



BRANCH LINE

NMRA'S FIRST REGION

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Railfanning in Kansas City

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President's Message

Ron Plies

To all you out there in PCR Land I would like to share two pieces of correspondence that I have received in the last few months. The first is a note from Jackie Kolm thanking us for our expression of sympathy on the death of her husband and our PCR Secretary Richard Kolm.

As most of you know Rich passed away in March and will be sorely missed.

The other correspondence came from member Bob Czerwinski who gave me permission to use what he had to share to help our membership understand some of the thinking of our new members and their needs. Bob shared both positive and negative views and I wish to invite this type of feedback but ask that you follow Bob's example with both positive and negative comments.

"I really enjoyed the recent convention in Fremont on many levels, but from a "Newbie" perspective I have a few suggestions for continuous improvement.

"1) Contact those who haven't attended. I'm sure there are many like myself that have been a long-time member of the NMRA and a few years with the PCR, but never attended. When Charlie Getz was president I did receive an encouraging letter to attend a meeting, but that's only once. Separately Bill Kaufman, a personal friend in the Christian Cursillo Movement has mentioned meetings over the years. We all know that it is easier to gain an active member from our own ranks than a complete cold call.

"2) Introduce yourself to First Timers: I was wearing the green "First Timers" on my

badge. The reality is over the entire convention only 2 persons introduced themselves. Not being shy, I introduced myself. What about those that were shy? There were several.

"3) Newbie Orientation: Walt asked me did I win any door prizes? I had no clue. He also asked about the Swap Meet. Again I had no clue. The rules of the Silent Auction should

have been clearer. On Sunday I was clueless who were the leaders in the PCR meeting. First names were mentioned, not last nor position. Hence, a brief Newbie Orientation would have eliminated these issues and created a richer experience."

On the positive side this is what Bob wrote:

"A. Tom Crawford was relentless with keeping me informed with

Registration, updates, emails, etc.

B. The clinics were superb. A few stand out that I desire to mention (not in any priority order).

- Mark Gurries DCC 4 series: Although I've been following DCC since it was just a vision, this really brought me up to date: Note: I gave away my Niles Canyon RR train ride ticket to attend.
- Jack Burgess' TT/TO Operations
- Dave Clemens on the design and techniques of his layout that I'll leverage for my own.
- Dave Connery on Gardening Railroad
- Les Dahlstedt Modeling & Operating Steam-Era Head-End Equipment

(Continued on page 5)

Dear Ron,

My thanks to the PCR-NMRA-officers, directors and members for the lovely floral arrangement sent to Rich's Memorial Service. Peggy, Brian and I take comfort in your thoughtfulness and kind remembrance of him. I appreciate all of the members who were able to attend his Memorial Service.

Thank you again,

Warm regards,

Jackie Kolm and family."

VIEW FROM THE LEFT SEAT

Pat LaTorres

A couple of weeks ago I received my regular email from our editor, reminding me that there was a deadline approaching for the next issue of the Branch Line. Along with said warning came a note that he already had a lot of stuff covering the just completed Rails Across The Bay, so I knew that I'd have to look elsewhere for material for this month's column. Having said that, I will manage to slip in a few notes from my personal perspective on the convention, but I'll leave the big coverage to others.

Looking back I might as well start with the convention, since that will be farthest in the past by the time this makes it to print. I can only repeat what I'm sure Ron and others have already said, this was NOT one to miss.

Right out of the gate we had the annual PCR Board of Directors' meeting and once more I realized the amount of effort, thought and time that each member of the Board of Directors and each of the committee chairs put into their service to the region!

And one more time I took a moment to reflect on what a loss it's been to the region, with the passing of Rich Kolm. But, Dave Connery stepped right in and kept us all in line for this meeting and, with Rails Across The Bay behind us, our new Secretary, Tom Crawford, has already started to put his "feel" on things in the first few emails that he has sent out to the board as he gets right up to speed. Dave, thank you for stepping in on such very short notice, and Tom, welcome aboard.

Everyone on the BoD and all of the committee chairs have reaffirmed their commitment to moving the PCR forward over the coming years, no matter how things move for the national organization. One

thing which was brought up at the meeting is that even though the NMRA is not in the best financial condition right now, the PCR is in very good shape. Most of this is due to actions by past BoDs to not fritter away what looked like a lot of money at the time, but instead to act in a relatively conservative manner and preserve our resources for the future. One simple example of this is the recent purchase

I can only say THANK YOU to Ron Plies for the idea and to Carol Alexander for the execution of the "Thank You for Being a Friend/Memories" slide show. I still get a bit moist in the eyes thinking about it.

of two more LCD projectors, giving the region a total of four. This means that not only does the region not have to spend money to rent these at future regional events, but each mainland division now is steward to one for use at divisional events in between regional conventions. Further, we now make these available

to other railroad and model railroad events at a rate below the general rental fee, which helps reduce costs for these activities and also helps cover the cost of the purchase and maintenance of the projectors.

Speaking of the current condition of the NMRA National organization, I do hope that all of you took the time to consider the options and make the effort to vote in the recent NMRA National elections. If you didn't, then by your lack of action you have still made your voice heard. I'll take a moment here to repeat something that my mother told me when I had the opportunity to vote in my first U.S. presidential election (the first time eighteen year olds had been allowed to vote!), "If you don't vote, then don't complain about the results." This statement is just as valid today within the NMRA as it was then on the national level. The NMRA is made up of us, the members and that is the only guidance that those on the National BoD have to work from.

Moving on to briefly touch on the convention

(Continued from page 3)

itself, Tom Crawford and his team stepped up to the plate and delivered a home run. Admittedly, Tom already had the crew that Chuck Mitchell put in place before he had to step down. So, this time I think the credit goes to both of these gentlemen. We had a number of first time committee members working on this year's event and I feel that this bodes well for the region as we go forward.

I don't really know where to start when talking about the convention itself. The steam trip out through Niles Canyon and the tour of the PLA/NCRIwy facilities at Brightside made an amazing day! This is also the third steam trip in the past three conventions, and there'll be one more next year at Sparks – we may be getting a little spoiled, but it does feel good!

The clinic line up was outstanding; there were so many opportunities and I noticed more than a few that were standing room only. Jim Long really hit the nail on the head. The contest room was once more a truly wonderful place to spend time. This year there were a number of first timers that took home prizes and the work was beyond belief – though I will have to speak with my wife about taking Best Print in Show in the photo contest for the second year in a row. Her husband could develop a complex from this. Actually, I'll probably skip the photo contest next year, to help with the judging. This may also get me in gear to finish up some model projects that I've been sitting

on for too long.

And finally, I can only say THANK YOU to Ron Plies for the idea and to Carol Alexander for the execution of the "Thank You for Being a Friend/Memories" slide show. I still get a bit moist in the eyes thinking about it. The expressions on people's faces as I looked around the room during the banquet was just overwhelming. I consider myself to be one of the luckiest people in the world to be a part of this great group of people, the best friends I could ever ask for!

Please remember, this year's convention has passed, but the group working on next year in Sparks (and those groups working out beyond that) are putting together even more good times for all of us. So, get your reservations in for next year as soon as possible, it's going to be a grand time.

Finally, I'd like to talk a bit about one of these coming conventions in particular, the 2011 NMRA National convention – X2011 West, The Unconventional Convention. What brought this to mind was a visit back in early May, by Andrew Meriam. Over the years since the SPH&TS 2006 meet in Oakland, Andrew has become one of those "friends" that I spoke of earlier in this column. He's a member of the Daylight Division, living in San Luis Obispo, but somehow seems to make most of the Coast Division meets as well. He also happens to be the Chairman of the SPH&TS 2009 meet, down in SLO.



Contest prize winners announced at the banquet.

(Continued on page 5)

(Continued from page 2) *President's Message*

- Don Fiehmann & Jon Miller - DCC and Switch Machines
- Charlie Getz - Signs and Neat Stuff from strange places
- Randy Hess - California Narrow Gauge Design

C. Learned of several specialized model railroad vendors/URLs

D. Learned background about steam train service in CA - My wife Deb & I relocated by Chevron to Fremont from New Jersey back in '85 but there has been not been enough "Railroad Play Time".

E. Silent Action - I was finally able to obtain after many years of trying to locate Guy Dunscomb's *A Century of Southern Pacific Stream Locomotives*. Many thanks for the cooperation by Walt Schedler

It is my intention to attend the Sparks Nevada Silver Rails convention

Cheers, Bob

Thank you Jackie and Bob for taking the time and writing these notes and giving me permission to share them. My hope is that by sharing these with you, the membership, we can be encouraged for the things we are doing right and work on those things that will help us move forward as the best organization in the hobby.

Ron Plies MMR, PCR President

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(Continued from page 4)

We were talking about attendance at various model RR meets and conventions and how the hobby has managed to become fragmented over the past few years. This brought up the concept which the committee working on X2011 West has put in place as their guide for this convention. The hope is to make this a much more all inclusive convention, reaching out to a much wider spectrum of model railroaders than any national that I can remember. There will be a concerted effort by the committee to include the traditional SIGs, Garden Railroaders, both small scale and larger scale live steam modelers, various museums in Northern California, scale and gauge specific modeling groups, and a number of railroad historical societies.

Over the next year you will be hearing more about this, as the date moves closer. The committee will also be looking for folks to come on board and help out with the actual presentation of the event. If someone from the convention taps you on the shoulder and asks if you can help in some capacity, I hope that you can find it in your schedule to lend a hand. They probably won't be asking you to make the commitment of time and effort that those on the core committee are putting up, but any time that you can give will be greatly appreciated.

Finally, as this hits your mail box (or computer screen, if you download it from the PCR website) remember that the rail hobby is a year round activity. Take the time to go camping up in the Sierra Nevada Mountains, or down along the lower California coast and spend some time out watching the trains and visiting the railroad museums that we've been blessed with throughout California and the entire west coast. Until the next issue please take some time to share this hobby of ours with one new person.

