



BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Ron Plies

IT'S THAT TIME OF YEAR

So what time is it? It's convention time! Members, do you know where your PCR convention Sierra Memories registration form is? If you have yet to send it, do so today. If you need an application you will find one in the back of this

Branch Line. Kevin Hurley and his committee did a great job putting together a wonderful convention last year in Santa Cruz. Folks are still talking about. I know Chuck Harmon and his committee have worked hard to make sure that this year's convention will be of the quality and standards that we have become accustomed to here at the PCR. So a Big Thanks goes to

Kevin, Chuck, and all the crew who work so hard to give us these great times together. Chuck and his crew have planned an outstanding program of convention activities with a great schedule of clinics, layout tours, contests, and a trip on the Yosemite Mountain Sugar Pine Railroad Steam Excursion Train. To add to your fun, travel by train to this convention. Amtrak California, using the San Joaquin schedule has a number of trains daily to Fresno from all parts of central and northern California. The hotel has a free pick up service from the Amtrak station. With the cost of gas and the traffic, what better way to come to the convention?

Last year at Santa Cruz we filled the contest room with models, let's do it again! Bring whatever you have to be judged for the contest, for the Achievement Program, or as with me, just to show your work to your fellow modelers. We are a

model railroad organization so let's share all the good modeling that we are doing here in the PCR. We'll have a good time showing and talking about our work. Bring your models in whatever stage of construction they are. Some models that are a work

in progress, can spur some great conversation. I would also like to invite any and all members to take an interest in how your organization is run. Come to the board meeting which will be held at the convention hotel on Wed. April 30th at 1 PM. The Board will entertain any questions or input you have that will help the PCR.

While on the subject of conventions, we have an

opportunity to go to the NMRA National Convention and National Train Show almost in our own backyard. It is going to be in Anaheim, CA July 13th -19th, 2008. There are so many things planned that I cannot begin to list all of them in this column. If you look in your last issue of Scale Rails or go on the NMRA web-page you can find a complete schedule. If you have never been to a National Train Show it is something to behold, large beautiful modules and all the major manufactures in the hobby will be there. The entire Anaheim convention center will be filled wall to wall with layouts and vendors of all kinds and descriptions, you'll be like a kid in the train shop for the first time. So if you can take the time and go, I know you will glad you did. You can also take the train to this convention as well. So pack up the family, travel by train to SoCal and let them go to Mickey's place while you attend the convention. It

And as my friend Frank once said, when I missed one of the conventions, "Ron, you sure missed a good one". So if you missed last year's convention you sure missed a good one; don't let that happen this year.

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VIEW FROM THE LEFT SEAT

Pat LaTorres

Back again with a few thoughts on model railroading in the PCR and life in the NMRA in general. As I was writing this column at the end of January and the beginning of February, I suddenly realized that you won't be reading it until almost three months from now. With that realization came a second one, I'm almost at the end of my first year as Vice President of the PCR!

When Bill Kaufman and Jim Providenza shanghaied Ron and me into these jobs, we weren't sure what we were doing, but we knew that we had pretty much the same view and idea as to where the PCR should be going. As this first year wraps up, I think that we're both satisfied that we've got things heading in the correct direction, though we realize that we still have a ways to go. I'd like to say thank you to the PCR Board, all of the division boards and every PCR member that has stepped up to help make this year the success that I feel it's been!

Well, it's been a busy few months since I sent Bill my last column: two Coast Division meets, traveling with the Yosemite Short Line to "The World's Greatest Hobby On Tour" up in Sacramento, an operating session or two, the annual PCR/LDSIG/OPSIG weekend in Santa Clara, and one more set up with the YSL at O Scale West in Santa Clara – oh yes, also a couple of holidays and family events stuffed in there. Somehow in the midst of all this I managed to get some modeling work done as well. And that modeling work, plus stumbling across a 2006 issue

of the Branch Line with an article on the NMRA's Achievement Program, by A.P. Chairman Jack Burgess, started me thinking. With all of the projects that I've been involved with over the years, I never really thought much about the A.P. activities and what's involved in becoming a Master Model Railroader. Yes, I know a few MMRs and they're nice folks, but I hadn't really spent too much time considering what they've done to earn that title.

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Well, after talking with Seth Neumann about some information he needed for his "Chief Dispatcher" A.P. certificate I took a look at what was needed for this certification. One thing led to another and I started looking at some of the other certifications. What I found really surprised me. Except for taking the time to note and organize, I already had everything needed for two of my certificates and most of what I need for a third – and I haven't done

ANYTHING outside of my normal activities in the hobby. This realization was like turning on the light in a dark room. Most of us can get many of these certificates in the normal process of building a model railroad and the equipment that we use on that railroad!

I'll start with the "MMR, Author". This may be one of the easiest to earn, because it only requires one to use your mind and your creativity. Anyone that has read ANY of my articles that have appeared in the Branchline will know that you don't have to be Ernest Hemingway. Even if it isn't the best writing ever put to paper, Bill Kaufman

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seems to clean things up to make it look good. If you've ever given a clinic with some sort of handout at a division meet or a regional convention, you've managed to pick up some author points. If you've had an article published in any of the national model RR magazines, or in a railroad historical society publication, or even the Branch Line or your division newsletter, you've picked up a few more. These points all add up and they don't expire with time. And the NMRA doesn't require an overly large number of points to get your certification. Take the time to go to the NMRA's web site and check the guidelines for this one, it's a great way to get started. Though I will warn you here, once you take that first step you may find it hard to stop.

Another certification that many of us may have already earned without even knowing it is the "Association Volunteer". Have you ever served on a division or region committee? Then you've started earning points. Did you volunteer a time or two at a regional or national convention? You've picked up a few more points. That clinic that you gave at the division meet or regional convention – did you give it more than once? You've now earned some more points. Have you ever had your layout open for an NMRA event, or worked at a friend's layout that was open? There are some more points for your tally. Again, take the time to look at the guidelines and you may surprise yourself. Had I taken the time to start tabulating these activities back in 1994 or '95 when I first got involved with the NMRA, it would be a lot easier

STATEMENT OF PUBLICATION

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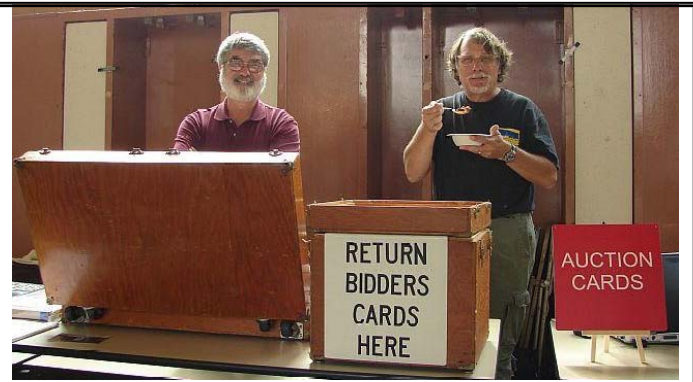
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Pat (on right) presiding over the Coast Division Auction

on me today – trying to figure out what I did and when I did it.

From here on the certifications do start to get a bit more difficult, but even these aren't really that hard. Just take them one item at a time and you'll soon find yourself working through yet another certificate. If you run up against a problem, each division has an A.P. Chairman and they along with Jack Burgess, our Regional Chairman, are more than willing to help you along the path. If you are working on one of the motive power or rolling stock certificates, you can arrange for each model to be checked as you finish it. You don't need to fill in all of the documentation that goes with a contest entry, though having some photos of what you've chosen to model always helps. You do not need to enter it in a contest to get the A.P. points, though you may want to show it at a divisional or regional meet after it's done.

Many of the items in the track-work and scenery categories can be checked off by having your divisional A.P. Chair come by and look at them as you build them into your home (or club) model railroad. The two big things that I'm finding to be helpful are, start keeping track of things TODAY and get each item within a certificate checked off as you complete it.

Moving on, I'd like to take just a bit to look at what's ahead of us as we move into 2008. If you haven't already registered for Sierra Memories, our 2008 PCR Convention – you might get this issue prior to the convention and have a chance to register. This is looking to be a good

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EDITOR'S NOTEBOOK

By Bill Kaufman

I have never been quiet about my enjoyment of the PCR convention. I'm going again this year. I get to blather on about two of my favorite things. I'm doing clinics on both the State Belt Railroad of California and on Operations for Dummies. Mostly I'm going to show slides and tell lies. It should be fun.

Farther along in Branch Line there is much more information on the convention. There are the top ten reasons for attending, honest reasons not the Letterman type. There is also the day by day schedule of activities. I don't usually get that for Branch Line.

