made to reflect today's control systems that already contain built-in safety features. With more and more locomotives being sold only as DCC ready, it is not as practical to measure performance with meters. A sentence will be added to the comments area to reflect the desirability of using meters to assess the performance of locomotives and to help in trouble-shooting the layout:
- Item #6 - One power supply with protective devices (short indicator and/or circuit breaker) to ensure safe operation.

Other news: Lead by the dedicated work by Marlin Costello and Jack Verducci to achieve the status of Master Model Railroader last year, the Pacific Coast Division has received an award from the NMRA Achievement Program Department Award for the 2005-2006 for "Most Improved Region." It was based on the number of people in the Region, the AP activity that occurred in 2005-2006 and is compared to the activity from the previous year. Congratulations to all the AP participants in PCR!

I am happy to announce that Ken Lunders has been awarded an AP certificate for Master Builder – Structures. Congratulations Ken!

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 35.

PCR Publications Department Report

I guess that if you have read this far you probably realize that we have yet another change in editors. Bill Kaufman takes over from me as editor with this issue. I do not know what happened to Stephen Johnson, but somehow we missed getting the last issue done on time. As I am writing this, in mid October, the third quarter issue is finally in the mail.

I am preparing the Branch Line Extra to be sent to the Division editors for inclusion in their fourth quarter newsletters. This is a one page (two sides) information sheet on Region doings that will reach out to the non-subscribers of the Branch Line. We hope that the extra information will spur greater participation by all members.

I would like to have an informational get-together at the PCR convention in Santa Cruz. I am inviting all editors and membership department folks to meet and share ideas. Communication is the key to a successful PCR.

Gus Campagna, Department Manager



Steve Skold trying to convince us that he is sorry that we are not there

ONCE MORE INTO THE CANYON

By Pat Latorres

It's been a while since we've joined "The Amigos" on one of their journeys of adventure, seeking the elusive Iron Horse. This is the account of a trip which actually took place last May, two weeks after the PCR Convention. The seeds for this trip were planted at the convention, when it happened to come up in conversation that the W.P. Railroad Museum in Portola was going to have their annual Rail-Fan Day on Saturday, May 20th. This seemed like a good time for a last shot of fun and excitement, since my fiancée, Ronnie and I would be getting into serious packing mode – we were supposed to get the keys to our two car model RR room (and the attached house) on the 30th.

With a little bit of salesmanship, I managed to convince Jim Radkey and Mark Schutzer that this would be a great excuse to make a train chasing trip. As a bonus, Ronnie had just picked up a new digital camera, so she'd have a chance to get her feet wet (little did we know...) at railroad photography. This would also be my first chance at extensive shooting with my new digital, though I also brought both of my film bodies – just in case.

Ronnie and I ran up to Mark's house and rode with him up to Jim's place in Albany and soon we were on the road in search of that most important component of any of our rail-fan trips – FOOD! We actually ran all the way up to West Sacramento before we stopped for breakfast. While eating and discussing the preliminary plan for our model RR (the S.P. in Oakland, from Magnolia down past Elmhurst in 1955/56) we were approached by a lady that was wanting to dispose of her father's estate of RR items. Unfortunately nothing ever came of this, but it set a good mood for the rest of the trip.

Once we got back on the road, we decided to deviate from our normal route and take Hwy 80 instead. This allowed us to stop off at Emigrant Gap on the S.P. "Overland Route" (just beyond the

lodge at Nyak). This was a first time for everyone but me, so it was a bit of a treat to expose these folks to some of the less visited part of this route. There are two really neat items along the tracks at the gap. The first is one of the few Pullman Troop Sleepers still around, though this one is in very sad shape. We did get a chance to see a much better preserved copy once we got to the museum. The other item was a unique, railroad built tool/supply shed next to the right-of-way. I'll let everyone finish the article before I give away its origins, just to give everyone a chance to see if you can figure out where it came from.



Gorgeous Emigrant Gap Tool Shed

After spending much time wandering around Emigrant Gap, we got back underway towards Portola. We made one more brief stop on the downhill run from Donner Summit towards Truckee, to take in the view across the canyon at the snowsheds above Donner Lake. Unfortunately this section of the original Donner route is no longer in use, but it still makes a nice photo from the highway. We then drove pretty much straight through to Portola, getting there just in time for them to be shutting down operations for lunch. Not being the type of folks to miss a subtle hint, we went in search of food as well. In the process we picked up Stan Keiser and his very sweet wife,

(Continued on page 11)

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Danette. I know that she's sweet 'cause she put up with us for the rest of the weekend!

After a large lunch we made it back to the museum for the afternoon operations. If any of you ever have the opportunity, this is one of the two special weekends at the W.P. Railroad Museum, the other is the weekend of Portola Railroad Days – when the entire town puts on their best face and a great time is had by all! As they always do on Rail-Fan Day, the museum put together a variety of trains for rail-fans to photograph at various locations around their property. They also have pretty much all of their equipment open for folks to inspect and photograph. This is so much more than a static display museum, this is living and breathing W.P. railroad at its best. There are F-units galore (including one of the original Zephyr units), the W.P.'s first diesel locomotive, more GP7s and 9s than one can shake a stick at (including one S.P. unit in the "Kodachrome" paint scheme), the first production GP20, a S.P. rotary snow plow and all sorts of other neat diesels. This museum is worth the trip at anytime, but these two special weekends add a bonus to the visit. As a special treat, Ronnie managed to get a cab ride in the GP20 on its last run of the day – her very first cab ride. She looked not unlike a puppy hanging out the window of a car as she hung out the fireman's window. While the crowd was down this year (it was earlier than they've had it in the past) and Vic Neves wasn't there to orchestrate his normal night photo shoot, a good time was still had by all.



All the usual suspects

Between the end of operations and the Saturday night slide show we ran over and secured our lodging for the night and then went to grab dinner. This was probably one of our two big disappointments of the weekend, the Log Cabin Restaurant had new owners and the quality of the food was really below the previous standards. The other let down of the weekend was the lack of rail traffic through Portola. I only recall one train through town in daylight hours the entire time we were there on Saturday. After the slide shows at the museum Saturday evening we headed back to get some rest for the evening, little suspecting what Sunday held in store for us.

Sunday dawned as a nice spring morning, which would have been wonderful, if the gas for our water heater had been turned on the night before. The cold water shower was a special treat which I'll gladly pass on in the future. Then again, Jim jumped in for a full shower after his morning run – he's really not well. To make up for it, we hit the Station Café for breakfast. Their new, larger facility has done nothing to diminish the quality of their food. I first ate there when it was Flatlander's Café, back in 1988 and the food is still just as great and just as plentiful. With one of their breakfasts under the belt, the rest of the day just can't go wrong.

After breakfast we took some time to wander over to the Portola Yard to see what we

(Continued on page 12)



Ronnie at Portola

(Continued from page 11)

could see. Jim and Ronnie wandered through the depot, to see if they could get a clue as to the traffic line-up for the day. They found out there was a westbound train due in shortly, so we headed over to the overlook near Clio, to try and catch a train loose in the wilds. After a bit of a wait, we heard the sound of our westbound, a stack train, and got some nice shots as they crossed the viaduct.

As soon as he was gone we hit the road to try and catch them further on down the line. We finally passed the train a bit east of Spring Garden, which gave us time to drive down to the crossing at Williams Loop. The weather had been a bit overcast all morning so the light wasn't the most wonderful, but it provided a nice feel to the photos. This train was long enough that it actually passed over itself, which also makes for an interesting image. This time we didn't have the locals that seemed to have no regard for the fact that the trains running on these tracks can't just turn to avoid idiots, so it was a bit more relaxing.

After a quick gas stop in Quincy we ran out to Keddie to take a brief look around the yard. There's not much left to remind one of the busy

days, when this was a fairly major station on the W.P., with steam and diesel working traffic up the inland gateway to Bieber, Klammath falls and beyond. We then stopped up above the wye, hoping to catch sight of a train running on either route, but the trains just didn't seem to want to be seen. After waiting for a train that wouldn't arrive and taking the time for a light lunch of food which had traveled with us, we decided to head down the canyon to see what we could see.