Pat LaTorres, V.P., PC



EDITOR'S NOTEBOOK

By Bill Kaufman

I had hoped that this column was going to start by proclaiming “Local Boy Makes Good” but it is not to be. I have not seen any final, official numbers, but Ray deBlieck was not elected Vice President of the NMRA. It is too bad. He and his running mate Eric stirred up a bunch of interest and opened up some things that people had not known, but it was not enough. Thanks to both of them for running.

You can see from the front cover I went railfanning in Kansas City. About five years ago I was at this same spot, Santa Fe Junction, in the dead of winter. Both times there must have been about a train every two minutes. It is right in the Bottoms and the trains come at you from all directions. There is a big double deck bridge crossing the river to Kansas City, Kansas. Trains come off the top level and go East, but then ultimately South on a high bit of steel trestle. At ground level, trains come off the structure and can go in any of three directions. They can continue the way they are going or swing either right or left on a three track main. Argentine Yard is off to the South.

We had come down State Line Road and stood where the “X” is. As you can tell, there is a wye going the other way too. Plus there are junctions to the North and West. It is an amazing kind of funnel. Just hang out for a while and trains come by in droves.

I had another chance to go railfanning when the



Rev. Doug Harding, you might remember him as the minister who married Pat and Ronnie at convention a couple of years ago, came out. For about ten days he was every where doing every thing. He wrote us a nice article about it.

Jim Providenza is back with his “Tales of the Santa Cruz Northern”. Matt Bushong was there when three wonderful old steamers got together and has sent us a report.

This issue has lots of stuff about the convention just finished. John Sing went out on the layout tours and sent back a collection of nice pictures. Steve Skold took the speeder ride up Niles Canyon. I did too and it was great fun. Steve sent us pictures and a write up. Mark Schutzer took pictures of all the prize winners in the contest and we’ve printed most of them

In the “Good Works” department, the garden railroad folks sent us a poster reminding us of their food drive. Couple of guys went on their tour last year and said it was very nice.

There is plenty of the usual material from the administration. Both Ron and Path have their usual columns full of their usual interesting stuff. And there are the reports of the Board meeting and the annual meeting. You have to read these. You never know what they are trying to get away with!

Anyway, a fun issue.

Bill

Oops

I just hate having to do this even once, but here is the second quarter in a row. Dan Mahoney wrote the Sierra Division Report in the last issue and I messed up the credit. Not only that but he took a picture showing a family enjoying the Sierra Division's Timesaver puzzle at "The Great Train Expo" which I could have connected better to the article a dozen pages later.

HIGHLIGHTS

PCR BOARD OF DIRECTORS MEETING

By Dave Connery, Acting Secretary

The Board of Directors met on Wednesday afternoon, April 15, the opening day of the PCR “Rails Across the Bay” Convention in Fremont, CA. In attendance were President Ron Plies, Vice-President Pat laTorres, RED Director Carol Alexander, Daylight Director John Houlihan, Sierra Director Mary Moore-Campagna, Coast Director Rod Smith, Treasurer Larry Altbaum, Acting Secretary Dave Connery, Convention Dept. Chair Dennis Stokely, Contest Dept. Chair Bill Scott, Membership Chair Doug Wagner, Publications Chair Gus Campagna, NMRA Director Bob Ferguson, 2011 Convention Chair Ray deBlieck, Daylight Superintendent Dave Grenier.

* Finances - Treasurer Larry Altbaum noted that we had an operating shortfall of \$840 in the past fiscal year and he is projecting a shortfall of just over \$1000 for the coming fiscal year. These are directly traceable to the economic environment – lower interest on our investments accounts and lower return from the sale of hard assets than budgeted. In addition we are seeing increases in cost of printing and paper and have an increase in postal rates coming up soon. Still the Region remains very solvent as we use our retained assets to get us through these hard times. We had an expenditure of over \$3,000 that was taken from retained assets to fund the purchase of added digital projectors and cases. The 21st Century Limited Corporation has agreed to fund the purchase of John Allen Awards and will reimburse PCR for this expense when their current CDs mature. NMRA Director Ferguson reported that at NMRA there is a team effort just getting underway to review NMRA finances – which appear to be a bit perilous. PCR

has the lowest subscription rate and the finest newsletter in the NMRA.

* Election of Officers - Ballot Chairman Jim Providenza reported that Ron Plies and Pat laTorres were both re-elected to their positions of President and Vice-President respectively with no write-in votes.

* Membership - Chairman Doug Wagner is working on a brochure to promote local Division and Region activities for use in membership recruiting. He will make arrangements to get membership reports from Membership Services Bob Ferguson and will contact the Division

**Chairman Doug Wagner
is working on a brochure
for promoting local
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membership recruiting.**

Superintendents to get someone in each Division working on membership retention and using these reports.

* Convention - Chairman Dennis Stokely reviewed the Conventions. Planning for the 2010 Convention in Sparks, NV is going very well and registration is now available. In 2011 there

will be a down-sized convention in Santa Rosa with the BOD Meeting on Friday, Clinics and Layout Tours on Saturday and an Awards Breakfast on Sunday. In 2012 we are seeking a joint Convention with PNR, probably in the Southern Oregon area. In 2013 the normal rotation will return the Convention to Coast Division and to 2014 in Daylight.

* Contest - Chairman Bill Scott is thrilled with the support for the contest in recent years. Director Moore-Campagna reminded everyone there is no “Non-Rail” contest – it is the Arts and Crafts categories that are open to all attendees. NMRA Director Ferguson noted that the Contest

HIGHLIGHTS

PCR Annual Business Meeting

By Tom Crawford, PCR Secretary

The Annual Business Meeting was held on April 19, the last day of the 2009 PCR Convention, "Rails Across the Bay" at The Fremont Marriot Hotel in Fremont, CA. President Ron Plies presided and 73 PCR members attended. Door prizes were handed out during and after the meeting.

Business Highlights

- Treasurer Larry Altbaum noted that although we are experiencing some investment loss, our reserves are adequate to carry us through until the economy improves.

- Acting Secretary Dave Connery gave the highlights of the Board of Directors Meeting held on April 15, 2009. See the separate highlights of that meeting.

(Continued from page 7) Board Meeting

and Achievement Departments at NMRA are working on changes to revamp the contest to give more credit to kit-bashing with a reduction in scratch-building emphasis.

- * 2011 NMRA Convention Chairman Ray deBlieck reported this convention is planned around a very inclusive arrangement with SIG's and Historical Societies and Sacramento is an ideal location to do this. While not sponsored by PCR it will take a lot of effort by many PCR members to produce a great National Convention.

- * It was determined that PCR and 21st Century Limited are two separate 501 (c)7 legal entities within the laws of the State of California. Each has control over its own separate assets and each takes care of its own separate tax filings.

- * The Mid-year Board of Directors Meeting will be held at 1 PM on October 24, 2009 at the Sparks Nugget Hotel.

Conventions

The various conventions were discussed by the various chairman and by Dennis Stokely, Manager of the Convention Department. Next years convention will be "Silver Rails" on April 28 to May 2 in Sparks, Nevada.

Announcements

James Bird announced that next year's Hobo Breakfast will be the 50th Anniversary Hobo Breakfast, and he plans to have a Hobo car for the occasion.

Brewster Bird announced that we had 13 scouts go through the BSA Railroading merit badge program this year.

Bob Mitchell invited us to the "City of Las Vegas 2009" PSR convention on September 2-6th in Las Vegas.

Ed Liesse invited us to the "Northern Lights 2009" PNR convention on September 17-19 2009 in Edmonton, Alberta, Canada.

Carol Alexander will be selling copies of the DVD that showed pictures of our activities over the past year sent in by various members. The cost is \$15, which \$5 of which will go to PCR and \$10 will go to cover production and mailing costs.

Next Business Meeting

The next meeting will be at the 2010 Convention on May 2, 2010 in Sparks Nevada. Details will be on the website prior to the convention.

TNC 5/2/2009



ACHIEVEMENT PROGRAM

Association Official

By Jack Burgess, MMR

Continuing our discussion on the various AP certificates, this month we will talk about the requirements for Association Official. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

We previously discussed the AP certificate for Association Volunteer. The Volunteer certificate is structured toward service on a National, Regional, or Divisional committee or as a Divisional officer or director. On the other hand, the Association Official AP certificate recognizes service as an officer (as either the President, Vice President, Secretary, Treasurer, or Director) at the national, regional, or divisional NMRA level. The minimum requirement for this certificate is at least one year at the national level, two years at the Regional level with at least one year as President or Trustee, or three years at the Regional level at a position other than President or Trustee. Division Superintendents or Directors who serve as voting members of the Region Board are also eligible.

Serving your region or division not only aids the NMRA but also provides a simple way to participate in the Achievement Program.

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 43.

John Allen Award

By Jack Burgess, MMR

The John Allen Award is presented annually by the Pacific Coast Region during its annual Convention to recognize service to the hobby of model railroading. This year's recipient is Tony Thompson. Tony has been providing such service for a long time. He was the Clinic Chairman for the 1990 Pittsburgh and 2000 San Jose NMRA Conventions, is on the Convention Committee for the upcoming 2011 National Convention, and was involved in several regional conventions. He was PCR Contest Chairman for five years in the 1990s, partly to implement contest scoring changes he realized were needed. Tony worked with two other volunteers to overcome historic standards and successfully propose that the point structure for Scratchbuilding and Conformity be reversed to recognize the changes in the hobby, a change that had major positive impacts on the model contest.

Along with Bob Church, Tony is co-founder of Signature Press, which is dedicated to publishing high-quality books on the topics of railroads and Western history. Tony is a leading expert

on freight cars and formed the Friends of the Freight Car Society back in 1990 to help promote improved exchange of information on freight cars and better freight car modeling. He writes a modeling column in the SP Historical and Technical Society's magazine and has authored a series of comprehensive books on the SP freight cars and, of course, the Pacific Fruit Express. Tony's continuous dedication to the hobby certainly warrants this award.