Dave Connery is back from Asia and checks in with his usual "Made in the PCR" and "Written in the PCR". All the usual Division Reports are here. I don't know if John Sing went anywhere but his report is on O Scale West, right in our own backyard. The LD/OpSIG column talks about two more of my favorite things. First is the Saturday/Sunday meeting that is now slopping over into Friday. I went down for Saturday and got to do an absolutely ridiculous presentation on how to operate with no staging what-so-ever. Sunday four guys showed up (supposed to be five but one was sick) and we operated the State Belt.

Seth also wrote about PrairieRail, my personal favorite of all "Operations weekends". Well, I've only been to about five different ones so I am no great judge, but I like the people in Kansas City. I ended up operating on three that I had operated on before and one that I hadn't. The ones that were repeats I had different jobs on.

Exploring other guys' layouts and the social interactions with the people with you trying to

puzzle this out always makes this an enjoyable time for me. We do this out here every other year and call it BayRails. I get crews from all over the United States who come and try to sort out the State Belt.

I had a couple of pages of blank space to fill and some people have asked about the progress on the layout so I think I'll toot my own horn a bit.

If you read Railroad Model Craftsman last year, you know that the layout got successfully moved and reinstalled. I'm not going to rehash that article except to say that we have had about eight actual operations sessions on it.

I've had to tweak a bit of track work here and there but the basic track plan seems to work well. For those of you without access to RMC, it is a 12' by 12' laid out in a U shape with access all along both sides of the legs of the U.



"Urban" railroading on the State Belt

You will easily see from the pictures that there are still many divots to repair and much to be done. In some ways I see everything as a "mock-up" just waiting to be upgraded, finished, or replaced with something better. I am afraid that that is the way I build. Some people can sit down at their workbench (we don't

even want to go into the wreck that my "workbench" is) and stand up an hour or two later with this perfectly thought out, cleanly made model.

Not I.

I'm perpetually bitten by the bug to get something in here so I can feel what it is going to work like. I did have an article in Craftsman a while back on how to make mock-ups using photos

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or pictures applied to foam core. I have to build that way. Then I get to run trains around inside this landscape and see if it feels like the real thing.

I have used the Walther's Modulares and the Design Preservation modules in all sorts and combinations. I've used some kits. San Francisco was mostly a brick city. After all the wooden buildings burned in the 1906 fire everything was rebuilt using fireproof materials, mostly brick. Having only those two sources for materials it is difficult to make buildings that don't all look alike. Again, most of these are put together as mock-ups with the idea that they might yet be modified. If they look enough like what they are standing in for, they will receive signs, and fire escapes and a few lit rooms and all the things that would make them look inhabited.

I have tried three techniques that I like for some non-brick buildings. The first is the old styrene snap and glue scheme that has been around for years. I had done a CadRail drawing of the sides and back of the State Belt's round house that still exists along the Embarcadero. I had some of the Powerhouse windows from Design Preservation (more about these later). I snagged the actual window inserts and some inserts from another kit. Scoring, snapping and gluing gave me a very acceptable three sides of the roundhouse. The roof right now is just a piece of black foam core that needs to be replaced with a proper roof and trusses, and the front is just wrong with no doors. But it looks good until I finish it.

The second and third are both casting. I needed at least five pier fronts. They were all pretty much the same, built about 1915. But they don't look a bit like the Walther's piers that I had started off thinking I would use. Again I drew a CadRail plan for what it should look like. Slowly, I built a model from styrene. (Actually I built and messed up about three before I had one I liked) From there it was a trip down to TAP Plastics for some of their silicon mold making material. This is kind of neat stuff. 90% of this, 10% of that, mix it a bit, pour it over your master and go away for a while. Six or so hours later you have this blue, rubbery mold. You get some more goop that you mix 50/50. This hardens up in about



The sides and back on the roundhouse are about right but the roof is only a hunk of foam core and the front doors and hardware just don't exist.



Five of the pier fronts have been cast and been given the once over, but there is puttying and re-painting to be done.



Merchant's Ice loomed over the roundhouse

an hour into this hard whitish resin. In a couple of days I had all the pier fronts I needed. (I do need to go back and putty up a few things) I spray painted them concrete and swiped them with some of Joel Bragdon's grayish weathering powders. They can sit there until I figure out what I am going to do for the sheds behind them.

Merchant's Ice and Cold Storage dominated the landscape around the roundhouse. Willis Polk built it with beautiful brick arches that reached

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doesn't get any better than that.

Someone asked the other day what is the value of belonging to the PCR and the NMRA, the conventions are a big part of it, but you have to take advantage of them to get the value. There is an old saying, "The Lord provides the oil but you still have to pump it". So come and give one or both of these fine conventions a try. I know you will come back year after year as I have. And as my friend Frank once said, when I missed one of the conventions, "Ron you sure missed a good one". So if you missed last year's convention you sure missed a good one, don't let that happen this year.

See you all at Fresno and Anaheim!

Ron Plies

PCR President

(Continued from page 6 Editor's Notebook)

three stories to the top of the building. It is wonderful.

Remember the leftover Design Preservation windows? The outside part had just the sort of arch I was looking for. The windows had been bricked over when it was an ice house so I filled the opening with brick sheet. Below these arched windows was a door at boxcar height. DPI had just the ticket. I glued them all together and added a parapet. That's great, but I needed four per side. So I made a mold and cast eight. There are some that are just the same except that they have a row of windows above the arched windows. Made another model, made a mold and cast eight. The ends are the same but with no door on the ground floor. I was on a roll. Made the model and cast four. From this point on a little Zap-a-Gap. Spray painted it all Boxcar Red. Some of Joel's rusty powders and it can stand there a long time. (I did buy the roof kit and fill in the doors and empty windows with Design Preservation parts.)

So there we are. Now if I can just chip out enough of the plaster roadway for the flanges. . .

Bill

(Continued from page 4) View From the Left Seat

one, and John and his team seem to be adding treats to the menu even as we get close to the event.

And if that isn't enough, this year we have the NMRA National Convention just down the road a bit, in Anaheim. If you have never made one of the nationals, you really don't know what you're missing. There are more clinics than you can shake a stick at, given by some of the top modelers in the hobby. You will have the opportunity to meet modelers from not just all over the country, but from all over the world! It's not uncommon for many of these folks to become friends for life.

There will be layout tours beyond count and quite a number of prototype tours as well. The contest room will have a wide variety of models, photographs and craft items (and even more, if you bring something to enter!). The Special Interest Groups (SIGs) will have a full schedule of activities planned, from operating sessions to their own layout tours and barbeque.

Activities will actually begin the Saturday prior to the convention and conclude the Sunday after. Speaking from past experience, the only downside that I've ever found from a national is lack of time to do and see everything I want to. This will also be a convenient opportunity to become a "PCR Hobo", by attending a NMRA National Convention outside of our region. We won't have another national out on the west coast until Sacramento in 2011, so you don't want to miss this chance.

And if that isn't enough to fill in your model RR schedule for the year, there are divisional activities scheduled all over the PCR. Just take a look at the calendar on the PCR web page and look for an opportunity to travel outside your division for a local meet this year.

Until the next Branch Line, keep modeling and I hope to see you at Fresno AND Anaheim.

Pat LaTorres

MADE IN THE PCR

Jamestown Freight House in HO by Scale Town Models

Review by Dave Connery

In the January-March 2005 issue of the Branch Line I reviewed a laser cut model of the Sierra Railway's General Office building which once stood in Jamestown, California. The team that brought out that model has morphed somewhat into Scale Town Models; their effort to provide accurate prototype models continues. On the drawing boards for nearly 3 years, they have recently released a model of the Freight House which sat next to the General Office Building and still serves Railtown 1897 S.H.P. as the Depot and

foot print is 29 ½" X 6".

