

BRANCH LINE

NMRA'S FIRST REGION

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RIP M&ET 70 Tonners



The Modesto and Empire Traction's charming fleet of 70 ton locomotives is being put out to pasture. No matter how many they lash together they can't pull the ever large loads. They have been replaced by Gensets and SW1500s

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President's Message

Ron Plies

The words "PCR convention" are words that mean a lot of different things to different people. To me, it is a time to get together with friends and fellow model railroaders and share this great hobby of ours--model railroading.

This year's convention will be at Sparks, Nevada April 28th to May 2nd under the very fine direction of Mr. Ray Ritch with the support of his outstanding committee. Their planning will give us all of the fine activities that we have come to expect at our PCR conventions and much more.



NWP's Fortuna Depot with a NWP Local with SP 2919 a 4-8-0 on the headend

I would like to encourage each and every one of you to submit photos for one of the big success stories of last year's convention called, "Thanks for Being A Friend." This was a program, shown at

the banquet, of photos, past and present, of activities and people of the PCR. We are planning to bring this program to this year's convention and will need your help to do so. So please help us out by getting those photos to Carol Alexander by mail

at 5307 Spain Ave. Santa Rosa, California 95409 or by e-mail at carolnma@msn.com and make this program every bit the success it was last year. We had such a good time looking at all of those photos last year and I am sure it will be the same this year if everyone will contribute. Special thanks to Carol for all her hard work.

Besides the banquet there are any number of other activities like layout tours, contest room and models, a ride on the V&T from Carson City to Virginia City



Eureka Depot with Train #3 the Redwood ready to depart with the new LW SP chair cars

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Nevada (not Nevada City, California as previously stated) and of course those great clinics that the PCR is known for. As examples, I would like to point out clinics that have been very useful to me in the last few months. There have been any number of clinics over the years on taking model photos but three recently by Mr. Mark Schutzer, Mr. John Sing and Mr. Pat La Torres inspired me to get out my camera and start taking pictures.

I have had a digital camera for years but just did not take the time to sit down and try to understand how to get good model photos from it. In those clinics the presenters gave a step by step presentation on just how to get great photos. Each presenter had a handout, which along with another article in *Model Railroader*, I have used to come up with some good photos of our club layout, the Eel River Valley Model Railroaders which is a Northwestern Pacific prototype. I have asked the editor to include a few of them so you can see the results. I don't see a photo clinic on this year's schedule but I am sure there will be in the future.

You will find any number of clinics that will be very helpful in your modeling efforts and information that you can use to make your railroad much more prototypical. Go to the PCR website and then to the convention page. There you will find all the information about the convention including a schedule of clinics. You will also find an application for the convention on that web-page. There is also one in this issue of the "Branch Line". Don't delay any longer. If you have not sent your convention application in yet, do it today!

I would also like to give a special thanks to Mr. Jim Long and Dennis Stokley who have worked behind the scenes to make this convention the success that I know it will be. Also a big thank you to the PCR Board and our support personnel who make this whole thing called the PCR happen. Your PCR Board will be meeting Wednesday the



Shively and the NWP SP 4-8-0 local with the PL Log cars

28th of April at 1PM in the Board Meeting Room at the Nugget in Sparks. Everyone is welcome to see your PCR at work. Also you are invited to a free breakfast. Yes, I said FREE, Sunday morning at the Nugget to be followed by the annual meeting of the PCR. We offer this meal in order to encourage every member to be involved with their PCR. So please join us at the meeting and learn what is going on with your organization and give input if you wish. I look forward to seeing each of you in Sparks, so get onboard and don't miss the train.

Ron Plies MMR

PCR President

STATEMENT OF PUBLICATION

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VIEW FROM THE LEFT SEAT

Pat LaTorres

First off, I need to apologize for last issues' goof. Some of you, though I'm sure not too many, probably noticed that my column was not there, and now the rest of you are madly digging through that issue to see that this is correct. This was entirely my fault; I've been dealing with some distractions on the home front and while I had it all ready to go, it just didn't get sent. To try and make amends, I've posted that article to the files section of the PCR Yahoo group under the title "View From The Left Seat 11". Pretty creative, if I do say so myself.