Tony Thompson with the John Allen Award

Tales of the Santa Cruz Northern

Jim Providenza

Accretion

Not sure if that is even a word – Word isn't unhappy with it, so I guess I've passed some sort of test. But Bill and I were talking about the history of the SCN – since sometime around October we (the Northern California Nameless Group Round Robin) have been catching up on scenery. Several projects were new, several involved additions or changes to existing scenes. Some had been long contemplated, some arose when a product (the Walthers Santa Fe stucco passenger station!) came on the market. But in any case it was clear to the two of us that some of the new work added a palpable feel of age, of history, to the SCN.

We were talking about the visual aging of the Santa Cruz Northern – maybe not aging so much, as maturing. Becoming more “of itself”, acquiring a patina, a depth. Kind of like a kid (or a puppy) growing to fit the size of its feet. At least from the scenery standpoint, this shows itself as layers.

Michael Flanagan's book Stations (Pantheon

Books, 1994), is an example of how an artist creates such a feeling of history. The storyline is one of relationships, of both people and places. Flanagan's art, which is an integral part of the story, builds the environment through careful creation of old and used things – a book with a canceled library stamp, a photo with a tear that had been mended with cellophane tape – come to mind. These layers help add to the texture, the depth of the “place” that he is bringing forth in one piece from his imagination.

On the Santa Cruz Northern, things accrete. Yes, all of it was new at one time. But over the years various parts have acquired some of these accretion layers. Sometimes I do this intentionally, but more often as part of the broader process. I don't often scrape a whole scene entirely off the railroad – some parts, maybe only those on the edges, are left in place. They anchor the new scene. Or the new scene has to fit into the existing scenes on either side seamlessly. But the match lines are

almost never straight. It's kind of like trying to match a bit of repair work or a detail modification on the hood of a locomotive – you feather the new paint in with an airbrush, going from the full paint at the new section to less and less paint as you move into the existing paint. The match is probably not perfect. Weathering will take care of that if you want. Maybe you don't want it to be perfect – and the repair becomes part of the history of the



New trackage at West San Jose, layered upon previous, new roadbed cut into old, additional scenery added on top of what was there - more and different weeds and trash (but only a small amount).

(Continued on page 15)

Niles Canyon Speeder Ride

By Steve Skold

At the recent PCR Convention, my wife Carol and I took the 9:30 AM speeder ride from Niles to Brightside. As anyone that knows Carol will tell you, getting her up in time to make a 9:30 ride is a real chore. You have never seen her at a Hobo breakfast, have you? She will do it for a train ride, though.

We met our driver, William, who helped us into his speeder and had us put on earphones. Carol Alexander wished she had earphones or at least ear plugs because the two cycle motor was quite noisy. Our speeder was enclosed which was nice that early in the morning. There were about 10 speeders and 20-25 people in each of the rides that day.

Soon after 9:30, the speeders fired up and we were off. With the short wheel base, the wheels were banging off the rails on the curves and the lack of suspension was quickly felt on our backsides. I can't see how speeder enthusiasts last all day on some of their rides.

Carol and I learned a lot about the speeder organization and the fun trips they have taken all over the Western United States, Canada and Alaska.

One of the members, Al McCracken, told us about 4 trips the group had made going up and down the Barranca de Cobre (Copper Canyon) in Northern Mexico. Carol and I had recently taken a Tauck Tour train trip from Nogales to the Copper Canyon and were interested in their experiences.

At Brightside, the speeders were turned on their self contained hydraulic turntables and we returned to Niles in the reverse order. The next group of riders were at Niles when we got back and were anxiously waiting for their turn. They were encouraged by all the smiling faces as we climbed reluctantly out of "our speeders".



Driver William and his two cycle speeder



Wife Carol and her earphones



All lined up and ready to head for Brightside

Sparks, Nevada, Home of the 2010 PCR Silver Rails Convention

By Ray Ritch

When the Central Pacific Railroad (CPRR) first carved the route for the western portion of the Transcontinental Railroad across the Sierra Nevada mountain range, Wadsworth was chosen as the setting for the rail yard and center of operations. Between Wadsworth and Lakes Crossing (soon to be Reno) the line ran up to the Sierras and through the narrow Truckee River canyon.

As Reno developed and day to day railroad operations increased, the CPRR found the need for more than just a whistlestop before beginning the climb over the mountains.

Also about this time the Southern Pacific Railroad (SP) grew to the point of taking over the cross Nevada route from the CPRR.

The decision was made to straighten the route reducing mileage. The new route saved a few miles by cutting off Wadsworth and moving operations to a new location just east of Reno but still in a company-run town. The area chosen at the turn of the 20th century was a swampy mess. Landfill was needed in a major way to raise the ground level above the water level. A major operation was

begun in 1901 to move an entire hill from just West of Reno and another hillside from the Truckee River canyon East of the new town.



A tract was laid out just North of the new roundhouse location and all employees who owned a home in Wadsworth would be given clear deed to a lot 140 ft x 50 ft. Mid 1903, a drawing was held for locations and 67 lots were assigned at the cost of \$1 a piece. The new little town was named Harriman to honor the Union Pacific (UP)

Tycoon who had just taken control of the SP and in hopes of a little favoritism.

A slight was perceived and the residents changed the name to Sparks, after John Sparks, the newly elected Governor of the Silver State of Nevada. The hoped for favoritism was never received in either case. The railhead of the Virginia and Truckee was in Reno and Sparks lost out in favor of Reno for major state concessions.

Next up in our articles building up to the convention is one on Sparks' worldwide claim to fame, which lasted a whole 10 months.



Swampy mess east of Reno



Sparks Trolley

South County Garden Railroaders

Invite you to the 15th annual

Garden Layout Tour

to benefit the

“St Josephs Center & Community Pantry”

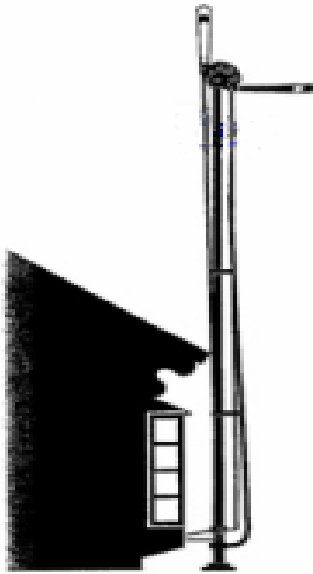
on SATURDAY, August 15, 2009 from 9AM to 4PM



visit 11 model railroads running thru some of the most unusual backyard gardens in Morgan Hill, Gilroy and Hollister. Please bring non perishable food [canned goods, pasta, cereal, etc] to donate [cash or check to “St Josephs Family Center” or “the Community Pantry” also gratefully accepted] and pickup a guide book after August 1st at the All Aboard Junction train store at 8355 Monterey Street, Gilroy [behind Cottage Floors], Garden Accents at 1155 Lena Avenue, Gilroy [near 101-Masten exit], BookSmart at 80 East 2nd Street, Morgan Hill [Near Depot Street at RR Tracks] or San Juan Model Railroaders at Bolado Park in Hollister. For more information visit <http://www.baars.org/FoodDrive> or call Pat [408-846-8841] or Dale [408-848-1440] or Email “dalemcanally@verizon.net” or Dave [408-842-1843] for more information.

LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann



The OPSIG and the LDSIG participated in the NMRA Pacific Coast Region's annual convention April 15-19 at Fremont, California. Regular readers of this column are familiar with our (OPSIG/LDSIG/PCR) annual meet each January in Santa Clara, CA, but you may not know that we also team up with the PCR later each spring for their meet. We hold a SIG program within the PCR convention consisting of at least a one day "SIG

Track" of clinics, SIG meetings and Op Sessions. This year's clinics were:

- **San Luis Obispo in the Steam Era** by Tony Thompson – a review of prototype facilities and operations at SP's landmark on the central coast. Great information for anyone trying to make an LDE out of SLO!
 - **Custom Layout Design, Step by Step** by Byron Henderson – former LDJ editor and professional layout designer Byron Henderson outlined his design process, honed over working with dozens if not hundreds of clients. My sound bite would be "Beyond Givens and Druthers."
 - ◆ What story are you telling with your layout? What do you want your operators to come away with?
 - ◆ Doodle at a high level what you might be able to get into a room (druthers met givens) no CAD or templates yet, best level of detail is Armstrong squares or minimum
 - ◆ radius of blobs, place hard-to-place stuff like wyes. Come up with at least a half dozen general topologies.
 - ◆ Start trying to fit your desired scenes (see the story above) into the topologies above.
 - ◆ Only then do you do the detailed plans.
 - ◆ Look for an article version in an upcoming LDJ.
 - **Adjusting Operations to 50% More Mainline** -Dave Clemens (former LDJ Editor) - a report on expanding his layout by adding a 3rd deck. A lot of practical lessons learned.
 - **Modeling Milk** – Ed Loizeaux. A review of milk facilities and operations on the New York Central. The milk business included a lot of operations with very little in the way of main line facilities so it would be easy to add milk operations to your layout, assuming the correct region and era.
 - ◆ **Developing Operations on the State Belt** – (D.O. Editor) Bill Kaufman. An account of how Bill researched and compressed the Belt's wartime (WWII) operations into model format. This reporter can testify that it involves intense switching, transfers to multiple main line railroads and rail-marine operations.
- Other SIG related topics were also covered during the convention including:
- **TT&TO Operations** - Jack Burgess MMR
 - **Track Warrant and Model Railroads** - retired UP Dispatcher Steve Gust
 - **Creating Switchlists with Excel** – Chuck Harmon
 - **Milk Cars and Trains** – Bob Clark

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- **Historical Modeling – the NWP in HO - Merrin**
- **Lackawanna in 1/32 – Kermit Paul -** (presented at the SIG meet last January)
- **Commuting on the Model Railroad - Bill Schaumberg** (on the SIG track at HN2009)

Thursday evening, after the clinics, we held back to back meetings of the Layout Design and Operations SIGs. The floor was open and attendees were able to bring up their questions and share experiences.

The OPSIG also held seven operating sessions during the convention, which were also open for tours so that non-operators could see what ops is about. We pressed most of them into engine service while they visited. Dave Parks, who organized the tours, reports that we had 56 operators filling a total of 86 slots.