Down near Belden we finally caught a train running eastward, up the canyon and we turned to chase. We ran ahead to Tobin (thanks to Jim, who had scouted the location on one of his earlier trips up the canyon!) And caught the train working uphill around a nicely curved section of track. As soon as he was past, we shot back to the highway and up to Virgilia, to catch him on a very photogenic bridge along the face opposite the highway. As we headed back down the canyon one more time, by which point I am sure that Stan's wife thought we were all quite mad, the sky finally started to leak. The rain, which had been threatening most of the morning started falling lightly. When we got down to the bridges above Belden (the railroad crossed over the highway and the river just east of the highway bridge over the river), we decided to pull up a dirt road to the railroad right-of-way. At this point Stan and Danette exercised some amazing self control and good judgment and continued on towards home, leaving us to wander on in our own lost manner.

By this time the precipitation was beginning to increase, though we were still able to find periods without wetness. As we headed down the canyon, we finally caught another eastbound train and started chasing them back upstream. What made this train special (besides being only the third train we'd seen all day!) Was the motive power consist, four six axle locomotives, two BNSF "Pumpkins", one from CSX and one from Norfolk Southern. With great speed and dispatch we reversed our direction of travel and got ahead of the train, catching shots of them at Rock Creek and again up at the Honeymoon Tunnels. At this

(Continued on page 13)



Tobin

point we figured that the light was fading fairly quickly and the rain was getting heavier (I'm sure that this wasn't exactly how Ronnie had intended to "get her feet wet" at railfanning, but these things sometimes happen.

The ride down the canyon toward Pulga and Poe was pretty much a relaxed trip, but it did allow Ronnie to get her first view of the lower end of the Feather River Canyon – though I'm sure there will be more in the years ahead. We ran down to Oroville, where we pulled off to get fuel and dinner. The restaurant where we had dinner was nothing to write home about (though I am writing to you folks about it), but they had Open Face Roast Beef Sandwiches on the menu, which made it just fine with me. On the other hand they had some church group meeting there and singing with much more enthusiasm than talent, which made dinner a bit of an adventure in and of itself.

The rest of the trip home was quiet and uneventful, but it was well spent in the company of good friends – who also were pretty well spent by the time we got back to the Bay Area. There haven't been many trips in the time since this trip, because Ronnie and I have been a little bit busy getting moved into the new digs and starting to get the house converted into our HOME. I've started working on the concept of the "big" model railroad in the garage. Since it'll take a little while to get the prep work done on the garage, I've been roughing out a very simple On30 layout to run around three plus walls of our study, so we can get something running in the meantime. As for chasing the twelve inch to the foot trains, we made one trip up to the Mariposa and Sugar Pine three foot narrow gauge railroad at Fish Camp (just outside the south entrance of Yosemite) and I'm hoping we can make a trip up Donner in concert with the first snows of this winter. Until then, get out and take some photos of your own, it will help keep the hobby fresh in your life.

Oh by the way, the storage shed that I alluded to early on is the oil tank from one of the "Whale Back" tenders used on early S.P. Cab-forward locomotives.

Model Railroad Exhibit Scheduled for San Francisco International Airport

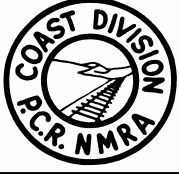
The San Francisco Airport Museums has scheduled a Model Railroad exhibit at the San Francisco International Airport in June 2008 to November 2008. The exhibition will be viewed in two long cases (each case is 60' long 7' deep and 8' high with a complete HVAC system) in the International Terminal. Each case will represent the history of toy and model trains (Lionel, Ives, American Flyer, etc.) to the present scale trains (G, S, O, HO, N, and Z). Bay Area model railroad clubs (G, S, O, HO, N, and Z) and specialized clubs (Garden Railway, European Train Enthusiasts) as well as individual modelers are being asked to participate in this exhibit.

The Airport Museums will create loans with individuals and/or clubs for all the objects needed for this exhibit. The objects needed for this exhibit are from the following: train sets, catalogs, advertisements, blueprints, layout accessories, and other unique items that tell the evolution story of this hobby. All of the objects will be handled with experienced fine art handlers and will have wall-to-wall insurance with high end 24/7 security.

During the exhibit, selected Model Railroad Clubs (G, S, O, HO, N, Z, Garden Railway, and European Train Enthusiasts) will have the opportunity to operate their portable train layouts in the International Terminal at a given scheduled weekend.

This exhibit will be a wonderful opportunity to promote our hobby and expose it to thousands and thousands of people passing through the terminal. You can do your part by making some of your equipment available for the display. To show the various scales the exhibit will include a Santa Fe F3 in every scale from Z to G!

Kenn Yazzie, Museum Registrar, is the contact person for this upcoming exhibit. Please contact him at (650) 821-6788 or kenn.y@sfoarts.org.



Coast Division Report

June, 2005

By Tom Crawford, Chief Clerk

The last meet, held on September 10, 2006 at Buchser Middle School in Santa Clara, was enjoyed by 99 members and friends. 3 were members of Coast Division who were a first time attendee, and there was 1 guest. There were 4 members from Redwood Division, and 4 from Sierra Division.

The clinics included a presentation on "Modeling The Lackawanna in 1/32 Scale" by Kermit Paul, "Timetables and Train Order Operations" by Jim Providenza and Jerry Littlefield's ever popular roundtable.

The Rainbow Girls provided hot dogs, polish dogs and chili for lunch.

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

Charlie Getz reported on the Board of Director's Meeting in Cincinnati. He noted that NMRA has 3000 square feet of display space in the California railroad Museum in Sacramento. Putting displays in the space will cost around \$600,000 and it will be opening in 2011. Charlie noted that he has been awarded honorary life member #46.

Dave Connery reported that the San Francisco Airport wants an model railroad exhibit in the International Terminal from June 2008 to November 2008 and is looking for loaned models. They would like to have a portable operating layout on the weekends during that period.

Bill Burket talked about the Coast Division Banquet on September 30 at the Three Flames Restaurant in San Jose. To get tickets, contact Bill, or Doug Gross.

Bill reported that three members of Coast Division died since our last meeting.

Ralph Marcus passed away quietly in his sleep.

Carl Zender passed away in his sleep while at a family reunion in Switzerland. Since the family was all there, and he wanted to be buried there. it was fortuitous (if any death can be fortuitous). There will

be a Memorial on September 16 in San Francisco, at St Brendon's Catholic Church at 29 Rockway Avenue.

Bill Shamish was murdered at 2 PM on a Sunday afternoon in Oakland. Franklin Avery reported that he was lured from his vehicle and shot and robbed. This is apparently a common technique – for one person to run out in front of the car waving for help, and then when you stop, the mob comes out of the shadows and kills you.

Kevin Hurley noted that the deadline for getting a \$105 convention fare for the Suntan Special is January 31, 2007.

The winners of the Model Contest were:

- Steam:
 - 1st Place = Pat LaTorres – HO Heisler
 - 2nd Place = Mark Schutzer – SP 0-8-0 switcher
- Diesel:
 - 1st place = Tom Vanden Bosch – GMO Ingalls Diesel .
- Passenger:
 - 1st place = Tom Vanden Bosch – Colorado Midland Chair Car.

John Sing will get the photos posted with his usual speed. He was taking pictures all afternoon. Although we didn't mention it in the credits, there was a sizable display of items on our "Show and Tell" table.

The categories for the December Meet will be Open – favorite model.

There will also be another "Show and Tell" in any category. This is an opportunity to put something out there just to show your stuff, and ask for feedback (if you want it.)

The winner of the photo contest for model structures was Ken Lunders for his water tank.

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The category for the December meet will be Trains As Art.

The winners of the switching contest were:

1st Place Brake Person: Graham Church

2nd Place Brake Person Pat LaTorres

3rd Place Brake Person Rick Lutrell.