Anyway, putting that behind us we're charging ahead into 2010 with eyes wide open and blinders firmly in place. To start with, unless you're one of those folks that have opted for the electronic version of the Branch Line, by the time you see this the Silver Rails PCR Convention in Sparks is probably right on top of us. This promises to be yet one more great PCR convention and I extend a hearty thank you to Ray Ritch and his committee. These folks have done a bang up job and kept up the standard which, while comparable to an NMRA National, is what we've come to expect in this region.

While on the subject of conventions, I want to touch on a few other future events. First is the 2010 O Scale National Convention, which will be held in Santa Clara this coming June. For those familiar with O Scale West, this convention will be put together by the same crew and should provide an exceptional modeling experience even if you're not an O scaler. There will also be a host of fine model railroads to tour, many of which don't often (if ever) make the Coast Division tours.

Following that by a month will be the Small

Scale National Summer Steam Up (see my write up of a few issues ago) up in McClellan, just outside of Sacramento. Again, this event will offer a view into yet another aspect of our hobby. And, it's free to those who just want to look and not run, so the price is hard to beat.

July 2011 will be model railroading month for Northern California, and Sacramento will be the place!

Moving into next year, we again have O Scale West returning to its usual February date (see O Scale National above).

Out to April 2011, the Redwood Empire Division will be hosting an abbreviated PCR Convention up in Santa Rosa. This will include a LOT of railroading good times in a Friday, Saturday,

Sunday format. You might ask, "Why is the 2011 PCR Convention going to be an abbreviated event?" That brings us to July 2011, which will in fact be model railroading month for Northern California, and Sacramento will be the place! Start the month off with X2011 West, the NMRA National Convention. This is going to be one bang-up convention and while the committee has tried to keep the costs down, it can't last. Hopefully the rate won't have gone up by the time you read this. (Right now it's \$99.00. When was the last time you saw that rate for a National?).

Following right on the heels of the NMRA National (as in the following Monday) will be the West Coast Garden Railway Meet. On years where the Garden Rlwy. National is east of the Rockies, they hold a mini (in name only) convention somewhere on the west coast. As if that weren't enough, starting Thursday of that week will be the National Summer Steam Up at McClellan Air Force Base. What you'll be getting is two weeks of intensive model railroading activity, packed into a

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very small area. So start lining up your vacation time now by setting out a two week window at the beginning of July. And in all of this, I have not mentioned this year's NMRA National in Milwaukee, nor have I mentioned any of the divisional meets within our region, or regional conventions on either side of us (PNR, or PSR). So we all should have enough opportunities to keep from getting bored.

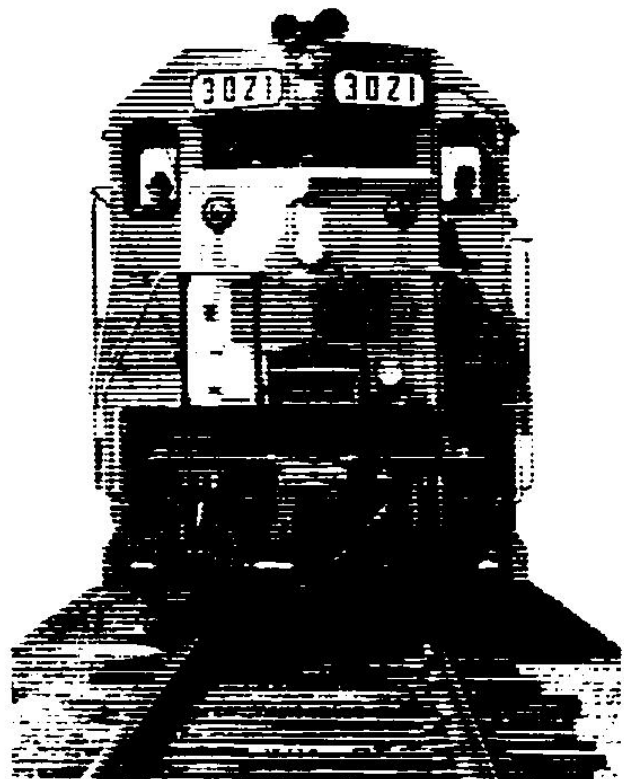
Moving beyond these major events, there have been plenty of grass roots (or in railroading, is that "grass routes") activities. There have been numerous opportunities to operate on several model railroads in the Bay Area, and a few a bit farther a-field (thanks Kent, Steve and John!), the biggie being the annual LD/OPSIG/PCR operations weekend. This year the event was once more a victim of its own success. By the weekend prior to the event the pre-registration had exceeded the room capacity at the Santa Clara Depot and the organizing committee moved quickly to relocate to the Hyatt Regency in Santa Clara. One would hope that it'll be a few years before we outgrow that facility.