The planning and laser cutting on this kit are superb and all the hard and tedious tasks of building this beautiful structure have already been done for you. The building took about 8 nights' work, and this included all staining and painting as well as doing a few added things I wanted to include. The platform is supported by a complex set of laser cut feet and braces, which when built up create a firm foundation for the building. The kit comes with both an open as well as a boarded-



store for the steam train and roundhouse tour operations. The building was one of the original railroad buildings in Jamestown and dates back to 1897. It has survived nearly intact for 111 years, but due to damage sustained in 1978 when the General Office building burned, a section approximately 26' feet long was removed from the north end. This model is of the original building – which means it is a very long model. The building measures 165 scale feet long and 30 scale feet wide (that is 22 inches long by nearly 4 ½ inches wide). With the included platform and steps the

up track side platform face. Each of the walls of the building itself is composed of three layers: the main wall cut from 1/16" plywood, an outer layer of detail that includes all the battens and window trim cut from stencil board (a product that was new to me but I found it wonderful to work with), and finally a complete interior framing including all studs and braces cut from 1/32" basswood. In addition to the exterior walls there are 4 interior walls in the kit, breaking the building into five

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WRITTEN IN THE PCR

Railroads of Nevada and Eastern California

Vol. III: More on the Northern Roads

Written by David F. Myrick

Reviewed by Dave Connery

In the July-September 2007 issue I reviewed a book on the Western Pacific by David Myrick. At that time I had heard there would be a third volume to the Nevada & Eastern California series but I wasn't holding my breath. I darned near could have for within just a month or two this new book

appeared. In 1962, Volume I was published by Howell-North and the next year this was followed by Volume II. Both of these histories became nearly classics (the first covered the northern lines and the second those in the south) and were later republished by the University of Nevada Press in the early 1990's. I first learned about a lot of very interesting, but long gone railroads of Nevada by reading these two books but often wondered why very few California railroads appeared in the books, except for those lines that extended between points in the two states. Now, after 45 years, that oversight has been corrected in this 392 page book published by the University of Nevada Press in Reno.

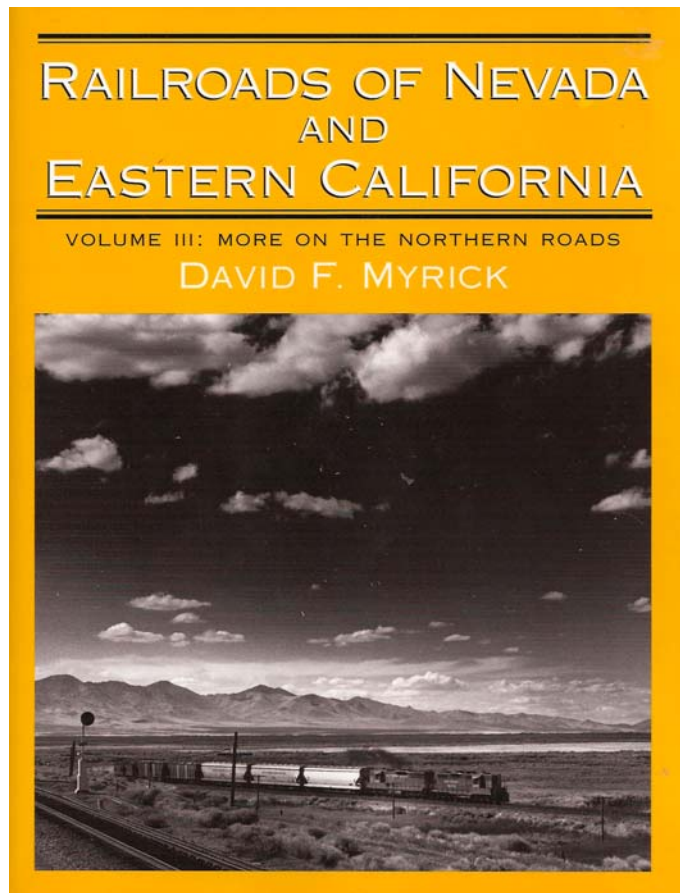
This book is all new material and mostly includes railroads that were not covered in the previous books. Myrick does provide updates on five railroads appearing in Volume I, since

considerable new data has become available. He has a 46 page chapter on the Central Pacific, based primarily on a collection of Collis B. Huntington correspondence recently discovered and now housed at Syracuse University. The material in this book provides new insight into the details of many

events in the early CP history along with a brief update of what has transpired on the line since 1960. A number of new photos are provided and maps showing track layout in several of the towns the CP passed through while crossing Nevada are included. In a similar fashion, Myrick provides new material on the Carson and Colorado, Nevada-California-Oregon Railway, Sierra Valleys Railway and the Boca and Loyalton Railroad.

Chapters on 23 other railroads, all in north-eastern California and along the Nevada border are included. While I was aware of many of

these (books have been published on the Swayne Lumber Co. and the Fruit Growers Supply Co.) a number of these railroads were new to me and in every case, there were items of interest. Each of the railroads is shown on a stick map along with detailed maps showing track arrangements in many of the primary locations. The chapters are all



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sections, with interior sliding doors between all but one of the sections. I have worked at Railtown as a Docent for the past 17 years and have been in this building on thousands of occasions and I can attest to its accuracy. I scratch-built a model of the building several years ago but had to compress my model to fit in the space available on my layout. This building will have to find a different home.

In addition to the walls described above there are laser cut roof trusses, roof sections from the stencil board, laser cut rafter tails, self stick window frames, two part freight house doors, laser cut window glazing, self stick shingles, scale size pre-cut corrugated metal pieces for one end of the building, two stairways and a unique cooling tower that once sat atop the building when one end was used as an ice house. I found I had to slightly sand down all of the tabs that fit into pre-cut slots, to prevent them from breaking during erection. However, in the end the finished building is very solid. In the accompanying photo I have shown the building without the roof, so hopefully you can see some of the phenomenal interior detail. In the photo you can see the lights I have installed – I want people to be able to see just how accurate and complete the inside really is. The one downside to this kit is I have been unable to figure a way to include a removable roof without completely redoing the entire rafter system – so I am hoping just this once I foil Murphy and the lights continue to work for years to come.

The kit sells for \$144.95 and is available from Scale Town Models, 5225 Pentecost Dr., Suite 24, Modesto, CA 95356 (209) 526-3950, FAX (209) 526-3867 and both this kit and the Sierra General Office building, along with a couple of other buildings and some construction tips are available at www.scaletownmodels.com. The owner, Kevin Hunt, indicates he has nearly completed an N scale kit for the General Office Building and will follow with this Freight House in N scale. He also has plans to produce kits of most of the other Sierra buildings at Jamestown. Obviously, I remain very excited about these plans.

(Continued from page 9) Written in the PCR

illustrated with vintage photos. The material is well researched, organized and the text well written. Several of the photos really grabbed me and made me want to tear out what I have been modeling and build a layout based on one of these short lines. The country is certainly beautiful and would make for a dramatic layout. With the major industry in the area being logging and lumbering, I find it especially attractive. So little space and time, so many railroads screaming out to be modeled. Argh!

In addition to the railroads previously mentioned this book covers the Fernley and Lassen Railway, Modoc Northern, Surprise Valley, Quincy and Eastern, Quincy Lumber, Indian Valley, Massack Timber and Lumber, Davies Box and Lumber, Feather River Lumber, Clover Valley Lumber, Red River Lumber, Northern California Railroad, Lassen Lumber, Feather River Railway, Feather River Power plant, Lake Almanor and Caribou Powerhouse and the Bucks Lake railroads.

Bottom line, I think this is a very good railroad book. It is enjoyable to just sit down and read but it is also a wonderful research resource and inspiration for equipment, structures and track layouts. The book lists for \$65.00 and is available at local history and railroad dealers or directly from the University of Nevada Press, Morrill Hall Mail Stop 0166, Reno, NV 89557. Phone (775) 784-6573. The first two books in this series are also available for \$70.00 each.



ACHIEVEMENT PROGRAM

Getting Started

By Jack Burgess, MMR

Getting started in the Achievement Program can sometimes be confusing. However, a good first step is to begin by downloading the general requirements from the NMRA.org website for each of the Achievement Program categories. This will let you get an overview of the program and the basic requirements for each certificate. Note that there are eleven different AP categories and that a modeler must only meet the qualifications for seven certificates in order to achieve the goal of Master Model Railroader. Of the seven certificates, you must receive one from each of four areas:

Railroad Equipment

- Master Builder - Motive Power
- Master Builder - Cars

Railroad Scenery

- Master Builder - Structures
- Master Builder - Scenery
- Master Builder - Prototype Models

Railroad Construction and Operation

- Model Railroad Engineer - Civil
- Model Railroad Engineer - Electrical
- Chief Dispatcher

Service to the Hobby and NMRA Member

- Association Official
- Association Volunteer
- Model Railroad Author

If you have held an office at the National, Regional, or Divisional level, I'd first look at the requirements for Association *Official*; you may *already qualify!* If you haven't been an official but you have been a contest judge or had your layout open for organized tours during a NMRA event, check the requirements for Association Volunteer. You might find that you need only to document your past efforts to get credit for these

efforts.