1st Place Senior Brake Person: Tom Crawford

2nd Place Senior Brake Person: Rick Lutrell

3rd Place Senior Brake Person: Steve Wesolowski.

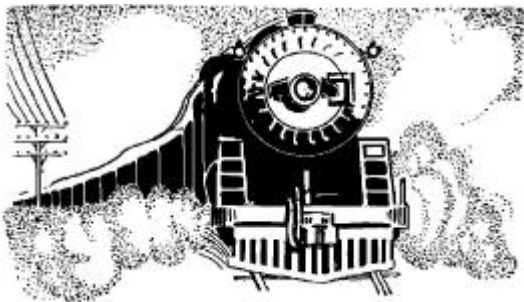
Tom protests the senior rankings, since we know that Mark Schutzer beat Tom's time but refused to count it.

Also, we change the rules so that if one graduates to Senior, his last time as a Brake Person counts toward a Brake Person award. In the past, many of us did our best times ever as brake persons only to have the time discounted because we got promoted to senior. (Yours truly being one of those people.)

The Auction had a total of 603 items, and the silent auction had 11 items.

In addition to our standard \$75 and two \$25 gift certificate raffle prizes, we had two for \$25 donated by Tom's Trainside Trains and the Superintendent's donation for \$50 donated by Just Trains. We had 11 door prizes. Five of these were donated by Tom's Trainside Trains.

Our next meeting will be December 3 at the Bay Area Computer Museum in Mountain View. See the Coast Division upcoming event



Coast Division Upcoming Events

December 3, 2006—Division Meeting

Bay Area Computer Museum
Hwy 101 at Shoreline Avenue
Mountain View

The following clinics will be offered:

10 AM "Building a John Armstrong Layout" by Otis McGee

11 AM "Phone Systems for Operations" by Seth Neumann

11 AM "Model Railroad Roundtable" moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1 PM Additional "Model Railroad Roundtable" moderated by Jerry Littlefield

1:30 PM Announcement of contest winners

3:30 PM Raffle

9:30 AM – 1:15 PM:

Photo Contest: "Trains As Art"

Model Contest: "Favorite Model" (Open Category)

Allan Fenton Switching Contest

March 4, 2007—Division Meeting

Buchser Middle School
1111 Bellomy St.
Santa Clara

The following clinics will be offered

10 AM To be scheduled

11 AM To be scheduled

11 AM "Model Railroad Roundtable" moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1:30 PM Announcement of contest winners

3:30 PM Raffle

9:30 AM– 1:15 PM:

Photo Contest: Subject "Trains In Action"

Model Contest: Caboose, Freight Cars, Maintenance of Way

Allan Fenton Switching Contest

BAY AREA LAYOUT DESIGN SPECIAL INTEREST GROUP HISTORY

By Seth Neumann

The Annual PCR/Layout Design SIG/ Operations SIG meet will be held on February 10, 2007 at the SBHRS (Santa Clara Depot). We expect 100 attendees for what has become a weekend event:

- Friday evening dinner at a local restaurant for those who choose to attend
- Saturday Clinic, panel, meetings and consultations at the Depot
- Saturday evening layout tours
- Sunday Operating sessions

But it wasn't always this way....

Bay Area LD SIG meets date back to the 80s with pioneers such as Michael Stimac, Dave Clemens and Jim Providenza hosting meets in their homes. These were small affairs that fit easily in a living room and the format was "show and tell." The participants would each describe their railroad's theme and their givens and 'druthers. The group would critique and offer suggestions. Refreshments would be served and the host's layout inspected.

The meets continued on a more or less annual basis into the '90s. My first exposure was in 1993 at Gene Martin's home in Los Gatos. It was a great meeting with the "show and tell" format and out of the 12 people I met that day I still operate regularly with 2.

In those days we still did the announcements via postcard and the slots filled up fast. In 1995 Rick Fortin sold out before most people got their cards! By 1996 we had outgrown the in-home meeting and were using the East Bay Club's meeting room, we had about 40 attendees and while we tried "show and tell" we never made it around the room. On the other hand, the club

was nice and it was great to tour the layout.

In 1998 I had a brand new and completely empty layout room. Byron Henderson asked if I would host the meet and we thought we'd have 40-45 attendees. We decided to go to a clinic format because there were too many people for show and tell. All worked well except that it was a beautiful warm January day and 65 people showed up! It got pretty warm, even with the skylights wide open. 1998 was also the first year where we explicitly included operations, as clinic topics.

In 1999 and 2000 we moved to the South Bay Railroad Historical Society in the beautifully restored Santa Clara Depot. Attendance soared into the 80s, a consulting program was added to get some of the feedback from the old show and tell. I got involved and organized a layout tour program for Saturday evening.

After taking 2001 off to recover from the wildly successful 2000 San Jose NMRA convention, we returned to the Depot in 2002 and added Operating Sessions on Sunday. These were aimed at new operators and out of town visitors, but there's always been room for everyone who wanted to operate.

In 2003 we added a welcome no-host dinner at Fiorello's (across the street from the depot). 2003 was also the first year the PCR joined as a sponsor. The format and crew has been stable since then and we are anticipating over 100 attendees this coming February!



LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

The big operations news of summer 2006 was the OP SIG sessions at the NMRA National convention in Philadelphia. I was fortunate enough to participate in 3 official sessions and one unofficial session. The local OP SIG coordinator, Jim Dahlberg, did a super job of accommodating all comers and there were several of us from the PCR in attendance. It seems like the Susquehanna is the WP of Eastern PA/Western NJ and there were several layouts modeling it or inspired by it. I spent a lot of time waiting for the interlocking at Sparta Jct on more than one layout and held a few people up on another layout while dispatching.



For the rest of the summer I've been alternating coasts as I've been working on an assignment with a client based in the Boston area. The great news is that a friend in the OP SIG was able to introduce me to an operator in Rhode Island (a 1 hour drive from my client) who has weekly operating sessions. So while life on the road has its challenges, I've gotten my Ops fix every Thursday evening. The lesson is, if you find yourself traveling, ask around or put out a request on the OP SIG Yahoo!Groups list and you may find yourself on the extra board. Another lesson is that week night op sessions are fun. You can run for 2 or 3 hours, do one or two jobs and have your weekend free.

I've passed a milestone on my Niles Canyon layout: a few friends came over last week and we held our first operating session. We ran the Kaiser Gravel switch job, the 54 local, and built the QMIRV in about two hours. We determined that an improved runaround facility is needed at Radum (East Pleasanton), some planned DCC circuit

breaker block changes are needed and the schedule needs to be extended to run more trains. Operate early and often!

We have a pretty full schedule of operations events coming up next year:

- PCR/LD/OP SIG meet, week after the Super Bowl, Feb 10-11
- BayRails (Operations Event - preference given to visitors from out of the area – but we need locals to help) March 8-10
- PCR Convention Santa Cruz May 2-7, Thursday will be the Ops/LD clinic track and David Parks is organizing Op Sessions
- And of course the OP and LD activities at the Detroit National in July

For information about LD/OPs activities at any of these events, feel free to contact me at sneumann@pacbell.net. Also, if you are interested in Ops and don't know who to ask, contact me and I'll try to put you in touch with a layout owner who is looking for operators.



Dave Parks and others at Jim Dahlberg's layout during the Philly convention

Bay Area Layout Design & Operations Weekend - Feb 10-11, 2007

The NMRA Pacific Coast Region and the Layout Design and Operations Special Interest Groups will hold another joint Regional Meeting in Santa Clara, CA on Saturday February 10 and Sunday February 11, 2007.

A terrific two-day program is planned. The agenda includes clinics, operations discussions, track planning workshops, and visits to local layouts on Saturday. There will also be operating sessions at a number of nearby layouts on Sunday.

Saturday schedule: Starts at 9AM, and runs through about 5PM, with layout tours in the evening.

Clinics & Panel Discussions: About 5 clinics, plus a panel discussion and short updates from prior year's talks.