Consider getting involved in setting up a SIG program in your region's convention. A number of regions are already working on SIG programs and it's a great way to leverage the local region's infrastructure. Contact me (sneumann@pacbell.net) if you are interested in a program in your region!

If you missed PCR's convention, there's plenty more SIG activity at the Hartford National NMRA convention, July 5 - 11, 2009. See Layout Design Journal 39 the publication of the LD SIG, and the Dispatcher's Office Jan 2009 or check www.ldsig.org and www.opsig.org for more details



(Continued from page 10) Tales of the SCN

locomotive – both the real history and the modeled history.

The same thing can happen with scenery – I add another layer or two on to the existing layers, blending the two scenes together. I'm probably using different materials or products, or at least different lots of the same product. And years of lighting and dust and cleaning and incremental airborne “stuff” have changed the original from what it was and how it looked when it came out of the box in any case. So now when you look at the scene you see growth and change. It is not intended to look like this perhaps, but there it is nonetheless. It is subtle, being unintentional. So much the better. It is an “unspoken lesson”, if you will.

In our “Meatball Scenery” clinic Bill came up with the Meatball Mantra – you put some scenery on. If it doesn't look good, then you put some more on to make it look good. On the other hand, if it does look good, you put some more on. Here the method is somewhat the same, though the effect is different due to the intervening years and changes in methods, products and purpose. But ultimately, the effect is much like what happens in nature – and I'd like to think that is a good thing.



Past President's award being presented to Gene Mayer at the banquet at this years convention

California Visit 2009

by Douglas Harding

It began with an email announcing a business conference I had to attend in California. If they were paying for the plane ticket, I would take a week of vacation and visit PCR friends. So I sent an email announcing my plans to be in California for a week: "To my California Friends and Family, and yes that includes Pat ... I am soliciting suggestions for Op Sessions, railfanning, Dead Railroad Society events, museums, hobby shops, sightseeing, family gatherings, meals, doing absolutely nothing ..."

The response from friends in the PCR was overwhelming and before I knew it every day was filled with hobby related activities along with offers of housing and meals. Some wag commented I had more Op Sessions than an attendee to Bay Rails. As I was not able to attend Bay Rails this trip was dubbed the Pre-Bay Rails Preview. With Jim Providenza's as my home base for most of the week, I was set.

Day one, Monday, was spent railfanning the State Belt Railroad with the author of the forthcoming premier book on the State Belt, Bill



One of the surviving State Belt ALCO S2's still earning a living switching "dirty" dirt in San Francisco

To my California Friends and Family, and yes that includes Pat ... I am soliciting suggestions for Op Sessions, railfanning, Dead Railroad Society events, museums, hobby shops, sightseeing, family gatherings, meals, doing absolutely nothing ...

Kaufman. Jim Providenza provided traffic control as we toured various remaining elements of this once crucial switching railroad for San Francisco's water front. I was able to see all remaining locomotives including the two Alco switchers in their newly applied 1950's era paint scheme.

But the highlight was meeting the fellow who maintains the Alcos and watching Bill drool as he pulled out, not before seen photos, and shared stories. After a repast at the infamous Seven Mile Roadhouse across from SP's burned out Bayshore Roundhouse, we hit Francisco Hobbies, then toured the south end of the North Western Pacific in Sausalito and

Tiburon.

Tuesday I met Pat & Ronnie (remember them from the wedding at Santa Cruz? I do.) for a day of railfanning along the bay toward Port Costa. Unbeknownst to him, Jim Radkey's home became a safe haven to leave a vehicle, (more to follow on that). We drove to Pinole, where the fog and mist created an atmospheric setting for observing the former SP and ATSF mainlines. After several passenger trains, an unusual movement appeared out of the fog. In the consist were AmFleet cars, and what appeared to be two lounge cars in SP Daylight and DRGW paint plus a full length ATSF dome bringing up the rear. Neither of my tour guides were able to identify this train. Later I learned it was the Reno Snow train, the Fat Tuesday special.

From Pinole we went to Tormey, site of a former Lead Smelter. From the bluff we had a wonderful view of the curve and the bay, as the

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fog had lifted.



Pinole in the fog

Bill Kaufman joined us at Crocket near the giant C&H plant just as we were confronted by a security guard, who upon seeing our cameras, called the Sheriff. Upon arriving the Deputy's first words to us were, "You guys are here on the wrong day, the museum is open tomorrow," as he pointed to the former SP depot building in Crockett. Turned out the Deputy was quite knowledgeable of photo spots and rail related highlights. And despite Pat's confrontation with the security guard we were not arrested.



Tormey

But more trains beckoned, so on to Franklin Canyon and Christie siding. There we encountered a railfan who kept us informed as an auto train was winding its way eastward up the grade. Got some great shots.

Lunch in Martinez permitted viewing the bridge next to John Muir's home. A final stop was Just Trains in Concord where we ran into Rick Fortin, who said he was on a business trip.



Christie siding in Franklin Canyon. Ronnie won a photography prize with a shot of this train.

Now back to Jim Radkey's to retrieve the other vehicle, anticipating he would be home from work and we could tour the Pink Lady. Alas, he was not home, but a very nice neighbor was. We had a nice visit while texting photos to Jim saying "We're here for the Op Session, where are you?" Which prompted a fast phone call, Jim in full panic, asking "did I forget something?" Alas, he was staying after school (what did you do this time Jim?) with other plans. So I left, rather forlorn for not having seen Jim or his layout.



Practicing my "hang dog" look

Wednesday afternoon was an Op Session on Verne Alexander's HO scale Colville, Republic and Palouse railroad. Verne has built a nice railroad in

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his garage. I really like how he does his interchange tracks. The CRAP runs north and south out of Spokane. After operating with old and new friends dinner followed at Gus and Mary Campagna's. That evening I enjoyed an Op Session on Ron Kaiser's WP. Ron built his own building to accommodate his version of the WP snaking down from Portola thru Keddie to Marysville. Ron remembered my Meat Packing clinic, imagine that. And it was good to see Hart Corbit, Dave Turner and other Sonoma County High Ballers that evening.

Thursday morning dawned way too early (or was Wed night way too late?). Gus gave me a quick tour of the WP Archives while we retrieved some photo albums for Tony Thompson. Then on to Sacramento for the California State Railroad Museum. There we met Bill Kaufman and wandered the museum and book store. I was looking for the Matole River Lumber Co's locomotive, but, alas, it was in the backshops and one of the WP's Fab Four was sitting in it's place. My grandfather grew up on the Matole River, so I enjoy seeing that little loco CSRM.

Lunch was with Seth Neumann, Ray DeBlick, Tony Thompson, Bob Church, Dick (from the museum) and another fellow. Then most of us headed to Dave Clemens's for a special afternoon Op Session on his Spokane based IMR&N layout, with a stop at Bruce's Trains on the way. Dave's regular crew joined us for dinner, then off to tour Dave Houston's new SP based layout, where we turned a throttle or two as we tested track work and adjusted a switch machine. I finally returned to Clemens's to finish the local I had been running and discovered Steve "Breezy" Gust at the throttle. He was scratching his head as I still had some of the paperwork in my pocket, but we finished up and caught up. I first met Breezy when he was working in Omaha, and it is always good to see him. Dave Clemens has a great layout with some innovated construction techniques and delightful operations.

Friday back at the Museum with Danny Anspach and Kyle Wyatt. A highlight was seeing a trestle bent just uncovered on the museum grounds that may date from the original Central Pacific construction back in the 1860's.



Historic trestle bent just discovered at CSRM

Saturday I was fourth man down on the extra board at Otis McGee's SP Shasta Division layout. But several had laid off that day so I was moved up and actually got called out of the crew lounge for an extra WB that turned into an all day experience. After fouling the CTC trackage at Black Butte so my train and another extra could clear for four (yes four) passenger trains, I finished the run, hours after Dunsmuir had begun looking for me. Having been a part of the crew for the first Op Session on Otis's layout, I was glad I could return and experience it once again. Otis, I want to do it again.

Sunday was a shakedown cruise on Bill Kaufman's State Belt. This is switching at its best, requiring a lot of thinking to plot moves and keep yourself out of trouble. The railroad had a north and south job, so we had two, two man crews. Working the piers, car floats and local industries sure kept us busy. While we found a few rough



Bill Kaufman's State Belt

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spots that needed attention before Bay Rails, all had a good time on a very historic railroad.

My final day was at Seth Neumann's. I arrived early to help with staging and setup. Lunch was with Dave Parks and Mike Kotowski followed by a tour of Dave's impressive WM & B&O based layout. Having been to Hagerstown, it was fun to see the California version. Somehow we didn't get to the hobby shop, even after Seth called to confirm their hours. The afternoon was interrupted by a phone call, one of my Iowa Central regulars, Carl Wessel. Carl and I had plans to see each other the next Saturday. He called to announce he also was in California as of that morning for a business meeting. Turns out he was only 30 miles from Seth's so I wangled an invite and got him on the extra board. I worked the NUMMI Plant, Carl ran a road freight. We both enjoyed Seth's hospitality and Ronnie's first time dispatching (and Ronnie, you did fine).

A late night plus an early flight brought me home tired, but entirely refreshed. Thanks everyone for a week with good friends, good railroads, good food, and good hobby shops. Life can be enjoyable, especially when it is shared with others.



Giuseppe Aymar, this year's RED Man of the Year.

Redwood Empire Division Report



By Steve Skold

The last RED meeting was held May 16 at Monroe Hall in Santa Rosa. Jerry Porter gave an interesting clinic on designing a layout based on the NorthWestern Pacific Railroad with some interesting design elements that lead to thinking outside the box. We did our usual show and tell with some of the models that won prizes at the PCR Convention in Fremont. Finally, there were two videos shown, one a three minute show featuring an old shay somewhere in Mexico that had numerous steam leaks and a rope holding the drive shaft to the engine. Ron Kaiser won the Special Door prize, a years subscription to the Gazette.

Our next meeting will be August 22nd and 23rd in Ferndale. PCR Pres. Ron Plies will be putting together a two day program including visiting the Eel River Valley RR and a breakfast at the Samoa Cookhouse. The Lakeport Model RR Club will be hosting our Fall Meeting tentatively scheduled for November 21st. I will more on this in the next BL.