I would like to offer a thank you to all of the committee that worked so hard to put this event together, though I won't refer to them by name, because I know that I'll forget somebody. Adding to that, I'd like to give a very special thank you to all of the layout owners that have opened their layouts up for operations over the years. This year we managed to add a few more layouts north of the Golden Gate, to provide even more opportunities. Please take the time to pass on a personal thank you when you see these folks in the future. THIS is what the hobby can be, if we want it to. Also, please take the time to thank the members of the South Bay Historical Society for hosting this event for the past several years. I know that I, for one, will miss the ambiance of their fine facility. The final count was 132 registered attendees, with several potentially great model railroad plans being brought in for consultation by the "design staff" on hand at this event. And on Sunday, during the layout tours (many while ops sessions were in progress) we had a number of folks who had

throttles placed in their hands and were put to work, when they thought (ah, innocence !) that they were going to get away with just looking at the railroads. I can only add that once you've tried operations, it's awfully hard to go back to just running trains.

Finally, the previous Branch Line had ballots for Division Directors. While these folks were running unopposed, I hope that you still took the time to read their statements and cast a ballot. I can tell you from personal experience that each of these people believes very strongly in the NMRA and even more so in the Pacific Coast Region. If you ever have a question about how things are done, take the time to talk with them – first with your own Divisional Director, but feel free to contact any of the others, or Ron Plies and myself. We are here to try and get the PCR working and doing its best for you. If we don't know what you're looking for, we have to guess how to proceed. We are here for you and we need your input.

Well, I'll wrap things up for now and hope to see you at Sparks, if not before.



Editor's Notebook

By Bill Kaufman

(with apologies to Bill Schaumburg)

Well, once again as we were preparing for the future it has snuck up on us. As usual it has turned out not to be as we thought it would be. Just think *1984* or *2001 A Space Odyssey* or *2010 A Space Odyssey* for that matter. Where are the *Jetson's* flying cars and all that?

What prompted this was the realization that the "Virtual NMRA" is at hand. It is not the future. It is here. People are putting a lot of energy into websites and the other formal structures of the internet, things have been sneaking in the back door. Websites and all are important, but the place people are meeting and engaging each other are in the Yahoo groups and Facebook and YouTube, and Twitter and whatever somebody invents next.

Turns out that we like the "new Social Media" just as much as anybody. I still get group emails from buddies, but a lot of my interaction with the PCR comes through its Yahoo Group. People don't want to wait for the quarterly or monthly meeting. In the last week, someone has announced a train show in Bakersfield, a small group has discussed what was or is the largest modeling scale, another guy has announced that he is starting a new model RR group, a guy announced that he was trying to be the next VP of the NMRA, the Coast Layout Tours were discussed, a question was asked about train stuff in St. Louis, and a question was raised about the operations of a grinder train. A pretty average week. The Yahoo group has about 250 members. Not bad out of about 1200 PCR members. In its eight years of existence there have been over 7500 messages posted, fifty to a hundred each month.

PCR is neither the biggest nor the best. Other regions and divisions are bigger and more active. The Michiana division's entire existence is on line. They have recruited and built their organization based on their Yahoo Group.

And it is not just Yahoo Groups. People send me links regularly to YouTube, to videos of model railroads, to run-bys of preserved railroads, to clips from the 1900s of my prototype, to Master Modelers doing short clinics on "How-to." I got a Facebook account to see pictures of my grandchildren, but now have over twenty model railroad "friends" some from as far away as England. The NMRA has a Facebook page for goodness sake. It has a Twitter account too. I'm a bit of a Neanderthal and don't tweet so I don't know what is going on there, but somebody must.

Anyhow, the point is that we need to move beyond planning for the future to living the future.

Granted that you are currently reading a dinosaur (however it is somehow unseemly to take your computer into the WC), how do regions and divisions respond? Well the first thing is don't despair. Actually we are doing fine. All of the stuff I mentioned above is evidence that we, as individuals, are interacting just fine with Web 2.0. We just need to tweak it a bit to maximize the benefit to the NMRA. Second, our roots are deep in technology. In addition to obvious things like DCC, many of the founders of Boston's Route 128 version of the Silicon Valley came out of the MIT Model RR club where they got interested in phone technology in order to route power.