Assuming that you have a layout, next take a close look at the requirements for Model Railroad Engineer - Civil and Master *Builder - Scenery*. For example, if you are in HO scale, you need to only complete 32 square feet of scenery to meet the basic requirements for this certificate....that is the equivalent of a 4'x8' layout! The requirements for Civil are more varied but will be covered by many typical layouts; one of the requirements is to construct a certain amount of track (50 linear feet in HO for example). The track must be complete with ballast, drainage facilities, roadbed profile, etc. The track must include at least six different features such as a passing track, spur, crossover, turntable, grade change, etc. Again, many layouts will easily meet this particular requirement.

Next, I'd suggest listing those certificates for which you think that you might already, at least partially, satisfy. For each AP certificate, jot down what you have already done and what still needs to be done to satisfy the requirements. Maybe you already have much more than 50 feet of prefab track completed on your layout and it has several spurs, a couple of sidings, and a turntable. In fact, you can count five different track features on the layout and you only need one more. You realize that you have been meaning to finish that crossover to avoid backing the passenger train into the station and now recognize that, if you moved it up on your "To Do" list,

I am happy to announce
that Seth Neumann has been
awarded an AP certificate
for Chief Dispatcher.

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Sierra Division Report

By
Jim Long

On January 26, 2008 the Sierra Division held its banquet at Fransinetti's Winery and Restaurant. This is a fascinating restaurant. It started out as a winery and was converted to a restaurant. There are rooms that used to be storage tanks for wine. These were not made from oak barrels but cast in place concrete. There were 2 rooms next to us that each held over 8,000 gallons of wine. The common wall between the 2 tanks was cut open to make one larger room. They have a lot of old pictures of their operation in the early part of the last century. Our entertainment for the night was provided by Dave Rainwater "The Gold Country Fiddler" and Lori Brandon. They once played with the New Christy Minstrels. We first met Dave at Jamestown last summer during our picnic. He impressed a couple of us enough for us to hire them for the banquet. They put on a wonderful program. It was great to see so many of our members singing along with them at times. It was a good night for all that attended.

A week later on February 2, 2008 we had our winter meet at the South Natomas Library. The major part of our program was put on by the members. I asked each person to bring something that they are working on to share with the group. We had many people do this. We saw projects that in the planning stage to some that were done many years ago. Walt Schedler and his friend Richard came from Colusa. Walt showed us a model of his planned model railroad. This is a very ambitious project that he is planning with multi levels with staging etc. in the attic of their home. Richard is building an American Flyer layout. He is using the American Flyer equipment that was made before WWII. These S scale models ran on 3 rail O gauge track. These are very interesting models. They were only made for a couple of years before WWII stopped production. When they started again after the war they went to S standard gauge. This makes these models very rare. He had a locomotive and cars to show us. We had models from N scale to O scale. There were many other people that brought

items to share. I want to thank everyone for bringing something to share. We may do this again.

At the meet we discussed the up-coming convention. The Sierra Division voted to host the 2010 PCR Convention. Now we have to find a committee and a location. Volunteers accepted. We are also looking for people to present clinics at our meets.

We are planning our next meet for May 10 in Colusa. Walt has arranged for the use of his church as a meeting place. There will be more information in our Shortline newsletter and our web page at <http://www.pcrnmra.org/sierra/>

(Continued from page 11) Achievement Program

you'd complete the requirements for Model Engineer - Civil!

If you have entered any NMRA judged modeling contests in the past, dig out your old score sheets. If you received at least 87½ points and a Merit Award for a model that you built, that Merit Award will count toward Master Builder certificates.

After completing this survey of your volunteer efforts, layout, and contest models, you may find that, while you haven't made progress toward the requirements for some of the AP certificates, you may be actually very close for some others. I'd suggest then making a list of what you need to do to finish up one of the certificates that interests you. Use this list to prioritize your upcoming projects and before you know it, you will be completing the Statement of Qualifications or SOQ for your first AP certificate.

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.

Top Ten Reasons to Come to Sierra Memories

Conventions are full of activities like contests, clinics, exhibits, banquets and meetings. How often do we get to go to a convention with attractions exclusive to the area or that specific convention? The 2008 PCR convention, Sierra Memories 2008, being held in Fresno on April 30th through May 4th is going to be such a convention. Here is our "top ten", not in any order, but certainly all important to having a great time!

No. 1 - Central Location. In the heart of California, PCR conventions held in Fresno (1985 and 1989) have drawn many of our former PCR / now PSR fellow modelers for a great time of reunion. Fresno is only a few hours away from the northern, central and southern areas of PCR. In addition we are served by 12 Amtrak trains and we have an International Airport.



No. 2 - Great Spring Weather. Our early May weather is typically the best of the year, with temperatures in the mid-70s to mid-80s and low humidity. The trees are fully leafed out and the flowers are blooming. There are blue skies and gentle breezes for all to enjoy. Bring your shorts.



No. 3 - Rich Railroad History. Several of the area history buffs are investigating sites for you to scout out where the railroads that "felled the redwoods," and "lighted southern California," once ran. Fresno itself had operating traction until 1939. Remnants of that time can still be found.



No. 4 - Yosemite Mount Sugar Pine RR Tour. Have a taste of Sierra logging when you ride "the Logger" near Yosemite Park. We're now on our second bus-load for this tour. Will you be on it?

No. 5 - Hillcrest Farms Tour. A real stroke of fortune came our way when the owners of the Hillcrest and Wautoke Railroad and Hillcrest Shops invited us to be guests at their 5" scale layout near Reedley. Not only will we get a chance to operate their live steam consolidation, we'll also get an exclusive tour of their world-renown shop where they build some of the finest super-scale models available.



No. 6 - Convention Car Exhibit. Thanks to the many who have made contributions, we will unveil a collection of PCR convention cars from over the years. This is the start of a perpetual exhibit that will hopefully result in having an example of every car ever offered.



No. 7 - Full Clinic Schedule, Featuring Over 44 Clinics. Some of these clinics have never before been seen at a PCR convention. Many are being presented by area modelers on subjects that have been little explored, like building a Web site, creating switch



(Continued on page 14)

(Continued from page 13)

lists with Microsoft® Excel™, and how to fit your dream layout into the space you have. (See list of lately added clinics later in this article.)

No. 8 - Non-rail Iris and Quilting Tour. This is something really special for the family members who don't model. Ed Matheny, one of our own area modelers is also a prize-winning Iris grower who has developed over 40 patented varieties. A van will take you to Tulare to see Ed's beautiful yard. Then you will "shop-hop" your way back to Fresno by exploring the quilt shops of the Dinuba and Reedley areas, well-known for the skills of local Mennonite quilt-makers.



No. 9 - Home and Club Layouts You've Never Seen Before. Why have you never seen them? Probably because you've never been to Fresno for a PCR Convention! Well, we have 'em, and we found 'em. At least 17 of 'em. And you will enjoy every one, from table tops in a garage to a club-size home layout in a 40' by 40' out-building! And there are club layouts, too, including one in a preserved SP depot!



No. 10 - Boy Scout Merit Badge Program. Here is your opportunity to help a kid become an MR. Brewster Bird and Jim Posey will be helping Scouts earn their Railroading merit badge. They'll also show young folks the ins and outs of the hobby (sorry, no tying knots with the flex-track) in this hands on activity to be part of our public show. Volunteer to work with Brewster and Jim and help promote the future of the hobby.



New Clinics

Since the last issue of the Branch Line 10 new clinics have been added to the program. They are:

Resin Kit Assembly Tips and Techniques, by Jack Burgess
Following the Yosemite Valley RR via Home Movies, by Jack Burgess
Really Big Dreams in an Unlikely Not-So-Big Space, by Gary Saxton
Detailing Building Interiors with Photos, by John Huber
Realistic Car Card Operation, by Tony Thompson
PFE Reefers, by Tony Thompson
SP Cabooses, by Tony Thompson
SP Hoppers, by Tony Thompson
Riding Amtrak as a Trails and Rails Guide, by Bruce Morden
5 Strands of Narrow Gauge History, by Bill Schaumburg

Thank you for your kind attention. I hope to see you in Fresno this May.

Chuck Harmon

And now a message from our hard working convention chairman.

Big dreams fulfilled and technical experience gained - things we all want. How do we know our big dreams will fit in the space we carve out for our railroad activities? How does the latest technology help us in our dreams? One of the benefits of a convention is offering layout tours to get a real understanding of the space required to make dreams a reality. Layouts and clinics demonstrate a wide variety of techniques, both old and new for us to evaluate and incorporate in our plans. All of this information translates into a better expression of our ideas on our railroading activities.