RED had a very successful contest at the PCR in Fremont. Giuseppe Aymar won Best of Show in the model contest with his chlorine car and Tom Swearingen won Best of Show in the craft contest with his painting. Other winners were: Giuseppe Aymar 1st in Diesel, Ed Merrin 1st in Other prototype print, 2nd in Tracks and Structures and 3rd in Prototype black and white. Tom Swearingen also had a first place in the craft contest with another beautiful painting. Carol Skold took a 1st and 2nd in General Pattern in the craft contest. Finally Steve Skold did not win anything in photo prints in the judged contest but did get 2nd overall in the favorite print contest. The convention goes recognized quality even if the judges did not.

This years RED man of the year went to a very surprised Giuseppe Aymar. Finally, the results of our election for Superintendent and Chief Clerk are Steve Skold and Ed Merrin who were reelected to another two year term. There were 26 ballots

Travelin' Around

By John Sing, Coast Division

The 2009 Pacific Coast Region convention has come and gone - and like the many that have gone before it, what a great convention it was.

One of the favorite activities are the Layout Tours - here's a few photos from the layouts I was able to visit.

Thank you to all the Layout Owners who opened up for us to visit, and a *Special Thanks* to all the Convention volunteers and the Convention Chair Tom Crawford for putting on such a great convention.

Finally, I was privileged to present a clinic at this convention, "John Sing's Worldwide Model / Prototype Railroad Photo Tour". It was a great experience - thank you to all of you who attended. For all who'd like to see a copy of the presentation, go to this URL below, download the full color Acrobat Reader copy: <http://tinyurl.com/qoscg2> (for reference, here is the full URL: http://home.comcast.net/~atsf_arizona/

PCR Regional Convention 2009 Layout Tours

Accucraft Showroom



Photo by John Sing

Accucraft Showroom

Gordon Searle's N scale
"Catosoquel & Watsonville"
Southern Pacific layout

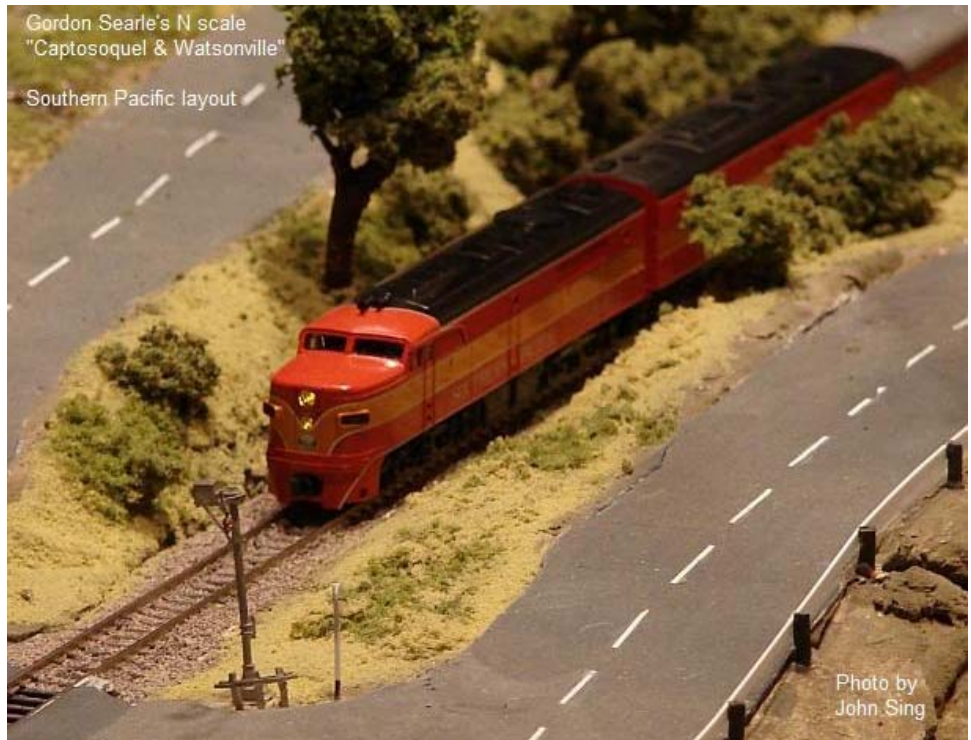


Photo by
John Sing

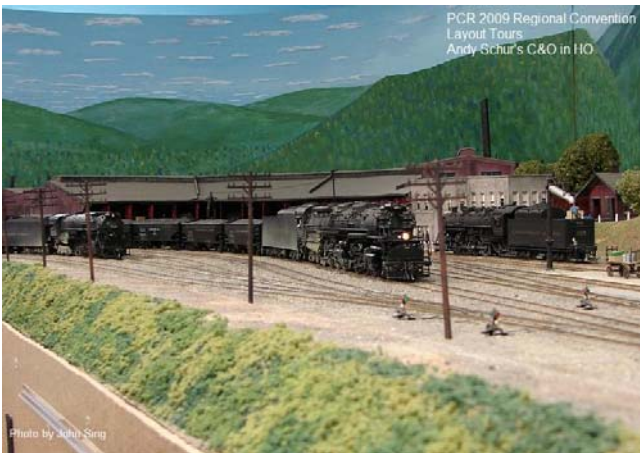
Gordon Searle's N scale "Catosoquel & Watsonville" SP Layout



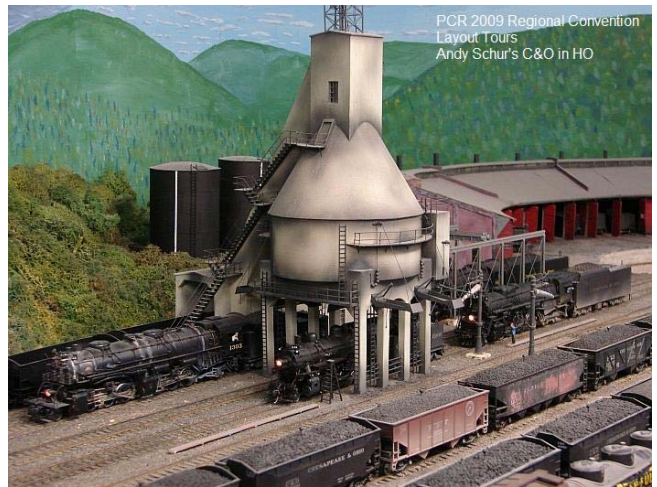
Otis McGee's Southern Pacific layout in HO



More of Otis McGee's



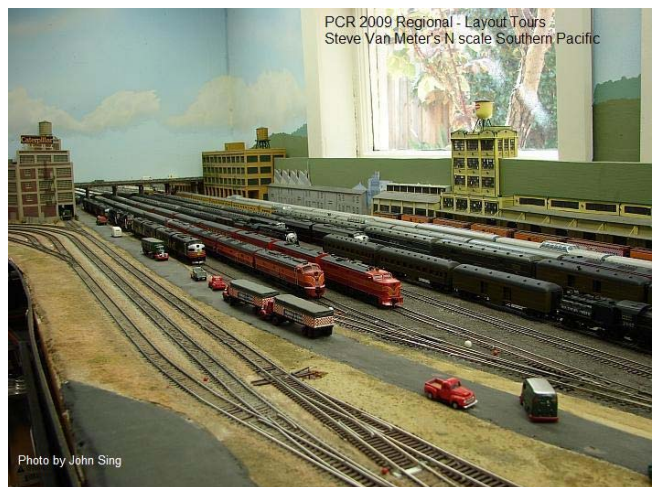
Andy Schnur's C&O in HO



More of Andy's



Steve Van Meter's N scale Southern Pacific Layout



More of Steve's SP

Railroad Ride of a Lifetime!

By Matthew J. Bushong

I must give credit and gratitude where it is due. This railroad story was made entirely possible by my friend, Don McCuaig. Don is a film producer (Journey Films). He invited me to go on a video



The 2472, a GP7 and a caboose at Niles.

assignment as his “assistant.” He was filming the Southern Pacific #2472 locomotive for a promotional DVD.

On Wednesday, April 22, at 7:30 a.m. I found myself in the Brightside Rail Yard in Niles Canyon. It was a crisp morning and the tracks were still in the shadows. It was actually quiet in the yard except for the hissing sound of steam. In front of me was the 2472, building steam, with dedicated crew members doing the last minute tinkering.

I was lucky enough to climb up into the cab of the engine and we backed out of the yard. We headed east towards the town of Sunol. I watched the engineer turn his valves and pull his levers as the fireman brought the steam. It was like traveling through the scenery of 1940. We went past Sunol and crossed a highway with flagmen and much fanfare. This included a passing modern freight train and whistle blast exchanges. We arrived at a rather rural place called Hearst and pulled on to a siding.



Backing out of the yard

Another steam whistle announced the arrival of the Robert Dollar Co. Tank Engine #3. It pulled up next to the 2472 and we all waited. Rail fans began converging on the track area. There were cameras, videos and steam fans aplenty.



Here comes the #844

About an hour later we heard a slow chug and the clanging bell of the Union Pacific #844

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#844, #2472, and the #3 all lined up looking pretty for their picture

(Continued from page 22) Railroad Ride

locomotive and passenger consist as it pulled up and stopped! I got to see it up close and personal for about an hour. It was like going back in time... when steam was king. All three steam locomotives were lined up and it was an incredible photo prospect!

I have to admit that I am much more of a steam fan than I am of modern trains. However during this steam fest we watched three commuter and three freight trains pay their respects as they went by on the mainline.

After the photo op, we stopped the 2472 in Sunol and the entire crew went out to lunch there! Then we headed back to Brightside Yard.

This will probably be the only time I'll ever see the 844... so... it was a fantastic railroad adventure I will never soon forget!



Blast of smoke as the 2472 runs down the road.