As we are playing on the internet, getting done whatever it is that we think we are accomplishing, it would be useful to think about how the PCR or the RED or whoever could use this.

BTW (slipping into net speak) the guy that announced that he was trying to be the NMRA VP was me. I'll let you know if anything comes of it.





Redwood Empire Division Report

By Steve Skold

The Winter Meeting was held in Napa on February 20th. PCR President Ron Plies decided that playing in the snow in Boise was more fun than an RED meeting. Carol Alexander was unwell. However all the important people were in attendance; Superintendent Steve Skold, Chief Clerk Ed Merrin, Mary Moore-Campagna (with refreshments and sandwiches), Giuseppe Aymar (with show and tell) and Dave Hammaker, who did the clinic.

There were several visitors, Rod Smith (the Director for Coast Division) and again Mary Moore-Campagna (Director for Sierra Division.) Long time NMRA member Cliff Baumer from Benicia attended his first RED meeting. I hope he enjoyed it enough to attend again.

The show and tell portion of the meeting was the most successful to date with 17 models presented. Four of these were entered in the contest while the others were in the Favorite Model category. Winners of the judged category were:

1st Frank George

2nd Brice Benson (Brice won the Blair Line coupon)

3rd Ruffin Apperson

Favorite model winners were:

1st Brice Benson

2nd David Turner

3rd Steve Skold

Special Door Prize winners were Noble Emery and Robert Darby. They both received gift certificates to the Loose Caboose Hobby Shop in Napa. Dave Hammaker did a great clinic on weathering the roofs of metal freight cars. He provided cars he had previously done and then demonstrated his technique on any otherwise clean car. Fortunately I model wooden cars and do not have to do all that.

After the meeting, we adjourned to Shirley Mentzer's house to view the last running of Harold Mentzer's Ballena Bay Railway and Navigation Co layout. The Sonoma County Hi-Ballers are helping Shirley sort through Harold's train room separating into saleable stuff, things that would be useful for one of us and into piles to be taken to the dump. This is the second time we have done this in two years. The first was the passing of Don Cabrall.

Future meetings will be at Monroe Hall in Santa Rosa on May 15th, The Roots of Motive Power in Willits on September 11th and in Lakeport on November 20th. The next Callboard will have information on the next two meetings. I look forward to see all our friends at Sparks at the PCR Convention.



The Loose Caboose Hobby Shop in Napa donated the G Scale caboose to Shirley Mentzer to hold Harold's ashes. Clark Stewart and Ron Buckwalter painted and lettered the caboose for Harold's three railroads: the Ballena Bay Railway and Navigation Co., Lorraine City & Williamsburg, and the Weaverville Light and Traction.

Silver Rails 2010

Western Pacific Railroad Museum

Nevada State Railroad Museum

By Dick Foster

With the PCR Sierra Division “Silver Rails – 2010” convention time fast approaching just a reminder of two great trips that you should not miss –

The Western Pacific Railroad Museum in Portola and the Nevada State Railroad Museum in Carson City.

The WP Museum is internationally known for its huge collection of diesel locomotives and cars from the Western Pacific Railroad. It is a chance to climb into, over and around a variety of historic equipment including WP 501, and UP 6949 as well as a variety of California Zephyr locomotives and the new “Silver Plate” dining car, now undergoing full restoration.

For those of you who may wish to travel together to Portola via carpool, this is an excellent opportunity to join in the Rent-a-Locomotive program. The basic rate is \$100/hr and four people can easily share a session in the WP 608 (EMD NW2) or SP 1100 (EMD TR6A). This is a less crowded time than in the peak of summer and securing a reservation is easy. Gone on line to WPLives.org and sign up.

In addition the gift shop has numerous HO scale models of WP equipment and locomotives as well as DVDs and a big selection of railroad books. Check the registration area for carpool information for this Friday April 30th outing.

On Saturday the big trip is to Carson City and Virginia City for a total immersion in the V&T Railroad. The first stop is the very neat and historic Nevada State Railroad Museum. The museum contains many static displays depicting the rich rail-

roading history of Nevada. We are scheduled to tour the museum before it is open to the public so there are many chances for pictures and questions and answers. We may even see the start up of the operations schedule for the day and tour the restored McKean Rail Car.