Exhibits and Displays: Please bring along your display of layout design or operations related ideas. (Layout mock-ups are particularly interesting). When you RSVP, please let us know what you are bringing and its size.

Track Planning & Layout Operations

Help: If you are planning a layout, bring along your "Givens & 'Druthers", maps, sketches, and other materials to get some free consultation from the group! They can also help with questions about operating your layout, including how to get started.

Design Challenge: More details will be announced later this Fall; we'll email you updates if you RSVP!

"Birds of a Feather" (BOF): Would you like to meet with others modeling your region, prototype or era? Interested in DCC, sound, computerized switchlists, or layout CAD programs? Any of these might be a topic for an impromptu "Birds of a Feather" meeting. Let us know if you would like to informally lead a short group discussion on any topic on Saturday afternoon.

Layout Tours: A number of layouts to be

available Saturday evening to tour and we would like to have more. SIG groups will be appreciative of seeing your layout in any state of completion.

Sunday Op Sessions: Operating sessions Sunday morning and afternoon at a number of nearby layouts, including opportunities for those new to operations. RSVP so we can sign you up in advance.

Friday Night Dinner: Let [David Parks](mailto:David.Parks@comcast.net) (bearwestern@comcast.net) know if you would attend a pre-meet dinner at 7 PM so he can confirm reservations.

Location: The meeting will be held at the South Bay Historical Railroad Society's (SBHRS) meeting room. The SBHRS is located in the Santa Clara Caltrain Depot freight house at 1005 Railroad Ave.; Santa Clara, CA 95050.

Cost: We will be asking a \$10 donation for this year's meeting.

RSVPs Requested: In order to insure that we have enough seats for the meeting and so that we can contact you in advance about preferences for operating sessions, please email Bob Jacobsen if you plan to attend. Phone: (510) 486-7355, email: jake@physics.berkeley.edu



Seth Newmann, Jim Providenza and Walt Nauman visit Jim Herzog's Reading RR

Hawaiian Division

By Bill Kaufman

Hawaiian Division! There's a Hawaiian Division?

Yes there is. It has been around for a long time, but inactive. People have been trying to rejuvenate it for a while, but there have been difficulties. Here is Jim Long's report on one struggle.

"As you know there was a problem with the election of director from Hawaii. 2 people voted for 2 people so there was a tie. A couple of weeks ago Marilyn and I went to Honolulu for vacation. When I was there I contacted them. One isn't available with a bad phone number and not in the local phone directory. The other was. I had dinner with Eric Minton and he has agreed to serve as the director for the division. With his help I hope we can get some activities going in Hawaii."

Eric has gotten started. One email from him says, "So far the members reached are saying they appreciate hearing the division is active, one even offered his home to meet if his wife is OK with it, probably after the first of the year."

Although in another email he asks how recent the mailing list is and mentions he is having difficulty contacting some people. If you are one of those who has not heard from him, his email is train@ericminton.biz

Eric has also proposed that the Branchline be sent to every NMRA member in the division as a promotion tool. (Some of us that is a good idea for the whole region, but we'll try not to reopen that wound. Bill)

As we are applauding Eric and Jim for their efforts to get things up and moving in Hawaii, don't forget our own divisions. Just as Eric is calling inactive members, we should be in touch with our legacy members who came on board with the dues unification. That's a job for all of us, not just member promotion. We also need to invite non-affiliated people to layout tours and SIG events and get them active.



Redwood Empire Division Report

By Steve Skold

The Fall RED meet will be held on Saturday November 25th at the Monroe Hall on West College Ave across the street from G&G Market. This will be our 50th Anniversary meeting and will be a pot luck. Bring all your Turkey Day leftovers. This will be a social get together so bring your spouses and have an enjoyable afternoon. Doors open at noon and the food line will start at 1PM.

The February meet is scheduled for Saturday February 24th (location TBA). We will be nominating people for Superintendent and Chief Clerk/Paymaster. The election will be held at our May meet.



Eric Minton

Registration Form

Here

Why the Suntan Special in Santa Cruz should be Your First Convention (or Your Next, if you have attended any before)

Steve Wesolowski, Publicity Chair, PCR 2007

IF you have NEVER attended a PCR Convention, or not for 3 years or longer, I am writing to explain why You should consider registering for PCR's Suntan Special in Santa Cruz, May 2-6 2007 at The UCSC Inn, either using the Registration form in this Branchline or by registering online at: <http://www.pcrnmra.org/conv2007/index.shtml>

Of course the Suntan Special organizers want to encourage All PCR members to attend, right? However, we really want to encourage Anyone who has Not attended a PCR Convention, or haven't attended in at least 3 years, by offering a \$20 discount off your Registration. There are always several reasons why, but #1 is: to receive Full Value of your PCR/ NMRA membership.

I've already written how Family Friendly Santa Cruz is, with all of Monterey Bay Area's many fun places for you & your family to enjoy within an hour's drive of the UCSC Inn and Housing is Family Friendly at \$89/night (plus tax) for two, which includes FULL Breakfast. I also explained why our \$105 Registration is a Bargain: -- it includes Saturday's Four Train Rides!: to/from Roaring Camp from/to Santa Cruz's Boardwalk along the old SPC NG route, AND Steam train rides up/down Bear Mountain before our banquet at Roaring Camp, AND attendance at All Clinics, Layout Tours and other events. Spouses/SOs/Youths (12-18) cost only \$70 for all the Saturday events. OK Prototype tours and Suntan Special store items cost additional, our Convention Car is an HO GraniteRock Hopper. Tours planned include GraniteRock's Quarry, Davenport Cement Plant, a food processing plant, & more TBD.

So, why does attending the PCR Suntan Special help you receive full value from your PCR/

NMRA membership?

I've only been a PCR/NMRA member since Fall 2000, after leaving PCR and modeling as a teen in 1968. The PCR & NMRA members I met at my first PCR Convention, at SLO 2001, and those I've met since, have become my best resources for enjoying Model Railroading more fully; some have even

**Our sharing of proto
& modeling
knowledge and skills
which happens easily
at PCR conventions
is why we attend**

become my best friends. Although we can be very different in our other interests and respects, our common love of trains usually means we freely share our acquired knowledge and skills with each other, and mutually benefit.

Meeting with other modelers during Clinics, Layout & Proto Tours, talking and sharing ideas at meals & other times at PCR conventions (and my only NMRA Convention, in Seattle), has enriched my rail knowledge, understanding and skills more than all the magazines, books and videos I've read or seen. Our sharing of proto & modeling knowledge and skills which happens easily at PCR conventions is why we attend and continues during the rest of the year. People I've met at PCR Conventions usually live close enough to get together or call to help each other with shared and individual goals is more possible. I run into many of them at hobby shops, Coast meets and events, but more growth occurs at PCR Conventions, because that is why we attend, to share and learn more train and modeling knowledge.

If you haven't attended a PCR Convention or none of the last three, I encourage you to register at a discount and attend the Suntan Special. The Very least you should receive in return for your \$ is FOUR real train rides and a meal with fellow train lovers the most you should receive in return is a lifetime of even more enjoyment of trains, and you should make some new

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friends who also share your enthusiasm for trains.

Some other reasons WHY should You Attend PCR 2007? Because of PCR's High Quality Clinics, there are many nice layouts in/near Santa Cruz to see, including many I will enjoy seeing again & others I've never seen.

A Couple Layouts

After I asked members in the Coast Dispatcher in Santa Cruz, Monterey or Santa Clara County with a home or club layout other modelers could enjoy visiting in May to contact myself or Kevin Hurley, two members contacted me about opening their layouts for PCR 2007.