THE BIRTH OF THE G&O

By Pat LaTorres

This should be the first in a series of articles on the birth, growth and development of the G&O Railroad. The G&O is the child of the imaginations of Coast Division members Joe Barker and Tom Blinn, though along the way it has grown from the addition of ideas and thoughts of other members of the San Leandro Historical Railway Society. Some of the subsequent articles will quite likely be written by either Joe or Tom, so like the railroad, this series will be a team effort.

The initial thought came when Tom and Joe were trying to figure out how to effectively use the space behind the San Leandro S.P. depot, which is the home of the SLHRS. The depot has been moved away from Davis St. and the former S.P. mainline to 1302 Orchard Ave. in San Leandro. The idea of building a garden railway seemed to have some merit and since Joe and fellow society member Bill Alexander were also interested in O Scale toy trains, they figured why limit it to traditional large scale trains? This was the genesis of the name, The G&O, or "Garden & O Scale".

The next step was to get other members of the San Leandro club (a primarily HO scale operation) involved and then to bring in members of the East Bay garden railway community, knowing that some



Joe Barker placing concrete one bucket at a time.

of these folks might not have all of the real estate that they might want for a home railroad.

One of the first folks to come on board was Nancy Norris, a garden railway modeler who also happens to have a business designing garden railroads. This worked out well, since she has provided us with a wonderful, yet very basic design for the railroad. This design will allow the railroad to be built in stages as time and resources permit.

The first stage will be a section built at a lower height and designed to be operated and played with by children, who often are not allowed to touch or run the trains at model railroads they visit with their parents. We feel that this is a very important part of our outreach to those that are the future of the model railroad hobby.

Once we had a basic plan in place the first of the work parties took place. These early efforts were to dig the basic trenching for drainage and electrical conduit and do an initial leveling of the site. Once the coarse work was done, the crew then got to work with the trenching for the foundation around the "Children's Area". This required two or three weekends – plus some mid-week work by those without gainful employment, the retired folk



Pat LaTorres & Bill Alexander placing re-bar.

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– of shovel and pick work.

In the meantime, not feeling enough pressure at the beginning of April we decided to try and have trains running, if only on temporary track work, in the children's area of the railroad by the first weekend of June for our summer show and open house. It's amazing what having a deadline does to get things in gear in a big way. We had a couple of heavy duty work days to get the trenching done and the forms in place. All of this while Tom Blinn and I were also involved with the PCR convention in the same time frame.

Well, everything seemed to come together as we placed the concrete for the first section of the foundation on Saturday, May second – a nice cloudy day with a slight drizzle, perfect conditions for the work. I learned that one does not “pour”, but “places” concrete when building a foundation. If the mixture is fluid enough to pour, then the foundation will be lacking in strength. Well the foundation for this section of the wall will not have any issue with strength. The mixture was firm enough for us to pull the forms by Saturday afternoon. Also, having re-bar placed horizontally in the foundation won't hurt at all.

We used a yard of concrete and got close to a quarter of the foundation for the entire railroad done in this one session. We gave it a week to set and were ready to place the cinder block wall stones the following Saturday. Two of our crew



Pulling the forms

were down midweek to drill and place the vertical re-bar for the wall stones, saving us time on Saturday. On that day (May 9) the wall stones were placed for the entire children's area and the lower two ranks of stone for a bit beyond that. I've included a few photos of this first stage of the work.

All of this was done with a relatively small crew of dedicated folks, usually only four or five people and only one time getting up to seven. It was kind of neat, because one of our now regular crew was one of the HO modelers that wasn't really planning to get involved – and now we've got him thinking about small scale live steam. It is a steep and slippery slope in our hobby.

I missed the last three work Saturdays, the first two because of previously scheduled operating sessions and the third because I was in Arroyo Grande helping Walt Handlos go through and organize all of his model railroad material. But when I stopped by the depot on May 24th, the landscaping for the children's section was well underway. Hopefully, there will be more to share by the next issue of the Branch Line, so stay tuned.

Pat LaTorres



First Stage Foundation

Spotlight Corner

by Karen Keifer

What a great convention! I handed out several member information forms and was pleased that so many of you took the time to fill it out and return it to me. Thanks! I am glad to finally be able to put a face to the many forms that were previously sent to me. I received some helpful hints on what most of you would like to read about other members and have revised my questionnaire. So, if you haven't already filled one out, please email me and I will send it to you. And don't forget photos! Everyone would love to see you at work with your favorite hobby!

Dick Foster sent me this great photo of himself, when he was about ten years old. His dad took the photo when they were at the Western Pacific yards in Oakland, CA. His interests in trains began at the early age of three, when his mother gave him a German windup locomotive, which is now a conversation piece on his desk. His Lionel 752 E Streamliner has also survived through numerous moves and storage.

Dick lives in Reno, Nevada and is a member of the Sierra branch. His main interest is in HO scale or Narrow Gauge. He attended the 2008 National Convention in Anaheim, Rails Across the Bay, and several East Coast shows when he lived in and around NYC. He established the Northern Nevada Operators, a small group of 6-8 who are learning about operations. They meet once a month and rotate layouts, where they share ideas and operate



the layouts in a prototypical manner. They use everything from switch lists, to car cards and computer generated programs.

Most of Dick's traveling experiences by train, have been in Europe. He was given a wonderful opportunity to accompany his parents in 1950-51, when his father was visiting a professor in Sweden. They were there for three months and Dick had some unforgettable train experiences, such as taking the TVG (a high speed British/French connection between London and Brussels/Paris) through the 'Chunnel'. He remembers this ride as being, "as smooth as silk". This is a twenty-six mile line which runs under the English Channel. The aftermath of the WWII bombings of cities and railway facilities were readily visible. He

said the ride to the Matterhorn was reached by a, "very neat narrow gauge cog railroad from Brig", and a great ride for any type of rail fan!

Dick's photography hobby as a young man, eventually evolved into his profession of film production. He was in NYC for awhile, working for CBS, but didn't care for the East Coast environment and returned to San Francisco. He set up his own production company and retired in 1997.

Thanks for sharing with us Dick!

kkkay@sbcglobal.net

Membership Department

by Doug Wagner

Well, I hope everyone that was able to make it to the “Rails Across The Bay” had a great time -- I know I did! I just didn’t have enough time to visit all those great layouts in the Bay area, but I was able to help do my own form of a stimulus

package to the local economy by leaving a lot of my new retirement pension at several of the train shops in the area! I keep hearing about this hobby being in its death thralls, but they keep coming out with all this neat ‘N’ scale stuff that I just have to buy! I retired on March 11th, so now I have all the time in the world to work on my N Scale Modesto & Empire Traction home layout -- yeah, right!

And speaking of death thralls, I keep hearing the same thing about the NMRA, about how we keep losing members and not too many modelers are joining. Well, some of that may be true. But we here at the PCR, want to turn that around. At the April 15th PCR Board of Directors meeting, it was decided we make a two-prong attack. The first is to keep the current members we have now.

One way we’ll attempt to do that is to go through the PCR Membership Roll that Bob Ferguson receives from Chattanooga. This tells us whose membership is coming up for renewal soon. I will then contact the Membership Chairman in each Division – or the Superintendent in the absence of a Membership Chairman – and give them a list of those members due to renew. The individual Division’s membership person should contact those members encouraging them to re-up, if they haven’t done so already. You’d be surprised at just what a simple phone call will

accomplish!

The second strategy is to attempt to get new members. I know we’ve done this at train shows, and such, so this isn’t anything new. I want to

have a simple pamphlet printed up, and made available to anyone that requests them, to be handed out at any model train event. These pamphlets will be primarily a homegrown product touting the PCR, but we’ll throw in a few good words for the NMRA!

Rod Smith was kind enough to give me a pamphlet that the Coast Division discussed using a few years back. They never went beyond the planning stage. I’ll be paraphrasing those pamphlets – and a few others – like the NMRA web site, to make the pamphlet up. I can paraphrase – I’m not running for any political office or writing a term paper!

Now, since I flunked English Composition in college, I better get my supply of Jack Daniels out, to come up with some words for this pamphlet! Heh, it worked for Ernest Hemingway! Seriously folks, if anyone has suggestions on this, please email me at carldw@aol.com, or phone me at (661) 331-6695. I hope to have a draft of this pamphlet ready for the PCR Board of Directors meeting in Reno in October, for the Board’s perusal.

That’s it from the Membership department. If anyone has any questions, please don’t hesitate to contact me and like I used to say at work – “*If I don’t know the answer, I’ll look it up and find it somewhere!*” – Doug Wagner

At the April 15th PCR Board of Directors meeting, it was decided we make a two-prong attack. The first strategy is to keep the current members we have now. . .

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Contest Winners

PCR Annual Convention 2009

I think that all of us who are involved with the Pacific Coast Region have been much heartened by the healthy growth in our contest entrants both at the regional convention and at divisional meets. Congratulations go out to all who put them on and to those who encourage people to enter them.

This year, in addition to the usual judging using NMRA and PCR developed criteria, we had a Popular Vote contest with prizes offered in Crafts, Models, and Photos. The LaTorres family swept them.

Ronnie also won for Best in Show for

photography. I would have run it as our cover photo except that I already did, last issue.

Tom Swearingen won Best in Show for Crafts and Guiseppi Aymar won Best in Show for Models.

We have pictures of every first place winner. The (Merit) designation means that the item won 87 1/2 points by the NMRA's scheme of things and helps the modeler on his or her way to the Master Model Railroader (MMR) designation that the National awards (see AP program column written by Jack Burgess.)