The committee for layout tours has been working overtime to get the

best of Northern Nevada model railroads on the three-day layout tours. Since we are spread out over a large geographic area, the tours are north or near the convention headquarters, south in Reno and further south into the Carson City and Minden area. Car pool sign-ups will be available at the time of registration.

If you haven't already signed up, now is the time. Silver Rails 2010 starts on April 28th and runs through May 2nd at the Nugget Hotel in Sparks, Nevada. See you all there!



How To Get Your Layout Operating In 20,000 Easy Steps

Ed Merrin

Welcome to the hobby of Model Railroading! If you're like me, you want more than a shelf full of models or a round track with trains circling endlessly until you get bored enough to put it aside for the rest of your life. What you want is a model of a railroad that sort of does what railroads do. It should have a purpose.

This is the story of how I got my railroad to operate in a reasonably realistic fashion, with an ever diminishing (I hope) list of technical problems. Of course, it has taken me about 17 years to get here. But don't be discouraged – moving twice while trying to get a layout operating definitely sets your timetable back some. It is important, though, to know what you want and to be persistent.

Long ago I decided to model the Northwestern Pacific as it existed during a particular time period, 1958-1960. I researched enough to appreciate, within the limits of my meager knowledge of real railroads, what kinds of operations to plan on. The layout plans I came up with were largely aimed

towards making those operations possible. But planning things on paper isn't the whole story, as I found out.

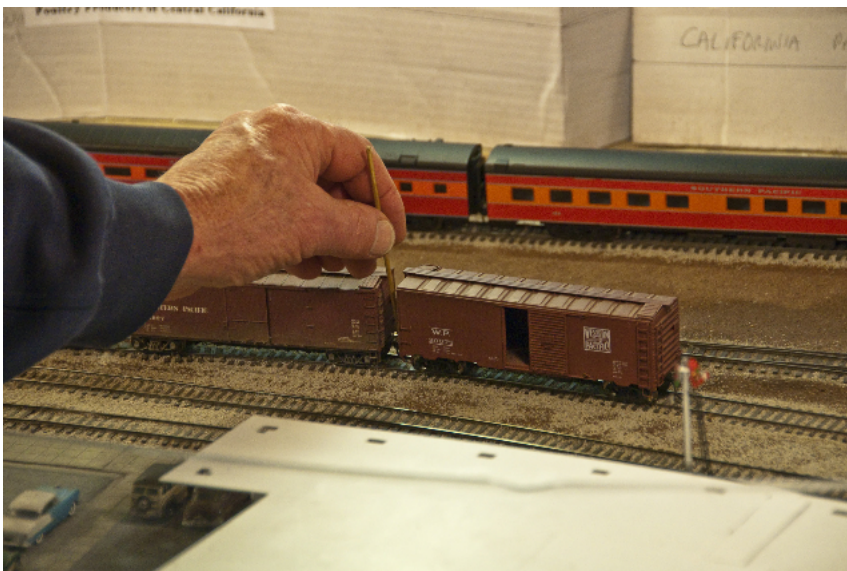
Let's fast forward a bit. The layout is now essentially built. (I'm not counting the two previous versions, the first of which actually had a test ops session before being cut into pieces and transported 50 miles. The second never got that far, although it was the site of the big DC to DCC conversion). All the main tracks are in; there is staging, throttles, car cards. We're ready to go, right?

Well, not quite. First come some dry runs, where dreams collide with reality.

Fortunately, I had a bunch of guinea pigs available in the form of the Hi-Ballers, the Sonoma County operating round robin I fell in with over a decade ago. These guys are so into operating they'll try to run trains on any kind of lame excuse for a railroad! On the other hand, they know what is supposed to happen and they are not shy about telling you when things aren't right.

The first thing I asked them to do was to try running some through trains, just to see if they could actually make it from the staging yard, over the layout, and then back again to staging. Sounds easy enough, right?

Not so fast. There were derailments; there were locomotive problems, drooping couplers, stalls in weird places, still unexplained shorts and electrical lapses that would



Make sure your operators use proper uncoupling technique.