John Houlihan,

Chairman, Sierra Memories 2008

Wednesday, April 30

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30					
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Contest Room												PCR BOD Meeting / 2009 Convention Comm																							
Non-Rail																																			
Layout Tours																																			

Thursday, May 1

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30						
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Aloha

NMRA Members of the PCR Region, Hawaii Division

Are you interested in seeing Hawaii Modelers active again with the NMRA? A while ago I sent some e-mails and made phone calls from the list provided by the NMRA, Only one active member and one potential member expressed interest.

I am trying again to stir a modeling Ohana and revive the Hawaii Division. With our Islands this is a challenge. I live on Oahu and so does Roland W. Rasmussen, who has indicated he is interested and beginning to explore the Prodigy system. I personally am familiar with Digitrax DCC having stepped up after wearing out my Zero1 System many years ago. The potential member is an armchair modeler with cars and DC engines in Boxes. His skills in Building are impressive.

What have you got in the closet or stashed under the bed? If you are interested and want to redevelop the Hawaii Division as an exchange of modeling skills and/or a place for social interaction, please contact me either through E-mail trains@ericminton.biz or at (808) 947-5147

Eric



Sunday, May 4

Activity / Time	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00
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Breakfast																													
Room ?																													
Contest Room																													
Layout Tours																													

On the Way Home Layout Tours

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Travelin' Around

By John Sing, Coast Division

O Scale West 2008

This quarter's essay is another close-at-home trip. O Scale West, one of the premier West Coast O scale and S scale annual events, happens every year in late January or early February, in Santa Clara, California - thanks to the dedicated efforts of local O scale custom loco builder Rod Miller and a whole host of volunteers. One of the highlights are the layout tours.

Here are some photos from this year's convention dedicated to "The King of Scales", and to S scale. You can see more online at :http://www.pbase.com/atsf_arizona/o_scale_west_2008

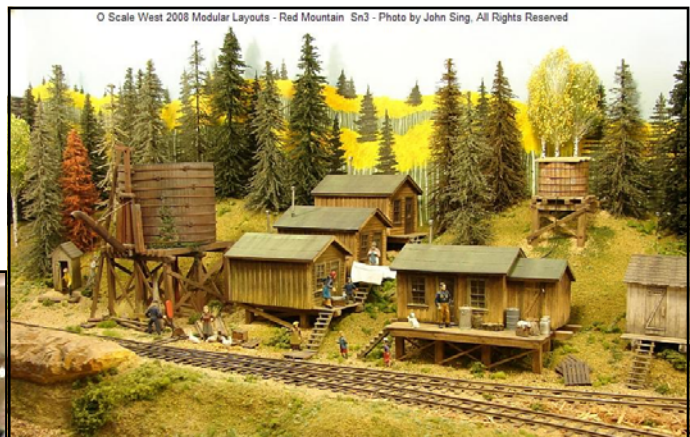


This convention is an example of the rich heritage of model railroading activity available in our Pacific Coast Region. Thanks to Dave Grenier, now, you can see an excellent, up to date calendar of model railroading activities at: <http://www.pcrnmra.org/pcr/calendar/mastercalendar.htm>

Events like these, and online calendars like the one above, are an excellent example of the major value of PCR NMRA to any of us - that being for the local PCR and Divisions continue to provide an excellent venue for all of us model railroader to continually find, connect, and meet each other. In this personal contact we discover new:

- Information
- Inspiration
- Friends

To enjoy our hobby even more, belong to, and participate in NMRA locally. It is just amazing



how many of us model railroaders are out there worldwide, but we are.... Just waiting to be found!

So, I encourage you to:

Use the PCR calendar (anyone can see it, you don't have to be a member)...reach out and get to know your fellow local NMRA members and model railroading friends.

Get out to the meets and events. Meet and enjoy



(Continued on page 20)

(Continued from page 19)

people.

Spread the word about the availability of online resources like the one above, and let others know of the value of joining NMRA and specifically the people in our Region and

Divisions.

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





Coast Division Report

By Tom Crawford, Chief Clerk

The last meet, held on March 2, 2008 at Buchser Middle School in Santa Clara, was enjoyed by 104 members and friends. 88 were members of Coast Division, 6 were members of Redwood Empire Division, 5 were from Sierra Division, 4 were from Daylight Division and one was from "Other." There was one guest. There were 3 first timers.

There were three clinics. The first was on "Streets and Roads," put on by Dave Connery and Brad Lloyd. The second was "Weehawkins, A City, A River, and Four Railroads – Part 2" put on by Les Dahlstedt. The final clinic was one given by Ted Stephens on the Boy Scout Railroading Merit Badge Program. Of course we had Jerry Littlefield's ever popular model railroad roundtable in two sessions.

The Jobs Daughters from Bethel 103, Mountain View provided hot dogs, polish dogs, potato salad and chili for lunch. This was their first lunch for us. They had the normal start up problems, but were willing and eager and learned a lot. Next time, they will be pros at it.

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

Dave Parks discussed our new layout tours program, and had handouts available. Dave has a team of four area coordinators to handle the tours, and has set up the first four tours, on June 14, June 15, Sept. 20 and Sept. 21. This sounds really exciting to me, and I will definitely be going on them. Dave will be writing about this for the Dispatcher and Branch Line.

Tom Crawford reminded everyone that the Division Banquet will be on Saturday, April 5, 2008 at the El Patio Restaurant across the street from the Centerville train station. It will include a tour of the station, then a walk across the street to

the restaurant for a happy hour and then dinner followed by a presentation by Dirk Lorenz, one of the prime drivers on the Centerville restoration effort. You can take the Capital Corridor train to the station, do the whole thing, and take the train home. Westbound trains arrive at Centerville at 2:39 PM and eastbound at 2:49 PM. We can start at 3 PM (or 3:30 if the train is late) and end in time for the 8:09 PM (westbound) and 8:19 PM (eastbound) trains to go home. Or you can drive and park at the restaurant. The cost is \$20 each.

If you would like tickets, e-mail Tom at crawford.tom@sbcglobal.net or call him at 510-790-0371.

Dave Grenier from Daylight Division gave a presentation on the upcoming Sierra Memories 2008 PCR convention April 30 to May 4, 2008 in Fresno. The fare is \$115.

Ted Stephens talked about the Boy Scout merit badge program we are supporting and described the clinic which he later gave on the subject.

Dennis Stokely talked about the 2009 convention in Fremont. The team is formed and working. They still could use a volunteer or two.

Seth Neumann discussed the activities of the SIGs at the 2008 convention. The list of activities was too long for your scribe to list. Seth will provide a listing which will be publicized in the next Coast Dispatcher.

Bob Booth reported that the East Bay Model Engineers' Club is rebuilding in San Leandro. Their facility was destroyed in a fire and they are actively hunting for members. Dues are \$10.

The Business meeting ended and the Auction started at 12:20 PM. There were approximately 400 live auction items, and 9 silent auction items.

(Continued on page 22)

(Continued from page 21)

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

Caboose:

- 1st HO, Pacific Coast #2, scratchbuilt, by Andrew Merriam
- 2nd HO, Early 20's Branchline Service, scratchbuilt, by Bob Booth
- 3rd On30, Yosemite Short Line, freelanced, based on Westside Lumber, by James Eckman

Freight Cars:

- 1st HO, Pere Marquette Covered Hopper, by Tom Vanden Bosch
- 2nd HO, CN 8-Hatch Hopper, by Tom Vanden Bosch
- 3rd HO, CB&Q Boxcar 23347, Athern, modified, by Kenneth Martin

Maintenance of Way:

1st HO, MOW Tender, by Bob Booth

The category for the June meet will be "Structures," "Display," and "Self Propelled Cars and Traction."

Pat LaTorres announced that the winners of the photo contest for "Prototype Diesel Locomotives" were:

- 1st Pat LaTorres; W.P. GP20
- 2nd Stan Keiser; ATSF Diesels under load
- 3rd Seth Neumann; BNSF Diesel & Geese, Heading South

The category for June will be "Prototype Railroad Structures."

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

- | | |
|--|------|
| 1 st Place Brake Person: Ronnie LaTorres | 3:48 |
| (promoted to Senior) | |
| 2 nd Place Brake Person: Peter Savoy | 5:51 |
| (promoted to Senior) | |
| 3 rd Place Brake Person: Steve Williams | 7:23 |
| 1 st Place Sr Brake Person: Tom Crawford | 3:46 |
| 2 nd Place Sr Brake Person: Ronnie Latorres | 4:30 |
| 3 rd Place Sr Brake Person: Alan Havens | 4:49 |

We agreed that the track was a little fast today, but we all competed with the same break, so it was

fair.