Ray Turner of San Jose emailed the URL of their proto G gauge layout: <http://www.mysticmountainarts.com/MMRR/>

Then Keith Beard called to invite me to the Monterey & Salinas Valley Model RR Club: <http://www.msvrr.org/>



Monterey & Salinas Valley Model RR Club

Seeing the MSVRR has been on my To Do list since 2001, when I saw MSVRR's modular HO/HOn3 layout in Carmel and met Kim Beard & Ken Burns, who were both working on 2.5" Scale projects. This February, after 8 years, Kim first steamed up his 2.5" scale RGS #41; #41's website is <http://www.projectrgs41.org/>

The MSVRR is in the former REA bldg, next to the Salinas Amtrak Station. Outside the club next to the Amtrak Main, I saw #41 burning coal & pulling a D&RGW Gon, Flat & Boxcar up and back on 100 feet of temp 7.5" gauge track. Also outside are SP 0-6-0 #1237, an SP caboose



Keith Beard on his RGS #41

restoration, plus other SP artifacts in good condition, well protected by a chain link fence.

Inside, the club is really expanding, while still operating DCC HO trains, at Monthly Open Houses. Much scenery is done, new areas are being framed; today the MSVRR is in all stages of layout construction: by May will be a lot more finished. The MSVRR also has a display case containing most of what is left of John Allen's Gorre & Daphetid RR. I saw 3 of John's NMRA First Place Awards, some tenders, freight & passenger cars, parts of trestles and two main control panels, all variously damaged from the fire/smoke, all very lovingly salvaged and displayed.

All MSVRR members I met that day eagerly await their May 2007 Open House hours around the Suntan Special.

Two New Clinics

Kim and Ken also proposed presenting two clinics to me, which may be held at the MSVRR, because then their 2.5" scale models would then also be available for the MSVRR's public open house.

Kim's clinic will be Building a Live Steam Locomotive. Ken Burns' clinic will be Scratchbuilding Rolling Stock (2.5" scale): working together, Kim can fire up #41 as a demo for his clinic and Ken can run and supervise #41 while Kim teaches the rest of his clinic inside the

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club.

Most of the techniques they demonstrated to me they used, including custom milling car sidings, making their own stirrups and grabirons, and modifying commercially available details like couplers, apply scratchbuilding in other scales, even Nn3. Scratchbuilding is pretty scale independent; I know because I scratchbuild in 2.5", HOn3/30 and Nn3.



Would you like to Volunteer?

If, in the unlikely event you have some free time during the convention and want to increase your convention fun, feel free to ask any of the Volunteers if you can volunteer.

I've volunteered before/during every convention: I learn new skills from other volunteers and PCR Volunteers always help new Volunteers, don't worry: you won't be assigned a task that overwhelms you. The more volunteers, the more time all volunteers have. Email me at swezz@comcast.net or Kevin Hurley at khurley@pcrnmra.org, if you have questions. You also make the Suntan Special your convention by volunteering. Try it! You may like it. But, whether you volunteer or not, I hope we all see you in May, especially if you have never been to/or its been awhile since your last convention.

Layouts at the Suntan Special

There are lots of great reasons to attend the Suntan Special PCR Convention on May 2 through 6, 2007 and one of them are the outstanding layouts we will be including. In fact, we expect to have about 35 layouts open for your visiting during the 5 days of the convention, a number of which have never before been featured at a PCR convention. In the next two issues of the Branch Line we will be providing you more information on some of these great layouts. Here is our current plan for the layout visits.

On Wednesday, May 2nd we will feature layouts in the San Jose and Los Gatos area. Our plan is to mail to pre-registrants the descriptions, directions and maps about two weeks in advance for Wednesday's layouts. Since the bulk of PCR members will be traveling to Santa Cruz from the north this will allow them to stop on the way and visit layouts as they travel to the convention site. Making your reservations early will assure you will receive this mailing and have the package in plenty of time to plan your Wednesday visits.

On Thursday we will be visiting layouts to the East and South of Santa Cruz (Gilroy, Salinas and Monterey areas). Friday will be the numerous great layouts in the immediate Santa Cruz area.

We will put layout visits on hold on Saturday since all registrants will be taking the spectacular train trip from Santa Cruz to Roaring Camp and return with the steam train ride and BBQ in Felton. Sunday is "going home day" and following the Annual Meeting we will feature layouts in the Santa Clara to Los Altos area, a way for those headed north to take in some really great layouts en-route home.

Make sure you get signed up for the Convention – a registration form is included elsewhere in this Branch Line issue – don't miss the early bird pricing. If you have or know of a layout in the above areas that should be included in the convention please contact Dave Connery, (925) 735-0134 or deconnery@aol.com.

Tales of the Santa Cruz Northern

By
Jim Providenza

The Round Robin at Work (2)

When we last left our intrepid members of the NCNGRR, they were busy working away at various projects on the Santa Cruz Northern. Ron and Ernie had been hand-laying a couple of new switches in the middle of Doughertys and Morgan was finishing up the rebuild of the siding switch at the east end. I recall that I promised (threatened?) that I would not neglect the efforts of the other members of the group...

Verne was gone a good chunk of the summer, but he found time to do some work in Mac St. Yard. Verne is the usual Mac St. Yardmaster, a job he has held down pretty much for the last 8 or 10 years I guess. Verne has never, and I mean never, said anything to me about the Kadee magnets I have on the yard tracks at Mac St. They are located just past the fouling point of the switches. These are the only magnetic uncoupling ramps I have ever had on the SCN. I installed them for the simple reason that they work and, at least in my mind, the chance of false uncoupling and their visual impact are greatly outweighed by the usefulness of the ramps in the yard. I don't use ramps elsewhere, having long been converted to "Linton picks" – thin barbeque skewers – for uncoupling Kadees and their knock-offs.

One day late last spring however I stumbled across a post from Verne on the LDSIG or OpSIG list, one of the two, I forget which. Verne was replying to a comment about magnetic uncoupling ramps and made himself very clear to the whole list about how much he disliked working with them. I was flabbergasted! Really taken aback. I have always thought of Verne as someone who pretty much speaks his mind. I would have thought he would have said *something* about the magnets somewhere along the line. But, no, nothing. Not a word.

So I sent my esteemed YM an email. Was this really true? Verne allowed as how it was. I

told Verne we would have to add that to the list of projects for the Round Robin. Verne demurred; I shouldn't make such a change just because he didn't like something. I countered that if we couldn't make a change like that, when he was working the yard regularly, then when would I ever? Uncoupling ramps are being removed – the new ties in the yard make it look like a tie replacement project! All we need now is the fresh ballast.

Clark has been busy over on the other side of the aisle from Verne working on the Del Monte Cannery spurs. I had decided to extend the one long staging track at the east end of the SCN one more time and tie it into one of the Del Monte spurs so that I could simply pull the Perishable out of staging and resort it between sessions, rather than having to back it out as we have always done. I could no longer back the train out to restage it between sessions; I had to get a switcher from Mac St. Yard to pull the rear half out. There were just too many opposing forces acting on the cars when they were being shoved backwards. Why you ask? As this track has been gradually extended over the last several years it has acquired the characteristics of a snake in a gopher hole. Beginning at WP Jct., it makes a quarter turn to the left as it descends on a 4% grade, twists through a bit of an S curve to clear the back side of the bottom of the mainline tracks subroadbed at Mac St., then takes another 90 degree turn to the left as it climbs on an estimated 3.5% grade to add another 10 feet of capacity behind several industries at West San Jose. It ended inside the Bekins warehouse as I put Clark to work.

Clark tore up the Del Monte spurs leaving the switch in place. He then undertook the unenviable job of cutting a grade into the Homasote from the switch at the left down to level of the staging track inside Bekins on the right. Surfacing the Homasote was no fun, but Clark pointed out that Del Monte was an older customer, and that the spurs wouldn't have received any maintenance

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since they were first installed – as long as things didn't go on the ground the track should be less than perfect. The original code 70 rail was replaced with code 55, which added another level of complexity to the project. But boy those skinny little rails sure look good, and re-staging at the east end of the railroad will be easier than ever.