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disappear as mysteriously as they appeared, and a general feeling of disorientation. This last problem came from several sources. I have a lot of invisible track, with two big helices and a huge “underground” staging yard. “Where’s my train?” “How long does it take to come out?” “Where will it show up?” and so on were common questions, as was, “Can I go home now?” Some of the confusion I can blame on the SP, with that silly direction thing they had. “How can I be going east if I’m headed for Eureka?”

I also had to learn how to use my new consultants. Different folks are good at ferreting out different kinds of problems. For instance, Charlie Siebenthal, now president of the NWP Historical Society, has three specific things on his radar screen, pet peeves that he apparently is always on the lookout for. They are, in random order, curved switches, long flat cars, and diesels with six wheel trucks. These things are always on probation from his point of view.

In contrast, Verne Alexander has no preferences or discriminatory feelings about problems. If it’s wrong, frustrating, or malfunctioning he spots it and announces its presence, no matter what it is. Of course, it probably wasn’t fair to expect him to run a train with three diesel units when I hadn’t yet mastered the art of speed matching. But his strong reaction did help motivate me to learn how to do that better.

After Verne fell into the job of Petaluma yardmaster he made no bones about the aggravation of being deluged with trains and cars with no tracks to put them on. Without his observations I would have never lengthened yard tracks, modified waybills to redistribute traffic to reduce what Petaluma had to shuffle around, and modify train movements to arrange meets



Hopefully the operator of this P&SR train has permission to be on the NWP main.

anywhere but in Petaluma.

Hart Corbett and Don Cabrall endured exasperating experiences with wireless throttles that baffled me, until I realized that when I had used them by myself there was only one thing happening at a time on the layout! A brief review of the manual indicated the necessity of assigning each throttle its own frequency, as well as the need to position the receiver up above the layout instead of stuck in a corner underneath somewhere.

I had set up what I thought was a suitable system for the staging tracks, but it didn’t take long to discover that it was not intuitive. It would be hard for people to figure out and get used to. In fact, even I struggled with how it was supposed to work. I redesigned it with a more straightforward setup and things have gone much smoother.

Eventually, many of the worst problems were dealt with. There were track revisions, operating changes, repairs to trouble turnouts, locomotive tune-ups, and so on. I learned that not all brands of couplers are equal, and when it comes to operating you need zero tolerance for misbehaving couplers.

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Operators became more familiar with the scheme and with the layout. I kept a “punch list” of problems as each session progressed and addressed them afterwards, usually successfully. The problems still keep coming, but they tend to be more subtle and less disruptive to operating, and I expect that trend will continue. Things finally got to the point where I didn’t even have to pay much attention to what was happening. I could even take a break in the kitchen without disrupting anything.



These guys are up to something; hope it works out OK.

I had my post op session routine down to a science so that in two hours I could have all trains in staging turned around, waybills “flipped” and the trains re-blocked for the next session in two hours maximum. And I began to find that most cars were actually being routed to the right places!

Then things began to get scary. Strangers (to the layout that is) were coming to operate. And all of that was probably the fault of people from the Coast Division. They are the ones who organized the first invasion last December, and the second, under the umbrella of the Bay Area LD/OPSIG Meet, was largely coordinated by this same cast of

characters.

There is a big difference between hosting your regular operators and having people “outside the family” come by. Certain things are tolerated by your friends that might aggravate someone else. Hard to reach places, hidden corners, and balky turnout points may spoil somebody’s experience. The location of turnout controls that are taken for granted become a source of puzzled questioning by neophytes.

On the other hand, fresh perspectives can be very helpful. Quirks that have been tolerated

because they are familiar suddenly stand out, and you get some new suggestions.

Of course, before any of these new operators came I had to grapple with one of the givens of operating a model railroad. Some new glitch will always announce itself just before you are scheduled to show the layout to someone.

Most often these quirks are electrical. We are at the mercy of those little particles we

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Verne Alexander appears quite pleased with how his Petaluma yard has cleared out.

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affectionately call electrons. We think we can control them with our wire circuits, capacitors, and other contraptions. However, they are a little like livestock. Somehow they manage to find a hole in the fence. This has become an even bigger problem with DCC and its sensitivity to shorts.

Literally the day before the Coast Division group was due to spend an afternoon operating on my layout, disaster struck. I was innocently performing a task in the staging yard that was absolutely not really necessary to do (note that as a lesson) when I realized something wasn't right.