We had 11 door prizes.

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

Our next meeting will be June 8, 2008 at the Computer History Museum in Mountain View.

Coast Division Upcoming Events

April 5, 2008

Coast Division Banquet

Take the Capital Corridor to the Fremont-Centerville Station, tour the renovated depot, have a great dinner, see a presentation about the renovation of the Centerville Depot and the relocation of the Niles Depot, and then take the train back home (or drive, if that be your fancy). The Banquet will be at the El Patio Restaurant, 37311 Fremont Blvd, in Fremont, across the street from the Centerville train station. Tour of the station is at 3:30 PM. Walk across the street to the restaurant for a happy hour, and dinner is at 5 PM, including a presentation by Dirk Lorenz, one of the prime drivers on the Centerville restoration effort. The timing is such that one can take the Capital Corridor train to the station, do the whole thing, and take the train home. (See Coast Division Report) The cost is \$20 per person.

If you would like tickets, call Tom at 510-790-0371 or send him an e-mail at crawford.tom@sbcglobal.net

June 1, 2008 Coast Division Meeting

Computer History Museum
Hwy 101 at Shoreline Avenue, Mountain View
9 AM Sign In. Buy raffle tickets.
9:30 AM to 1:15 PM:

Photo Contest: "Prototype Railroad Structures"
Model Contest: "Structures, Displays, Self-Propelled Cars"

9:30 AM – 3:15 PM: Allan Fenton Switching Contest

10 AM The specific clinics are to be determined.

11 AM Model Railroad Roundtable moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1 PM Model Railroad Roundtable continuation moderated by Jerry Littlefield

1:30 PM Announcement of Photo and Model contest winners

3:30 PM Raffle, Announcement of Allen Fenton Switching Contest Winners

Coast Division Layout Tours

The PCR Coast Division has initiated a new program of layout tours called Coast Tours. The 2008 tours will be held on Saturday and Sunday, June 14 - 15 and September 20 - 21. Most layouts will be open for visitors only one of these days, with the layouts grouped geographically. Some layouts may also be open the preceding Friday evening. Although a function of the Coast Division, the Coast Tours extend to include Marin County and other areas of the greater bay area which are a part of PCR, but outside the Coast Division boundaries. Coast Tours will host the layout tours for the 2009 PCR convention Wednesday, April 15 to Sunday, April 19, 2009 and are based in Fremont, CA. The PCR convention tours will extend about 25 air miles from the convention site.

Coast Tours coordinators and their geographic assignments are:

Chair	David Parks	bearwestern@comcast.net	(650) 961 7644
North East Bay	Andy Schnur	Schnurae@netzero.com	(925) 283 4476
South East Bay	Bob Osborn	bob@cmrailroad.com	(925) 484-4136
North West Bay	Alan Cooper	alan@cooper.com	(650) 854-8503
South West Bay	Steve Williams	spwilliams@gmail.com	(408) 857-6787

Tour Schedule for 2008

North East Bay	Saturday June 14
South East Bay	Sunday June 15
North West Bay	Saturday September 20
South West Bay	Sunday September 21

There are no minimum standards for opening a layout for tour. There are those who want to visit only completed layouts with full scenery. Others are more interested in carpentry and infrastructure. An open layout could include an empty room with a detailed plan to show visitors. It is mandatory that all layouts be accurately described so that visitors may choose the types of layouts they are interested in. Hopefully, a picture will supplement each layout's description. Layout owners do not have to be a member of PCR. Layout descriptions will be online and publicly accessible. However, for security reasons, tour and location information will be accessible only by PCR members.

Coast Tours is actively soliciting layouts for inclusion in the tour program. If you or someone you know would like to have a layout open for tour, please contact the coordinator who is handling your area.

LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

We had another very active winter of operations in the Bay Area! All of the usual layouts were running with full extra boards and we held another successful PCR/LD/OP SIG meet on January 26-27. There were also a couple of out-of-town Ops Meets that local operators participated in!

First the PCR/LD/OP meet: about 100 people from all over the west met at the Santa Clara depot on Saturday the 26th for a day of clinics, panels, consulting and socializing. As your columnist had completely forgotten about a family vacation while scheduling, I was sleeping among the palm trees until wakened by last minute phone calls about the meet. I directed them to David Parks who graciously and capably stepped in as MC. Clinicians included Bill Kaufman, Joe Green, Alan Cooper, Phil Gulley and Bart Thurber. Bruce Morden put the design challenge together and Ed Loizeaux hosted the panel discussion (Bruce's full report will run in the next Layout Design Journal). Dave Parks arranged the Saturday PM layout tours and Sunday Op Sessions. About 57 operators participated in the Op Sessions. Plan to join us in 2009 at the Santa Clara Depot on the bye weekend between NFL playoffs and the Superbowl.

The next weekend, the La Mesa Club in San Diego hosted one of its twice yearly "24 hours of Tehachapi" sessions. Several local operators attended. This is an amazing simulation of SP/Santa Fe operations over a near full-scale reproduction of Tehachapi pass (from Bakersfield to Mojave) during the transition era. The sessions feature dozens of long trains with accurate power and consists moving under time table and train order. The club will be offering two shorter sessions as part of the upcoming Anaheim Special NMRA convention. Look for it under the Op SIG

section. La Mesa will also be running the "24 hours" on the traditional Veterans Day weekend in November. Let me know if you are interested in participating!

In late February several of us were fortunate to participate in Kansas City's semi-annual ops fest: Prairie Rail. The format is 4 op sessions at four different layouts (plus a few bonus sessions) over three days. We flew out on Thursday, had a great dinner at the Hereford House, and headed for the hotel. Friday AM we went down to Santa Fe Junction and spent a few hours shooting many trains in the snow, and returned to the hotel in time for our first session. Friday evening we were treated to a reception at a local hobby shop followed by barbeque! Saturday: two more Op Sessions and more barbeque! Sunday morning, another op session and a mad dash to the airport.

But wait, there's more! There will be an ops program at the Sierra Memories 2008 PCR convention in Fresno; contact Dave Parks. We'll also have the traditional SIG track on Thursday during the convention followed by LD and OP SIG meetings Thursday afternoon.

As I mentioned above, AS2008 will be in Anaheim, California on July 13-20. The OP SIG will have operating sessions the leading Saturday in Santa Barbara, Monday, Tuesday and Thursday evenings and the trailing weekend in San Diego. Sign up in the reg packet. The LD SIG will have its self guided tour on Wednesday as well as a supplemental tour on Thursday. Tuesday will feature a clinic track on layout design, including an updated version of my "Model Railroad Communications" clinic.

That's it for now!





Daylight Division Report

Daylight Division holds Winter Meet in Bakersfield

By Doug Wagner

The winter meet of the Daylight Division was hosted by the Golden Empire Historical & Modeling Society of Bakersfield on Saturday, February 23rd at the Society's downtown Bakersfield clubhouse.

GEHAMS boasts two large layouts, HO and N Scale. The HO layout is approximately 30 feet in width and 100 feet long. Two large yards are located at each end of the layout, with several industries located in between. The N scale layout is 18 feet wide and 80 feet long, and includes a scaled-down version of the Tehachapi Loop. It features 15 scale miles of mainline – from Bakersfield to Mojave.

Three scenery clinics were conducted in the aisles of the N-Scale layout. The first was Kelly Cruise presenting a 2-part clinic. He demonstrated how to use rosin paper for a scenery base. Kelly also explained how to add industries to



Steve Downs demonstrates attaching corrugated strips for starting scenery.

a layout, especially mountain-themed layouts, by thinking vertically and not horizontally. This method for adding industries is known as “shadow boxing” industries into the side of your scenery.

Kelly is currently using this method to install industries for the Buttonwillow Branch that will include the Frito Lay plant and the Del Monte tomato packing plant, two industries just west of the real town of Buttonwillow.

For the second clinic, Stephen Downs discussed how he finished up the Feather River portion of the N scale layout, including the water in the river. Stephen did an outstanding job, considering he had never done this type of thing before! Stephen is currently working on the area of Marcel to the Tehachapi Loop, and Stephen's goal is to have “The Loop” completed for the Southern Pacific's Historical and Technical Society's



Kelly Cruise demonstrates the advantages of red rosin scenery base.

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(Continued from page 25)

Bakersfield convention in September.