While all this was going on in the main aisle on the lower level we took the opportunity to add to the confusion by doing some track work on the upper level – it is a good thing Jon is pretty skinny 'cause he was standing on a stool one night sandwiched in between Verne and Clark, removing a hump in the mainline at the west end of the bridge at Hunnicutt Creek just west of the summit at Sergeants. This had been a bit of a bother ever since we cut the main peninsula in half and moved it back in 2000. Rather than remove the rail and sand down or replace the ties or even tear out the roadbed I asked Jon to just undercut the ties under the rails for a couple of inches from the bridge abutment. After he had spent an hour on this, leading to a significant improvement, it was clear if he continued for another couple of inches it we would have even more improvement...

I spent some time working on a bit of a problem that had developed on the mainline east of Sergeants – it was one of those things were a particular locomotive would routinely derail at the same spot, but (almost) nothing else would. The loco would also every so often go on the ground elsewhere. The spot on the mainline of course was right where the track ducks under the back-drop and is hidden by a hill. I really didn't want to go there. I had fiddled with the loco enough to be sure that it could not be the only part of the problem, and really had been putting off the inevitable. Now I needed to get at the former staging tracks that were slated for use as loads / empties tracks for the log train. I had to remove the scenery in the area anyhow to get back there, and I really had made it so that it could be removed easily if it had to be. I guess I would finally find out how well the plan had worked – we had done

a lot of scenery work after we had put the carved foam board landforms in place! Well, it all came out without a problem – mostly. Nothing that a little Woodland Scenics won't fix. And yes, once I could get at the track I discovered several problems in about a 3 inch area – it is amazing anything got through there!

Bill was working hard during the sessions, but no one, not even he, can remember what he accomplished other than a lot of socializing, which come to think of it is one of the big reasons for the round robin in the first place! I do seem to have a handful of freight cars that have received some needed repairs, a pile of sketches for revisions to the mill buildings at Doughertys and several track plans for additional trackwork on the mainline between Mac St. Yard and SP Xing though!

Next time I think we'll wrap it up with Paul and Otis, the lift out at the garage door, and other tales of sheer stubbornness on my part!



Morgan Working



Bill doing whatever it is that he does

Travelin' About: Model Railroads of the World

By John Sing, Coast Division

One of the great benefits of NMRA is the “what you hear about” and “who you meet by chance”. This happened to me in March 2006 while on a business trip to Europe. With a weekend to spare, I heard about the Nottingham (UK) Model Railway Exhibition, and here is small report. As you may know, due to space constraints in the UK, modelers typically build portable layouts and set them up to operate at shows. Here’s a spectacular hexagonal shaped On3 North American themed logging railroad:

modeling, ranging from British:



to German:



To some spectacular Canadian modeling (here is a working car float):



The annual Nottingham Model Railway Exhibition (yes, in the same British city which spawned Robin Hood), was full of spectacular

One of the greatest things about being in NMRA is the people you meet by chance. Because I was a NMRA member, at this show, I was privileged to meet the British Region NMRA President and Vice-President:



VP Chris Hobbs, me, and President Nobby Clarke.

Our NMRA colleagues in the UK wish all of us in the Pacific Coast Region a most warm welcome, and extend an invitation for any of us going their way, to give them a call. More about this trip may be seen at the following web site:

http://community.webshots.com/user/Nottingham_March_2006



Steve Skold's Bumble Bee picture

Coast Division Banquet Report

On September 30, Coast Division returned to an activity that had not occurred in many years.

Doug Gross and Bill Burket organized the revived Annual Coast Division Banquet at the Three Flames Restaurant in San Jose. The 22 intrepid railfans who showed up had, quite frankly, a blast.

John Sing organized the model contest for the "cutest model" and Nicholas Briscoe won the \$25 gift certificate for first prize with his "Lego GP30." (Yes, it really was made out of legos and it looked really good. See the picture below.)



There were four door prizes (which I forgot to itemize, but included an HO Triple Head dome car – guess who won that.)

Bill Burkett showed a set of "Dad and Joe" slides, which were pictures which he and his son Joe took on many railfanning adventures. Many of these had the advantage of the actual engineer's perspective and had pictures that many of us pedestrian railfans would never get to take.

All agreed that the night was a winner, and we vowed to do it again next year.

LCHOn30 (Elsie) Update

Steve Wesolowski

Bill Kaufman somehow noticed & e-mailed me, asking why the Elsie (LCHOn30 Group) hasn't had a Branchline update lately -- a fact that slipped my mindshare about a year. After Bill whapped me upside the head electronically, I agreed an update is overdue.

In case you didn't know-tice, 2007 has been a pretty quiet year for Left Coast HOn30 Modular group, with only one gathering to set up and run our modules together, our Annual Mid-January Pilgrimage to Bakersfield at the Kern County Model RR show. I know we've been busy individually, just not as much as a group. Bill's email got me thinking about the dynamics of our group, its members, and reasons why our group hasn't gathered as a group since January. Our desire to get together to set up & run trains is always very strong, both individually and as a group. It now appears unlikely we will get together to run our trains more than once this year when we have usually gathered & set up several times each year. I think the reasons why are mainly due to unexpected & unplanned events:

Several of our members have moved either once (or several times!) this year. A couple of Elsies moved more than once because homes they rented were sold, which also made them miss the Narrow Gauge Convention in Durango they had planned for & had reservations to attend. At least one other Elsie also moved this year. As we all know, especially with all the train modeling stuff most of us have, the process of packing, moving, getting settled (including setting up a new workspace to resume modeling) is a Major Life

Disruption which temporarily consumes the spare time & energy needed to enjoy our train fun. At least one Elsie had hospital downtime and home recovery which prevented modeling for months.

The demise of GATS also cancelled some opportunities to get together; hopefully new shows replacing GATS will create new opportunities for Elsies and other modular groups in the future.



Even with those surprises and other obstacles, several Elsies did set up in Bakersfield last January, where Tom Osterdock debuted and fired up his 7.5" gauge Vertical Boilered Live Steam loco for Elsies and others to run. The Kern County Show is expanding to two buildings next year: there will be more room for the Elsies and other modular groups to setup. This year I understand the Elsies enjoyed the usual fun

Eating Well and Running Little Trains: Elsies were even videotaped and broadcast on the local TV news! The Elsies in Bakersfield also enjoyed dinner at Al Sandrini's son's new restaurant. I've also heard rumors Al's business, B and F Hobby Shop, may be relocating above that restaurant soon....

As most of you know, the Elsies are pretty far-flung: our members mainly live in California, Arizona, Oregon and Germany. When we aren't together in person we stay in contact on-line via our Yahoo List Group plus other emails and by phone. Because we stay in contact electronically, I know Elsies have been creating some fine HOn30 and other scale models, both one of a kind

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Membership Promotion Is George going to do it or what?

Ron Plies

I remember in one of the political campaigns a number of years ago the slogan was "Let George DO It". When it comes to membership promotion and getting the word out to the masses, George is not going to do it and at least not all by himself. It is up to all of us to promote the PCR, NMRA and see the organization grow. I remember another ad from a hair product company that went something like this, "She told a friend, and she told a friend, and so on, and so on and so on. The TV screen then showed the first woman and then another, and then another until the whole screen was full of a lot of different woman. There is a great deal of power in each member asking just one or two people to join the PCR. As you think about it we could double the organization if each one of us would just ask and bring in at least one new member this year. In my business of insurance sales the best person to talk to about insurance is someone who has been referred by a friend. Most sales people will tell you that some of the better sales are made this way. One of the big reasons is that the new prospect is open to the sales person's suggestions because he knows the person making the referral and has trust in that person.