The staging yard went dead.

A check of those circuit guarding gizmos we call "Tonys" revealed that there was a short in the power district that included the staging yard and the



As it turns out, two can play this Petaluma game.

helix attached to it. The layout would be inoperable without it.

The clock was ticking ominously as I systematically looked for the problem, all the while doing my best to stifle feelings of panic. I started to imagine what it would be like to cancel out at the last minute because of "technical" problems.

I hate hunting for shorts. First I scanned all the track looking for something metal across the tracks. Nothing.

Then I lifted every piece of rolling stock off the track, one by one, hoping for lights to come on somewhere. There were a lot of them. No luck. Didn't I have better things to do with my life?

Then, lying on my back (ugh!) I meticulously inspected every wire underneath, looking for something that was out of order.

Bingo! Way back in a corner was a terminal strip that I had installed several years before to distribute feeders to yard tracks from the main power bus. A wire had come loose from its screw, who knows how long ago, and had chosen that moment to touch a neighbor of opposite polarity. Perhaps I had shaken things a bit while fussing around just above it. I tightened that so-and-so like there was no tomorrow. It won't be moving again anytime soon.

And so it went. The visitors came, took over the railroad for a few hours, passed on a few problem issues, (Thanks, Dave Parks, for the tips on improving turnout functioning in Sebastopol), and went away apparently happy. After another cycle with the Hi-Ballers, The LD/OPSIG crew arrived and added its input. (Thanks, Vic Neves, for pointing out a problem with a P&SR switch in Petaluma).

And so, I have finally arrived at a functioning model of the NWP. It's ready for business and open to complaints, suggestions, refinements, and applause. May you all have good luck with your own railroad creations.



Layout Design and Operations Special Interest Groups News

By Seth Neumann



After the busy fall season spent visiting ops events far away, we found several interesting new operations opportunities close to home. Dave Parks and the PCR layout tour group have extended their program (and the coordinators are all local operators) which gave several of us an opportunity to tour the North Bay (Marin and Sonoma county) layouts and in doing so we found several that were beginning operations. These are above and beyond the layouts that usually participate in the annual SIG meet and BayRails.

A short discussion resulted in offers to operate and in December a half dozen South Bay operators ventured out in the morning gloom and drove north and ran on Ernie Simard's Western Pacific and Ed Merrin's Northwestern Pacific. These are both garage-sized layouts with prototype concepts and we had very enjoyable ops. There are two more layouts in the area that have begun ops and at least one more that is very close. I am hoping we can persuade them to put on a local Sonoma Ops weekend.

A little further afield, we have a fine SP-Coast-Line-inspired layout in Rocklin (east of Sacramento) that just started running, so the traditional dead season turned up opportunities to run at least 3 new layouts locally.

The big local winter ops event here is the annual Bay Area PCR/LD/OP SIG Meet ("SIG Meet") which was held January 29-31. The format was:

- ◆ Welcome dinner Friday night
- ◆ Clinics, panels, consulting Saturday during the day
- ◆ Layout tours Saturday night
- ◆ Ops Sessions Sunday

We were surprised and pleased to have our attendance up sharply from our historical average of 110, so much so that we had to leave our traditional hosts, the South Bay Historical Railroad Society (in the historic Santa Clara Depot) for the local convention center!

132 attendees enjoyed the meet, despite the less railroady atmosphere. The meet was excellent with presentations on designing a layout to fit in a shipping container, a 6,000 square foot O Scale Los Angeles Union Passenger Terminal, the SP's Vasona Branch in a garage and a fascinating look at just in time supply chain logistics as it relates to railroad supply. The PCR tours team provided maps and links to several local operating layouts for tours, and 10 layouts were open to 109 operators on Sunday.

Looking ahead:

The PCR will be holding OP Sessions on at least 3 layouts at its "SilverRails" convention in Sparks, April 28 - May 2, 2010 [<http://www.pcrnmra.org/conv2010/>.] There will be a SIG track all day Thursday featuring your Editor, Bill Kaufman, former SP/UP Dispatcher Steve Gust, and former Layout Design Journal Editor Dave Clemens and capped by an evening of LD and OP SIG "Meet and Greets" and round robin discussions. Bring your layout plan or operations plan and discuss it with the group!