Mike O'Brien, demonstrated how to detail scenery and explained how to go about doing some backdrop painting to enhance your layout. Mike is known as the N scale's "Artisto de Diablo" (Devil Artist), and uses methods that you can easily learn and scrounge around the house for stuff to do your scenery.

The quarterly Daylight Division's business meeting was followed by Daylight's World Famous White Elephant Auction.

Following the business meeting, the Sierra Memories 2008 committee held a planning meeting. This meeting lasted into mid-afternoon, with no lunch break. For most of us on the committee it meant no layout tours because we faced at least 2 hours on the road in an approaching rain storm. For those not making the supreme sacrifice for the sake of the convention, there were 2 outside activities in the afternoon.

The layout tour was to Joe Bohannon's Los Angeles based, HO scale, "San Pedro Eastern," an



A train composed entirely of Sunshine Models cars on the GEHAMS HO layout. It consisted of over 30 cars, all different, and all constructed by a man who does their masters.

industrial short line based in Southern California, primarily freelanced. The railroad is modern, utilizing second hand locomotives. It is designed for industrial switching in a tight space, offering hours of challenging operation. Joe had switch lists set up for the visitors to partake in operations on his layout.

Another special tour was the Southern Pacific Museum, founded as a tribute to one of the greatest "fallen flag" railroads of all time. It is modeled after a typical Southern Pacific Number 22 station of 1939. The artifacts seen are all operational, and the colors are authentic for the period. As a work in progress, the museum is continually changing as more artifacts are added. The "station" is in an old bedroom of a house that was converted to represent the interior of a Southern Pacific depot.



Mike O'Brien shows his favorite material for trees.



Redwood Empire Division Report

By Steve Skold

The February meeting in Napa was a huge success. There were 27 people registered and with the Napa Valley Northern members running their layout, we had almost 40 people. PCR President Ron Plies did a clinic on how the Eel River Valley model railroad club used the NWP maps of different towns to build their modules. He brought a partially built model of the NWP station in Eureka for display. After a break, contest chairman Giuseppe Aymar provided the results of the favorite model contest which consisted of the 40' HO box cars provided at our last meeting and how each person did the dry transfer lettering that was also provided. Of the 14 cars given out, 6 were brought back for the contest. The winners were a tie for first won by Verne Alexander and Dave Croshere. Giuseppe was so excited about how easy the dry transfers were to apply that he used different transfers on each side of his box car.

At the next break, we did the door prize drawing and Verne Alexander won the year's subscription to his favorite model magazine. The meeting was closed by Mary Moore-Campagna previewing the clinic she will be presenting at the PCR Convention in Fresno. It is on obtaining the proper insurance to insure your models and your layouts for physical damage and theft, and personal liability in case someone gets injured. Patient Gus spent most of his day with his laptop forwarding the photos during both presentations. He actually found out how to back up to a previous picture. It is amazing what you can learn at an RED meeting.

The May meeting will be on Saturday, May 17th at Monroe Hall in Santa Rosa. Clinics scheduled are Pat LaTorres on railroad photography and the McKenzie Brothers on making trees. After the meeting will be a tour of Skip Rueckert's HO model of the NWP and P&SR. It is a work in progress and an inspiration for those who have not quite gotten

started. He is currently working on his backdrop to finish it before he starts on his scenery.

Mary Moore-Campagna has fully recovered from her mugging last November. She will be providing food and beverages at all our meets in the near future. Coffee, soft drinks, two kinds of sandwiches and cookies were available for purchase during the meeting. I found the croissandwiches to be especially appealing.

The summer picnic meet will be at the Westside Farm of Ron and Pam Kaiser on the Russian River between Guerneville and Healdsburg. There have been many improvements to the layout since we

Verne Alexander is the proud owner of a statue of the Filthy Fat Belgian Bastard we hear reference to on many an operating night.

were there last. A return loop to one of the staging yards has been installed and feasibility studies are being made for a return loop at the other staging

yard. The picnic will be August 16th.

Harold Mentzer continues to mend from his heart attack and double by-pass. The physical therapist has finally tracked him down so he will be mending quicker now that they have their hands on him.

My On3 Whiskeytown and Shasta has had most of its flex track removed and replaced with individual ties and code83 rail and all the turnouts have been replaced. All this just in time for the Open House during O Scale West on February 10th. Ernie Simard has expanded his HO Western Pacific into the remaining two stalls of his 3 car garage and operating has commenced supervised by dispatcher Clark Stewart. Verne Alexander is the proud owner of a statue of the Filthy Fat Belgian Bastard we hear reference to on many an operating night. A photo will be provided for the next Branch Line with possibly an explanation by Verne. We do have our fun in model railroading in the Redwood Empire.

Jerry White

I first saw the following obituary in Bob Brown's Narrow Gauge and Shortline Gazette and asked him if I could rerun it which he graciously allowed. Then I had Rod Miller's piece on Jerry forwarded to me. I have had to trim a lot to make it all fit here

Gerald (Jerry) Sumner White passed away October 26, 2007; he was 93. Jerry was a professional model builder for most of his life. Prior to World War II, he worked for the O gauge manufacturer, Rollin J. Lobaugh. During the war, he served in the U.S. Air Force. After the war, Jerry operated a custom model locomotive building business - Superior Models in Redwood City, California. As a teen-ager I bicycled to his shop, and watched Jerry build models. He was always courteous, and took time to explain what he was doing. I learned a lot, and still use a Superior Models screwdriver he gave me.

Jerry was a founding member of the West Bay Model Railroad Association in Menlo Park, California - a group that still meets and operates an HO, S and O gauge layout. Jerry also started a company called Kurtz Craft, and sold injection molded HO scale PS-1 boxcar kits. After closing Superior Models, he went to work for Ford Aerospace as manager of their model shop. After Jerry retired, he built several HO gauge layouts, including one after he had turned 80.

Jerry was a life member of the NMRA, and received several Presidents' Awards for service to the hobby - in developing standards, and for promoting model railroading. He also earned the NMRA's Master Model Railroader award (MMR) and in 1997, was elected to the O Scale Hall of Fame. *Bob Brown.*

In the early 1990s I worked with Jerry White in order to learn and then take over his model building business. During our time together I got to know Jerry. He was a fun person to be around. I admired him for his ethics and honesty, commitment to work and model trains, and his sensitivity to other people. Jerry was the consummate craftsman and enthusiast who built remarkable models of railroad equipment, and exhibited his work as a way to promote the model railroading hobby. An autobiography can be found in the publication "O Scale Trains, 48/ft." Run 125.

In high school he studied metal working. Prior to WW II he helped with the design and production of O scale 4-6-0 and 2-8-0 model railroad locomotives. He decided to try working for Rollin J. Lobaugh and moved to the San Francisco area just prior to World War II.

After the war he founded Superior Models and built model railroad locomotives on a full time basis. Over his career of over 60 years he custom built countless models of steam locomotives, and passenger trains. He prided himself on his custom drives for model locomotives, and never tired of telling the story of one of his locomotives winning a tug-of-war contest where his opponent's locomotive in the final competition stripped its gearing when put up against Jerry's locomotive.

He was a tireless modeler. He built an HO layout at home, and was one of the founding members of the West Bay Model Railroad Association. Its 3 scale layout (O, S, HO) in a former SP freight station in Menlo Park, CA, now over 50 years old, exists today and is open to the public once a month. After he moved to the Oddfellow's retirement complex in Napa he talked the management out of the space and lumber to build an HO layout. After that layout was completed, he built another. He was a life member of the National Model Railroad Association, having joined when it was formed. He received several President's awards. He achieved the status of Master Model Railroader when the NMRA established the MMR program. In 1997 he was elected by his peers to the O Scale Hall of Fame.

Those of us who knew him will remember him for his passion for trains and the model railroading hobby. In person he was friendly, helpful, good humored, an excellent and gracious host, sensitive, and tactful. He had a wonderful sense of humor and was always quick to crack a joke or to find humor in a situation.

Rod Miller

Ruediger Gunter von Prittwitz

1935 - 2008

Ruediger Gunter Frederick Kurt von Prittwitz passed away on February 11, 2008 in Merced, California. Similar to my experience with Jerry White's death, first one, then another, then another elegy for Rudi showed up in my mail box. I have had to sharply cut these two appreciations of him. I hope I have left enough of the feelings for people to see him.

I first met Rudi through John Swiger in September of 1984. The friend knew I was into trains and invited me and one other person, Charlie Piggot, to tag along with him on a regular "Tuesday Train night at Rudi's" visit.