I have asked three people to join the PCR, NMRA, this year and all three have done so. Two were former members and one is brand new. They all seem to be enjoying being a part of the organization, getting the publications, and one is even looking to help at different events. Why? Because someone asked. As another ad on TV stated for one of those big oil companies "Do People Care? People DO. So it is up to each one of us to care. George will not do it all. Just ask someone you know who is in the hobby if he or she would like to be a part of a great organization and get them an application. Not everyone you ask will want to join, but you will be surprised at how many will. The one new member that I was able to bring into the organization was simply handed a Branchline and told if he was interested there was

an application in the back. So the organization more or less sells itself and we just need to put the idea out there for people to see

The NMRA and the PCR are on a roll with new growth and interest and we just need to get the word out to what a great organization it is and how much fun it can be to belong. One of the benefits for belonging to the NMRA and the PCR is if you are a member of a model railroad club and your club is paying for a commercial liability policy, or you should be, bring it up at a club meeting and ask if anyone would be interested in joining the NMRA. If the club has a 100% membership in the NMRA the club can get its liability insurance free! That's right, FREE, as an endorsement to the NMRA's master policy. As a insurance agent I can tell you that, this is no small thing when you look at the base premiums for a standard commercial liability policy. What you save in premiums may more than cover the cost of new memberships from the club, depending on its size. The benefits of being a member of the NMRA is the icing on the cake, it becomes a WIN, WIN for everyone.

So why should people care, or more pointedly why should I? We have covered this before and I know I will cover it in the future however, here are some of the points to be made, great conventions and fellowship with other model railroaders sharing ideas and information. There is power in numbers to be able to ask the manufacturers for specific types of models and standards for the manufactures to follow so that equipment from one will work on another's equipment. The fine publications that are provided by the NMRA, PCR, and the Divisions have news, information and great ideas for modeling. DO PEOPLE CARE? I really do hope so. Let's not just let George do it all by himself. As one other TV ad stated "ASK A FRIEND"!

THE BEHOLDER, THE BUILDER AND THE BUILDER AS BEHOLDER

Verne Alexander.

I started model railroading early, when I was sixteen. I also started school early, when I was five, and kept on going in school until I was 34! I complicated this situation by marrying at age 20, and started having children early and often through the first eleven years of the marriage. I did have lots of scholarships, but still had to work part-time along with the school, being a husband and being a father. All of this is by way of saying that I didn't have a lot of time for modeling until I had graduated for the last time and the last kid found other digs.

During those years, and truthfully, for a couple of decades beyond them, I characterize myself as a "beholder." At first I beheld the work of others in the modeling magazines. I poured over the photos and marveled at the craftsmanship and took in the neatness of the layout photos. I knew no one who had a layout, and had none of my own.

After I graduated for that last time and moved into a real house which I sort of owned in partnership with the bank, I started a layout. It was a bad design, being constructed in bad conditions and never got to the point where the track was all in. It sort of got abandoned in favor of about 15 years of being Coach Verne. But I did discover some people who had layouts, and I joined a club that had one. These were steps forward, but I was still basically in the beholding mode. I beheld the work of others, as often as possible, and was mightily impressed by it. And cowed! I thought I could never do that. Those layout owners were talented and smart and crafty. And me? Lets just say I was very aware of some contrasts! So I kept beholding.

Still, I wanted a layout. The last kid was

long gone, the mortgage went away and finally employment itself went away. I retired about three and a half years ago and it was LAYOUT TIME! With equal parts of trepidation and enthusiasm, I entered into the mode of the "builder." The building has been a long process, and is still going on, and will be going on for quite some time. But the building has been cumulative, and something has gradually emerged that is beginning to bear some resemblance to some of those layouts I have been beholding for so long. And what I am building tends to suffer in comparison to what, in my minds eye, I have been beholding in the work of others.

I have had to venture out into the largely untested waters of scenery, structures, vehicles and people, and to mix them into something like a finished product. This has been both scary and fun.

Due to cramped quarters and general pig-headedness about certain design elements, my layout has areas that need to be fully sceniced before other aspects of the building can be undertaken. It is a matter of restricted access once the layout is fully constructed. This means I have had to venture out into the largely untested waters of scenery, structures, vehicles and people, and to mix them into something like a finished product. This has been both scary and fun. I have in fact built some scenes that I kind of like, far exceeding my expectations. That is the good news.

The bad news is that, being so close to what I am building, I know where every crack and blemish and *non sequitur* lies. And in this knowledge, I mentally compare my pimply and warty work to the magnificent stuff I have been beholding these last fifty-plus years. I do not do well in these comparisons! Oh well, I tell myself, this is, after all, the CRAP railroad, and is unable

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to meet the standards of other, better lines. (I should inform those of you who do not know, CRAP is the acronym of my railroad's name, the Colville, Republic and Palouse.) I'm not saying that I have felt that what I have done is literal crap; I am just saying that I have felt that real layout builders would have done better.

But wait! In the last few months I have been experiencing what may be phrased as an ongoing epiphany. I have begun applying the "builder's eye" that I have developed to the layout pictures and real layouts of others. Up until recently I have been impacted by the *gestalt* of these things, the form and spirit of the whole, as contrasted to the details which are the concern of the layout builder. I am now looking at the layouts of others, and the pictures of other layouts, with the same eye that I have been applying to my own work, with devastating effect. Lo and behold—and this is the reason that I am putting this stuff to print—there are warts and blemishes on other people's layouts as well! I see cracks here and there, gaps where there should be none, a gob of plaster or drop of paint that made it through the cleanup, a structure that is structurally suspect, some convoluted bench work, scenery that doesn't make sense when contrasted to scenery elsewhere on the layout, perhaps an anachronism, certainly some restricted clearances, areas that only appear to have been modeled but which really have not, vegetation which upon analysis appears not to have roots, sorry looking trees—this list can go on and on.

Everyone take a breath. I do not want to be misunderstood at this juncture. I am not trying to minimize the quality of the work of others. Nor am I trying to elevate my own work. I am saying that I have begun to get a little separation from the power of my intimate knowledge of my layout's imperfections. It's a confidence thing. These imperfections need not, must not, rule my feelings about what I am doing. Everyone's layout has imperfections. Yeah, there are the Great Ones out there who have fewer than the rest of us, but it is just a matter of degree, not of kind.

We can go ahead and build, and be confident that those aspects of our work that just scream at us may not even be apparent to someone else's eye.

Did you get that transition—the one where I stopped saying "I" and started saying "we?"

I suspect there are a number of us out there who have been lacking in confidence and over-critical of our work. I further suspect that there have been times when these feelings have kept us from doing something in the hobby that we knew we should be doing, and regret not having done. This has certainly been my experience, but I am here to write that I am getting over it, and I am strongly suggesting that you can as well. The gap is not as great as we may have believed. If we knew the work of others as intimately as we know our own, we would see that. And having seen that, and knowing for X number of years it made no difference to us, we might start seeing that what we see as problems in our own work may make no difference to others. May even go undetected!

Once more, it is a confidence thing. Let us all build on. Warts and blemishes will make their appearances, but because we know that they appear for everyone we need not let them slow us down. Less comparing and more building will help us get trains running where none have run before. Thus saith the builder as beholder.

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and some kits. Some Elsie's have also been working on both new and existing modules for future setups. Although I have been kept busy with volunteer or 1:1 scale construction of late, I expect Fall & Winter will mean more indoor modeling activity for me and other Elsie's, as we get ready for our January Bakersfield Pilgrimage.

As you can see, like most dynamic groups, the Elsie's have times of flurried activity and of more relative quietude: most of 2006 has been a somewhat quieter but NOT inactive year for our members and group. If you are interested in some HOn30 Narrow Gauge fun, our Elsie Group is open to new members joining at <http://groups.yahoo.com/group/LeftCoastHOn30>.

Club Info

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

Web: www.pleasantonmodelrr.org/index.html

ANTIOCH MODEL RAILROAD CLUB

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

Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

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

E-mail: BobLewis1@sbcglobal.net

BAY AREA Z MODULE COOPERATIVE

BAZ is a group in the SF Bay Area interested in developing and displaying Z scale modules. Members are building them to the "Z-Bend Track" Module miniModuleZ specs Anyone in Northern California interested in Z Scale railroading is welcome to join us. We meet Sundays 10 AM to 5 PM at members houses

Contact: Robert Ray pray59@sbcglobal.net

Yahoo group: groups.yahoo.com/group/BAZ_modules

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

E-mail: LoggingRR@aol.com or LambertRP61@comcast.net

Place "Carquinez Model RR Society" in subject line.