1st Place – Popular Vote - Crafts Pat LaTorres



1st Place – Popular Vote – Model - Karen Keifer



1st Place – Popular Vote – Photo “The Duke at Sundance” - Pat LaTorres



Best in Show – Photography -Ronnie LaTorres



Best of Show— Crafts - Tom Swearingen



Best of Show! Giuseppe Aymar (Merit)



1st Place – General Original - Carolyn Weber



1st Place – Needlework Original - Susan Swindell



1st Place – Needlework Pattern - Marilyn Long



1st Place – Railroadiana Original - Tom Swearingen



1st Place – General Pattern - Carol Skold



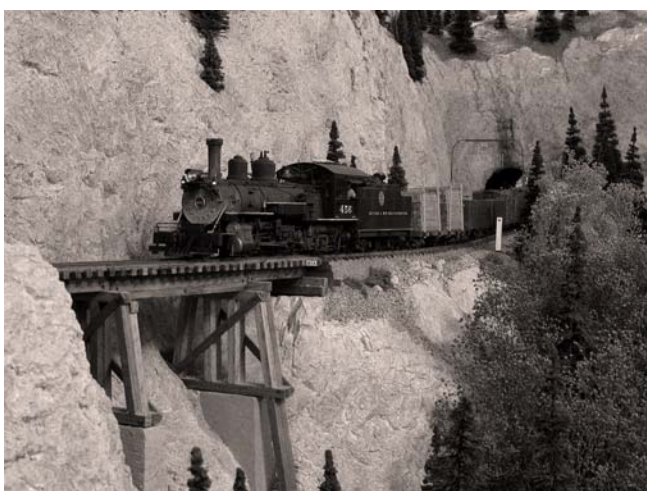
1st Place – Railroadiana Pattern - Marilyn Long



1st Place – Tracks & Structures - Eugene Brichacek



1st Place – Other - Ed Merrin



1st Place – Model B&W - Mark Schutzer



1st Place - Prototype B&W - Pat LaTorres



1st Place – Trains in Action - Pat LaTorres



1st Place – Model Color - Steve Wesolowski



1st Place – Display Open - Karen Keifer (Merit)



1st Place – Display Kit - Dennis Hill



1st Place – Display Novice - Dan Baker



1st Place – Structures Kit - Jim Petro



1st Place – Structures Novice - Jim Petro



1st Place – Structures Open - Dennis Hill (Merit)



1st Place – Module Individual - Thomas Knapp (Merit)



1st Place – MOW Open - Jack Burgess (Merit)



1st Place – MOW Kit - Steve Wesolowski



1st Place – Steam Open - Mark Schutzer (Merit)



1st Place Freight Car Kit - Dan Baker



1st Place Freight Car Novice - Jim Petro



1st Place Freight Car Open - Bob Booth (Merit)



1st Place – Caboose Open - Bob Booth (Merit)



1st Place – Caboose Kit - Steve Wesolowski



1st Place – Diesel Open - Giuseppe Aymar (Merit)

The Elsie Herd Roundup in Bakersfield is Coming!

by Steve Wesolowski, Elsie member

Got this too late to run in the last issue, but we haven't heard from the Elsies in a long time so I thought I would run it anyway.— ed.

For the 10th year, the Elsie (LCHOn30) Modular group will gather in Bakersfield March 13-15 for our Annual Elsie (Bovine Illuminatus) Round Up, which the rest of the model railroading world knows as the Golden Empire Historical & Modeling Society's Annual Model Train Show. During this show, the Elsies connect our modules together to run tiny and some very long HOn30 trains, chew our group and individual model cuds, and, of course, do what we do best: eat well at every opportunity.

Our annual return to Bakersfield has always included pilgrimages to the Left Coast headquarters for HOn30 modelers, Big Al Sandrini's B&F Hobby Shop,

<http://www.bnfhoby.com/> where we always find the finest and latest selection of rare and enjoyable HOn30 stuff. Only Maine's Train & Trooper hobby shop comes close to Big Al's BNF Hobby in terms of selection of HOn30 stuff.

Although it is now B-Day minus 10 (days), until we stamp our collective hooves together and join our small herd of modules together on Friday the 13th so our tiny trains may run around our modules setup, there is not much to say.

But, until our Next Great Gathering of Our Mighty Bovine Illuminatus Herd actually occurs in B-Town, there really is not much new to report; after our blessed event occurs, there will be more to say. So please look

in the next Dispatcher to hear how much fun eating and running trains was had by all. Until then, Happy Trains to you!



From the left, Bill Wilbanks, Al Sandrini, Tim Fairbairn, and Keith Wandry (peeking over the backdrop) watching a loco make its way across Bill's oil field module



The stock of Blue Nun that Keith Glaab brought. He doesn't drink. The devil made him do it...



Daylight Division Report

By Chuck Harmon

Daylight Spring Meet Held in Fresno

Daylight Division's spring meet was held at the home of Marlin Costello's Goshen and Goosechase Railroad on May 2, 2009.

Attendees enjoyed clinics on Quick Jigs for Bridges and Trestles by Gary Saxton, and Weathering Techniques by Bert Greeley. In addition to the usual business meeting and our traditional white elephant auction, layout tours and operating sessions were held on local layouts.

After the clinics we were treated to a hosted lunch prepared by Patricia Costello. Everyone enjoyed the food and fellowship. Thank you, Marlin and Patricia.

Doug Wagner won the photo contest with his picture of a railroad bridge. Dave Grenier's hopper

with a crushed metal load won the favorite model contest. Danny Seames of Bakersfield won the \$25.00 door prize.

During the business meeting it was announced that Gary Saxton had received the award for

Daylight Member of the Year and Dave Grenier had received the PCR president's award for 2009.

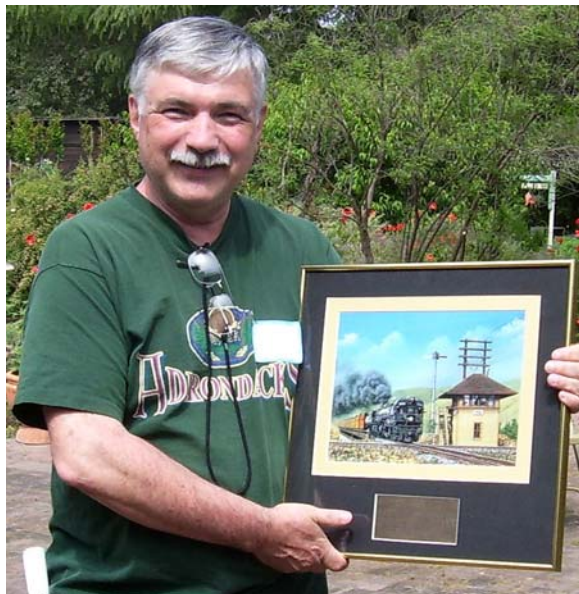
Following the meet operating sessions and open houses were held at Marlin Costello's HO-scale Goshen and Goosechase layout, at Chuck Harmon's HO-scale San Joaquin Central layout, at Dave and Ron



Gary's clinic held outdoors



Dave Grenier with the PCR president's award for 2009.



Gary Saxton, Daylight Member of the Year

Baker's HO-scale Milwaukee and D&RGW theme layout, at Gary Saxton's N-scale NYO&W layout, at the Belmont Train Group's HO-scale layout, and at John Houlihan's O-Scale Santa Fe and SP theme layout.

(Continued on page 38)



Coast Division Report

By Darrell Dennis, Chief Clerk

The last meet was held on June 7, 2009 at the Computer History Museum, Mountain View, CA, and was enjoyed by : 82 Coast Division Members, 8 Redwood Empire Division Members, 6 Sierra Division Members, 3 Daylight Division Members, and 6 Guests, for a Total of: 105. Of these 12 were first timers!!!

This meeting we had SHOW & TELL rather than regular clinics:

Pat La Torres showed and explained to passers-by his rather nice RailRoad china!

Dave Connery had Killer Red tape which makes things stick all over the place!

Jere Ingram demonstrating the SPRONG II DCC Programmer and Small Layout Controller.

The "outdoor" round table was moderated by Howard McKinney, Thanks Howard, I saw a large group enjoying the fresh air!

The Job's Daughters provided their crowd-pleasing fare of polish dogs and chili for lunch. Thanks a bunch as usual!

The business meeting was sort of called to order by Mark Schutzer at 11:50am. The first order of business was to thank all of the attendees for their patience and help with the 're-location' to our small room at the Museum.

Announcements:

Jim Long invited everyone to the PCR 2010 convention in Sparks, NV April 2 thru May 2, 2010!

Chuck Mitchell invited us all to the SP&S Convention (I missed the dates and place, call Chuck!)

Dave Parks reminded PCR members they could get maps to the June 14th layout tours online at the PCR website

Rod Smith, PCR Director, announced the PCR Member of the Year, Chuck Mitchell! Way to go CHUCK! (Chuck later expressed his thanks for the many well wishes he received over his health issues. He is fine now! Applause!)

Charley Getz discussed National NMRA news, and said the State RailRoad Museum plans are sort of on hold due to the economy.

Tom Crawford asked for volunteers for the NMRA National 2011 Convention in Sacramento!

The winners of the Model Contest were:

Subject: Display

1st place - Frank Markovick

2nd place - James eckman

Subject: Self-Propelled and Traction

1st place - Alf Modine

2nd place - George Freisleben

Subject: Structures (No Entries!)

The categories for the September 13, 2009 at the Buchser Middle School Meet are Steam Locomotives, Diesel & Other Locomotives, Passenger Cars!

The winners of the photo contest were:

1st Place - Nick Brisco

2nd Place - Steve Wesolowski

3rd Place - Gus Compagna

(I have been informed by Steve Wesolowski that Keith Wandry has taken over as the Photo Contest chair! COOL DUDE! Welcome!)

The Photo category for the September 13, 2009

(Continued on page 38)

The next Daylight Division meet will be held in San Luis Obispo on Saturday, August 22 at the home of Hilding Larson. A full line up of clinics and layout tours is planned, plus our second auction! This one will be for Daylight members who want to buy or sell excess or estate items. Bring your auction items and we'll try to get you top price. The Division will earn 10% of the sale price. The Larson's home is located at 7050 Lewis Lane, southeast of the San Luis Obispo airport. For more information see the summer issue of the Daylight Observation or go to the Daylight Division web site, <http://www.pcrnmra.org/daylight/>.