Having never seen a home layout before, you could image walking up the garage steps and turning left into a loft filled with trains, approximately 26' by 72'. This thing was huge. Two large Steam service areas complete with turntable and 20 plus stall round houses filled with all kinds of SP steam (Rudi's favorite). His Mercedes dealership faced the then busy Southern Pacific Valley line.

Having never met Charlie and me, Rudi was quick to show us around the layout pointing out how things worked and what engines were the best. After a few minutes of that Rudi retired to his workshop lounge and started visiting with other regulars.

Charlie and I ran trains for the next 3 1/2 hours never once being told to watch out for this or not to run certain engines. At the time, Rudi had quite the collection of SP Brass locomotives including some \$1,000 cab forwards and didn't seem to mind when I derailed one, coming within an inch of dropping it to the ground.

As the night ended Rudi told Charlie and me to come back whenever we could and that the door was always open on Tuesday nights.

Well, from that September Tuesday in 1983 till December of 1997 I missed only three Tuesdays at Rudi's . Sometimes there would be as many as 17 modelers running trains or sitting in the lounge

watching train videos. Other times it would be Rudi, Charlie, and I running trains.

Rudi was very open and opinionated .

If he liked you, you knew it by his allowing you to run trains at any time.

If he didn't like you, sometimes he'd limit the time that trains could be run.

Despite only living a mile away from Rudi I had not visited with him much of the last few years. A lot of other Merced Modelers owe our start in this hobby to him.

I know I was able to keep my sanity through some hard personal times by "Tuesday Nights at Rudi's."

Rest in peace, my friend.

Dave Tadlock

I met Rudi in 1990 after joining the NMRA and the Fresno Model Railroad Club. Rudi had a huge layout and really liked the SP. He also liked Mercedes and was a very neat mechanic. His personal shop was well-lit and always clean. He may have been an inveterate smoker, but his layout room was never obscenely smoky.

I understand he built his railroad in about 12 months from completion of his attic to the laying of the Golden Spike. He had a large collection of great running steam but always said that once Athearn got the gearing right on the diesels they could out-pull anything he had in brass steam. He was very encouraging to me and my family even though my kids were runners and I was always chasing after them. We loved his operating session/open houses and are grateful to have known him.

He had a realistic and astute nature, goal-oriented as well.

Brewster Bird

GOLDEN STATE MODEL RAILROAD MUSEUM, EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

Having been closed to the public the first three months of the year we return to our normal schedule on Sunday, April 6, 2008. In addition to Sundays, we are open for viewing (no guaranteed train operations) on Wednesdays from 11 AM to 3 PM, Saturdays from noon to 5 PM through November. We continue to look for new members to help build and run all our public layouts.

We specifically seek HO traction and narrow gauge enthusiasts and O scale modelers of all varieties, but memberships are open to all modelers in N, HO and O Scales, narrow or standard gauge, traction in O or HO and those who would like to learn any facet of model railroading. Operating on our spacious layouts is a thrill rarely duplicated anywhere else. Come and explore your options for being involved in our public shows. Nothing makes you feel better than folks on the other side of the glass admiring your carefully crafted train. We also welcome volunteers who would like to assist with docent functions, such as providing education in railroad history, to help with the door or, for example, build museum quality structures for the layouts.

Nearby attractions include the Park for picnics and hiking (Bay Trail); the RED OAK VICTORY and the ATSF Ferry Pier restoration just down the road; and, the Rosie the Riveter Memorial and National Park.

One of our current projects is to get more of the equipment recently donated on display so the public and model railroading enthusiasts can enjoy it. As a tax-exempt organization, all donations to the Museum ordinarily are tax deductible and donations of models, artifacts and library materials, both prototype and model, are greatly appreciated. Donated equipment is either used in our Museum operations, is auctioned off to members, or is otherwise sold with the funds benefiting the Museum.

General Information

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. For 2008, starting in April, admission on Sundays and operating Saturdays in December is: Adults \$4;

Seniors and Children over 2 and under 12 \$2, and families \$9. For information, a map and to see photos of the Museum, view our website at www.gsmrm.org. Telephone: (510) 234-4884 (recording). Museum Memberships offering unlimited annual admission are \$24.00 (individual); \$45.00 (family). For other information or to schedule special shows or birthday parties, email John Edginton, Public Relations Director, at publicity@gsmrm.org or use the contact section of the website. Please note that both Golden State and East Bay's mailing address is: P.O. Box 71244; Point Richmond, CA 94807-1244. For membership inquiries call 510.236-1913 (to 8 PM).

East Bay Model Engineers Society Celebrates 75th Year

EBMES was organized in 1933, thus 2008 is its Diamond Jubilee Anniversary. Please watch the Museum website for the many special events and displays that are being planned for this special year.



Picture of the old club from Ken Shattock

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The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

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

ANTIOCH MODEL RAILROAD CLUB

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

Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

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

E-mail: BobLewis1@sbcglobal.net.

BAY AREA Z MODULE COOPERATIVE

BAZ is a group in the SF Bay Area interested in developing and displaying Z scale modules. Members are building them to the "Z-Bend Track" Module miniModuleZ specs Anyone in Northern California interested in Z Scale railroading is welcome to join us.

We meet Sundays 10 AM to 5 PM at members' houses

Contact: Robert Ray pray59@sbcglobal.net

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

E-mail: LoggingRR@aol.com or LambertRP61@comcast.net Place "Carquinez Model RR Society" in subject line.

Web: www.CarquinezMRS.org

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth,

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

GOLDEN EMPIRE HISTORICAL & MODELING

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

GEHAMS web: www.gehams.com

GOLDEN STATE MODEL RAILROAD MUSEUM -- EAST BAY MODEL ENGINEERS SOCIETY

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Visit us during weekly public hours as shown on our website or to meet members, inquire about membership and behind the scenes tours come Friday evenings between 7:30 and 10 PM (first Fridays are meetings); behind the scenes tours are also available most Wednesdays between 11 AM and 3 PM when work is going on. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call (510) 236-1913 (to 8 PM). For other information or to schedule special events, email PR Director and Museum Secretary John Edginton:

publicity@gsmrm.org. Website: www.gsmrm.org.

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail: NapaJohn@napanet.net Web: www.nvmrc.org

(Continued on page 34)

(Continued from page 33)

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 RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

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

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

Web: <http://home.att.net/~sjvgrs/train/>

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD CLUB

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

E-mail: slomrc@kingdomhobbies.com

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

SILICON VALLEY LINES

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

E-mail: svl@siliconvalleylines.com

Web: www.siliconvalleylines.com

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

SISKIYOU MODEL RAILROAD CLUB,

located at the Yreka Western RR Depot, 300 East Miner St., Yreka, CA 96097. East at Exit 775 from Interstate 5. Meetings Thursday evenings at 7:00 pm. Operating Wednesdays thru Sundays, 9:30--11:30, or whenever the Blue Goose Passenger Train departs, beginning May 27, thru October. Info Glenn Joesten, 530-340-2537 or Tom Brass, 530-842-2359, or email glenn476@4fast.net

TIDEWATER SOUTHERN RAILWAY HISTORICAL

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

TRI-CITIES MODEL RAILROAD CLUB

The TCSME is temporarily without a home or layouts. The Niles Depot in Fremont is being moved by the City of Fremont back to its original location in downtown Niles. It will be part of the new Niles Plaza complex. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building, also part of the new Niles Plaza. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please contact Stanley Keiser, 510-791-1504, sbkeiser@juno.com for more information. Also visit our web sight at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org

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



CALLBOARD - PCR

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• 2009 Fremont -- Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net

CONTEST DEPARTMENT

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

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

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

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

COAST DIVISION

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

SIERRA DIVISION

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

REDWOOD EMPIRE DIVISION

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

HAWAIIAN DIVISION

Hawaiian Division offices and positions are currently vacant.

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

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

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

May 10, 2008, **Sierra Division Meet**, Bethlehem Lutheran Church, 720 Ware Ave, Colusa, CA

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

May 31, 2008 - Barn Meet, **On30 Pacific Coast Conspiracy**, 1185 Clark Tunnel Rd, Penryn, CA.
Contact: John at jc_oop@sbcglobal.net or (916) 316-1410.

June 1, 2008 - 9:00 am to 5:00 pm, **Coast Division Meet**, Computer History Museum, Shoreline Blvd @ US-101 exit, Mountain View, CA

July 9 to 13, 2008 - 2008 **Santa Fe Railway Historical & Modeling Society Convention**, Riverside Convention Center & Riverside Marriott Hotel, Riverside, CA

July 13 to 19, 2008 - **NMRA National Convention Anaheim Special 2008**, Anaheim, CA