Web: www.CarquinezMRS.org

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the

1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth,

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

The Left Coast (Elsie) HO30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-322-7955; John Spelce in Martinez, 925-228-3279; or Ken Lunders in Cupertino, 408-777-9572.

GOLDEN EMPIRE HISTORICAL & MODELING

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

GEHAMS web: www.gehams.com

GOLDEN STATE MODEL RAILROAD MUSEUM/EAST BAY MODEL ENGINEERS SOCIETY

Located at 900-A Dornan Dr. in Miller-Knox Regional Park at Point Richmond. Meetings and behind the scenes tours Fri., 7:30 to 10 PM, and Wed., noon to 4 PM (when we typically work on the layouts). New members welcomed in all our scales, O, HO and N, including narrow gauge and traction. Contact: 510-234-4884 or 510-758-6228 (to 8 PM) For info or to schedule special shows, E-mail: John Edginton, EBMES Pres, jedginton@edg-law.com

Web: www.gsmrm.org

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St.
(Continued on page 33)

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

Nn3 ALLIANCE

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

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

SACRAMENTO MODEL HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HO_{N3} layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wed. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

Most of our events are operating sessions, where we make up trains in our large switch yard, and send road crews out to switch cars into and out of industries at the towns along the main line. The club owns a large main yard, the corner modules, some special modules, and some rolling stock. Members own their own modules and rolling stock. Contact: Dick Witzens, 916-684-1987 Web: <http://saccentral.railfan.net/>

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

The SLHRS models the SP from Oakland/San Leandro to just east of Norden using the tri-level Donner Pass plan featured in the March '98 Model Railroader. It's housed in the former S.P., San Leandro depot, located at 1302 Orchard Ave., San Leandro (just off Davis St.). Work sessions Sat. 9:00 AM - 1:30 PM and Tues. 7:30 - 9:30 PM, business meetings the 1st Fri. at 7:30 PM. Contact: Pat LaTorres, 510-276-3121 E-mail: duhnerd@pacbell.net

SAN LUIS OBISPO MODEL RAILROAD CLUB

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

E-mail: slomrc@kingdomhobbies.com

E-mailing list: groups.yahoo.com/group/SLOMRC

SILICON VALLEY LINES

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

E-mail: svl@siliconvalleylines.com

Web: www.siliconvalleylines.com

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

TIDEWATER SOUTHERN RAILWAY HISTORICAL SOCIETY INC.

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

TRI-CITIES MODEL RAILROAD CLUB

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

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

WALNUT CREEK MODEL RAILROAD SOCIETY

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

Web: www.wcmrs.org

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



National Model Railroad Association



Pacific Coast Region

Membership Application

Last Name:		First Name:
Address:		
City:	State:	Zip:
Telephone:	NMRA # (required if renewal)	

I want to become a member of or renew my membership in the National Model Railroad Association. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to "NMRA". I understand that membership in the NMRA includes my affiliation with a Region and Division based on my address above. I also understand that I must subscribe to the National and Regional Publications in order to receive them.

Regular member with National and Regional Subscription	\$51.00
Regular member with Region Subscription only	\$39.00
Family Member (must have a Regular Member as sponsor) - Provide Name:	\$ 9.00
Student Member (under the age of 18 or under 23 with valid Student ID card)	\$24.00
Sustaining Member (Clubs, businesses, associations, etc.) Includes National & Regional Subscriptions	\$84.00
RailPass Trial membership (6months with National & Regional Subscriptions — New members only)	\$12.95
TOTAL	

Send all membership applications to: NMRA, 4121 Cromwell Rd, Chattanooga, TN 37421

The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Verification by _____ NMRA# _____

PCR CALLBOARD

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)

• President	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com
• Vice-President	Dave Connery	(925) 735-0134	deconnery@aol.com
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Rich Kolm	(510) 538-8973	IronhorseK@comcast.net
• Director, Daylight Division	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Director, Coast Division	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Director, Sierra Division	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Director, Redwood Empire Div.	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Director, Hawaiian Division	(vacant)	<i>Hawaiian Division is not active</i>	
• NMRA Regional Advisory Council	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com

ADMINISTRATION DEPARTMENT

• Manager	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com
• Budget & Finance Committee	(President, Vice-President, and Treasurer)		
• By-Laws & Manual Committee	Dave Connery	(925) 735-0134	deconnery@aol.com
• Nominating Committee Chair.	Bill Kaufman <i>[interim appointment for election of Pres. and V-Pres.]</i>		
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
• Honors Committee Chair.	Ray deBlieck	(510) 521-9778	RaydBCS@aol.com
• Storekeeper	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Audit Committee Chairperson	Bill Swindell	(925) 372-6996	Bill.Swindell@clorox.com
• LRP Implementation Chair.	Dave Connery	(925) 735-0134	deconnery@aol.com

MEMBERSHIP DEPARTMENT

• Manager	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRCD@aol.com
• Asst. Chairperson	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Membership Promotion Chair.	Ron Plies	(707) 725-9063	ron@ronpliesinsurance.com
• Member Aid Chairperson	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Education Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coordination	Dave Parks	(650) 961-7644	bearwestern@comcast.net

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

CONVENTION DEPARTMENT

• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
• Convention Host Committee Chairpersons:			
• 2007 Santa Cruz	Kevin Hurley	(831) 728-1934	khurley@pcnmra.org
• 2008 Fresno	John Houlihan	(559) 435-0874	john@irishtracklayer.com

CONTEST DEPARTMENT

• Manager	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Division Contest Chairpersons:			
• Daylight Division	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Coast Division	John Sing	(650) 372-0765	singj@us.ibm.com
• Sierra Division	Norman Morris	(530) 742-6930	normanmorris@sbcglobal.net
• Redwood Empire Division	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Model Contest Chairperson	(vacant)	---	---
• Photo Contest Chairperson	(vacant)	---	---

ACHIEVEMENT PROGRAM DEPARTMENT

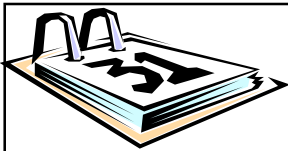
• Manager	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
• Division AP Chairpersons:			
• Daylight Division	(vacant)	---	---
• Coast Division	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Sierra Division	Dave Bayless	(530) 887-8880	---
• Redwood Empire Division	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com

NON-RAIL ACTIVITIES DEPARTMENT

• Manager	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
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MARTINEZ, CA 94553

SECOND-CLASS POSTAGE
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Calendar

November 4, 2006: **Daylight Division Meet** in Merced

November 11-12, 2006: **International Railfair**, Placer County Fairgrounds in Roseville
www.internationalrailfair.com/

November 18-19, 2006: Napa Valley Model Railroaders **Model RR Holiday show** during the Gifts-n-Tyme Holiday Craft Faire

November 25, 2006: **Redwood Empire Division Meet** Location Monroe Hall Santa Rosa. RED celebrates a birthday with a party. Come and enjoy the FUN.

December 3, 2006: **Coast Division Meet**, Computer History Museum

December 9-10, 2006: Napa Valley Model Railroaders **Model RR Holiday show** during the Santa's Helper Holiday Craft Faire

January 13 & 14, Bakersfield - The Golden Empire Historical and Modeling Society's annual model

train show and sale. Over 100 vendor tables and 1,000 square feet of operating layouts on display and a raffle for a 4' X 8' HO layout. Admission is \$6.00 with kids 12 and under admitted free with paying adult. Kern County Fairgrounds, 1142 South 'P' St., Bakersfield, California. Hours: Saturday, 10:00 AM - 5:00 PM; Sunday, 10:00 AM - 4:00 PM. Contact information: phone: (661) 331-6695; email: carldw@aol.com

February 10-11, 2007: **OPS SIG Meet** Santa Clara

February 16-18, 2007: **O Scale West** Santa Clara
www.oscalewest.com/osw2007.html

February 24, 2007: **RED Meet** location TBA

May 2-6, 2007: **Suntan Special PCR 2007** Convention Santa Cruz www.pcrnmra.org/conv2007/index.shtml