Rod Smith, PCR Director, with the PCR Member of the Year, Chuck Mitchell



Ray deBliek discussing John Allen Award

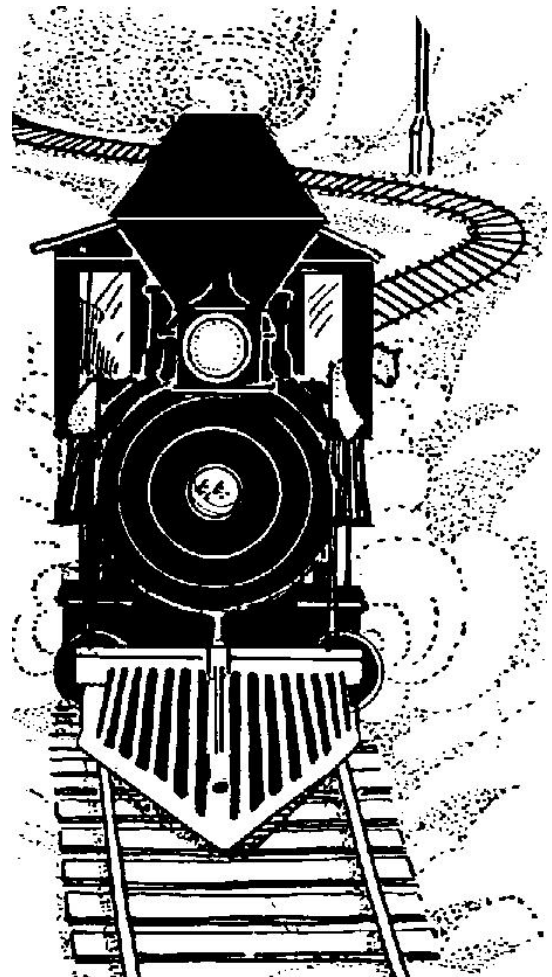
(Continued from page 37)

Meet at the Bucher Middle School is: Rail Fans I have Known.

Due to the cramped quarters, we did not host a switching contest.

We had a very wide selection of door and raffle prizes collected by Randy Homan. Unfortunately, Randy has to leave our area for the wilds of Oregon almost immediately. Taking his place will be Ted Stephens! Welcome aboard TED and thanks a ton Randy for all of your hard work! You'll be missed!

The Auction had a total of 389 items, and was the normal spirited affair. (The Auction Committee did a HELL of a great job dealing with the cramped quarters! Thanks guys!)





Sierra Division Report

By Bob Warner

If you are reading this and it sounds new, you missed a great meeting. Sierra Div. met at the Sacramento Model Railroad Historical Society's club house on May 9th and had a fun packed day. Arrangements had been made for us to hold our division meeting first at a church hall across the street. Mary Moore-Campagna announced the results of the election (railroading) of officers, all positions remain the same; Jim Long – Superintendent, Bob Warner – Chief Clerk, and Al Rowe – Paymaster.

The Sierra Div. kitbash contest was explained and kits and contest rules were distributed to those willing to take the challenge. The kits are Walther's Sunrise Feed Mill. The idea is to encourage members to try some new modeling techniques by changing and working with an existing plastic kit building. Contestants must use 50% of the kit and let their imagination run wild. We will have a blind popular vote for winners at our October meeting.

Mary Moore-Campagna then announced the Sierra Div. Member-Of-The Year Award. This year's winner is one of Sierra's most dedicated and active members, Ed Plutz. Congratulations Ed!

Ray Ritch is the chairman of the 2010

PCR convention in Sparks, NV. It will be called Silver Rails and will include clinics at the host Nugget Hotel and events at the Nevada Railroad Museum, local clubs and a ride on the Virginia and Truckee Railroad

If you are reading this and it sounds new, you missed a great meeting. Sierra Div. met at the Sacramento Model Railroad Historical Society's club house on May 9th and had a fun packed day.

from Virginia City down to or near Carson City. Look for more information and signup forms to follow.

At each Div. meeting we have a model contest. The winner this time was Karen Keifer for her

excellent N-scale models of wood buildings and a wonderful wood cabin diorama. MW is the topic for our summer picnic and Freight Cars for the fall meeting.

The meeting then adjourned to the Sacramento Model Railroad club house, where a hot dog or hamburger lunch was available. All during the day the club offered Division members a chance to operate on their Narrow-Gauge RR. Many took advantage of this opportunity. The main HO club layout is in the middle of a major make-over. The project is well under way and the track plan and scenery are definitely going to be a delight to all that will see it when we host the NMRA Convention in Sacramento.

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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 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://cvl.hobby-site.com>

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

The Left Coast (Elsie) 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.

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

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

GOLDEN EMPIRE HISTORICAL & MODELING

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

GEHAMS web: www.gehams.com

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

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

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

The MMRC meets every Mon., 11:00 AM in the old historic primary school building in Sutter Creek. Additional open houses are normally held the second Saturday of each month at 9:00 AM. We are a fully DCC operating HO club with a large layout. Contact: Joe Stafford, 209-245-5016

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to

(Continued on page 42)

(Continued from page 41)

present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail:

NapaJohn@napanet.net Web: www.nvmrc.org

Nn3 ALLIANCE

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

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

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype.

Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

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

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD CLUB

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

SLOMRA . Jim Keating 805-458-8734

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

SISKIYOU MODEL RAILROAD CLUB,

Siskiyou Model RR Club is meeting the first and third Thursdays of each month at the Yreka Western depot, 300 East Miner St. Yreka (Exit 775 from I-5.) The YW is not running passenger trains this year due to the economy. Info Glenn Joesten, 530-340-2537 or Tom Brass, 530-842-4921, or email glenn476@4fast.net

TIDEWATER SOUTHERN RAILWAY HISTORICAL

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

TRI-CITIES MODEL RAILROAD CLUB

The TCSME is temporarily without a home or layouts. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please contact Stanley Keiser, 510-791-1504, sbkeiser@juno.com for more information. Also visit our website at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

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

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

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

CALLBOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)			
• President	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Vice-President	Pat LaTorres	(510) 317-7456	duhnerd@pacbell.net
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Director, Daylight Division	John Houlihan	(559) 435-0874	oscalejohn@gmail.com
• Director, Coast Division	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Director, Sierra Division	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
• Director, Redwood Empire Div.	Carol Alexander	(707) 537-8108	carolnma@msn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz
ADMINISTRATION DEPARTMENT			
• Manager	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Budget & Finance Committee	[President, Vice President, and Treasurer]		
• By-Laws & Manual Comm. Chair.	Dave Connery	(925) 735-0134	deconnery@aol.com
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
• Honors Committee Chairperson	Ray deBlieck	(510) 521-9778	RaydBCS@aol.com
• Storekeeper	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Audit Committee Chairperson	Dennis Stokely	(925) 828-1990	DStokely@sbcglobal.net
MEMBERSHIP DEPARTMENT			
• Manager	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Asst. Member Services Chair.	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Membership Promotion Chair.	(vacant)	---	---
• Member Aid Committee Chair.	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Education Committee Chair.	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coord. Chair	Dave Parks	(650) 961-7644	bearwestern@comcast.net
PUBLICATIONS DEPARTMENT			
• Manager	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Editor, <i>Branch Line</i>	Bill Kaufman	(415) 491-0543	whk58@pacbell.net
• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org
CONVENTION DEPARTMENT			
• Manager	Dennis Stokely	(925) 828-1990	DStokely@sbcglobal.net
• 2009 Fremont -- Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• 2010 Reno/Sparks -- Chairperson	Raymond Rich	(775) 358-8571	ray@ritch.net
• 2011 Santa Rosa -- Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com
CONTEST DEPARTMENT			
• Manager (<i>see Div. chairs below</i>)	Bill Scott	(559) 298-7715	vallyflyer@aol.com
ACHIEVEMENT PROGRAM DEPARTMENT			
• Manager (<i>see Div. chairs below</i>)	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyr.com
NON-RAIL ACTIVITIES DEPARTMENT			
• Manager	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
DAYLIGHT DIVISION			
• Superintendent	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Chief Clerk & Paymaster	Suzanne Paff	(559) 645-5145	suzannepaff@comcast.net
• Editor, <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
• Contest Chairperson	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Membership	Doug Wagner	(661) 589-0391	carldw@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net
COAST DIVISION			
• Superintendent	Mark Schutzer	(650) 369-0481	mark.schutzer@sbcglobal.net
• Chief Clerk	Darrell Dennis	(510) 303-3431	u8444p@comcast.net
• Paymaster	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Editor, <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Contest Chairperson	John Sing	(650) 372-0765	singj@us.ibm.com
• Achievement Program Chair.	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Membership	(vacant)	---	---
• Member Aid (Key Contact)	Rod Smith	(510) 657-3362	Railgeezer@aol.com
SIERRA DIVISION			
• Superintendent	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Chief Clerk	Bob Warner	(916) 772-7502	bwarner1@softcom.net
• Paymaster	Al Rowe	(916) 961-9911	hofunar@aol.com
• Editor, <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 872-3894	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net
REDWOOD EMPIRE DIVISION			
• Superintendent	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Chief Clerk & Paymaster	Ed Merrin	(707) 542-3620	edmerrin@earthlink.net
• Editor, <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net
• Contest Chairperson	Giuseppe Aymar	(707) 584-1477	Giuseaymar@aol.com
• Achievement Program Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
• Membership	Gus Campagna	(415) 990-3777	campgus@earthlink.net
HAWAIIAN DIVISION			

Hawaiian Division offices and positions are currently vacant.

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

July 5 to 11, 2009 - Hartford National 2009 NMRA National Convention and National Train Show, Hartford, CT

August 8, 2009 - Sierra Division Picnic, Location: TBA

August 15, 2009 - 9:00 am to 4:00 pm, 15th Annual Garden Layout Tour to benefit St. Joseph's Center & Community Pantry, presented by South County Garden Railroaders. 8355 Monterey St, Gilroy, CA

August 22, 2009 - Redwood Empire Division Summer Meet and Picnic, Ron & Pam Kaiser's Westside Farm, Healdsburg, CA

August 22, 2009 - 9:30 am to 6:00 pm, Daylight Division Meet, Hilding Larson's home, San Luis Obispo, CA

September 12 and 13, 2009 - PCR Coast Division Layout Tours - South East Bay Area.

September 13, 2009 - 9:00 am to 5:00 pm, **Coast Division Meet**, Computer History Museum, Shoreline Blvd @ US-101 exit, Mountain View, CA