The LDSIG and OPSIG will be participating in the "NMRA 75" convention in Milwaukee, July 11-17, 2010.

- ◆ LDSIG will be presenting a clinic track Monday, Tuesday, Thursday and Friday afternoon (ending at 4:00 PM so as not to conflict with OPSIG Ops Sessions). See

(Continued on page 14)

CLINICS AT NMRA '75 LOOK FORWARD AND BACK

Would you like to learn how to create a modern CTC panel for your layout using CATS? Or maybe you'd like to find out more about building kits made from brass etched parts, or increase your knowledge about chapel cars. Did you even know there were such things as chapel cars?

You can learn about these topics and many more by attending the clinics at NMRA 75, the National Model Railroad Association convention for 2010. This year the NMRA celebrates its 75th anniversary, so it's altogether fitting that our national convention be held in Milwaukee Wisconsin, the city where it all began. The dates are July 11th through the 18th.

While NMRA 75 will take an affectionate look back at our hobby's days of old, it will also be looking ahead to the fresh and new. This year's clinic program reflects that idea very well. Of the 163 clinics scheduled to be presented, 123 are brand new and never before presented at an NMRA national convention. These new clinics will cover everything from scenery to structures to the newest trends in Digital Command Control. So if you're looking for fresh new ideas to enhance your modeling, NMRA 75 is the convention you must not miss!

But not all the new clinics at NMRA 75 are about fresh new ideas. You can look forward to a couple of them that look back. Clinician Paul Hobbs will present Seventy-Five Years of Development and Achievement in Model Railroading. Paul will review events, processes, inventions, companies and individuals that have made significant contributions to the hobby over the past 75 years. You might also want to see

Steve Stewart's new clinic, Seventy-Five Years of Railroading. Steve examines prototype railroading from what was in 1934 to what will be in 2011. And what could be more appropriate to bring the list of new clinics to an end than one about the history of Milwaukee Road Cabooses?

As an added bonus, many of the new clinics at NMRA 75 will be presented by some of the best-known names in model railroading. Names like Jack Burgess, Bruce Chubb, Chuck Hitchcock, Tony Koester, Sam Swanson, Bill Schaumburg, Andy Sperandio, Tony Thompson and Wayne Wesolowski.

Of course NMRA 75 is about much more than clinics. To find out everything you need to know, visit our website at www.nmra75.org. You can even register online. Come

celebrate 75 years of model railroading this summer in Milwaukee!

Oh, and in case you were wondering, no actual cats were harmed in the making of that CTC clinic.



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[<http://ldsig.org/ldsigwiki/conventions/Milwaukee2010>] for details

- ◆ OPSIG will be offering Ops Sessions from July 10 -July 18. See the NRMA registration package for details
[[http://www.nmra75.org/NMRA %2075 %20Full%20Registration%20Packet.pdf](http://www.nmra75.org/NMRA%2075%20Full%20Registration%20Packet.pdf)]
- ◆ LDSIG will be offering its traditional self-guided tour with 29 layouts available.

That's it for now!

Tales of the Santa Cruz Northern

Like When a Tree Falls Down

Jim Providenza

I've written before about my going down to the La Mesa Club at the San Diego Model Railroad Museum for one of their 2 day "T4O2" (Time Table and Train Order on Tehachapi) transition era operating sessions. I've been there often enough that I count as qualified for some of the more difficult jobs – Train Order Dispatcher among them. The Winter T4O2 session was held at the end of this last January and I agreed to dispatch the first trick on Sunday.

The folks at the La Mesa Club are always looking for ways to improve and streamline operations; one of the things they currently do is leave trains right where they stop Saturday night when the power is turned off and everyone goes to beans. The idea is that this makes it much easier to start the session Sunday. Except... (there is always an except, isn't there?)

Well, Tehachapi is big enough that they don't use a fast clock. Heck, it takes about 45 minutes real time for the fastest passenger train to run from Mojave to Bakersfield as it is. Just make sure your pocket watch is synchronized to a standard clock!

Except (that word again!)... that there now is no fast clock to "stop" when the power is turned off. So those eastbound freights running as 3-808, 4-808 and 5-808 (third, fourth and fifth sections of the Third Class scheduled train No. 808) at 8:30 p.m. on Saturday will have lost their "authority" to be on the railroad under the schedule come 8:30 a.m. Sunday when yours truly takes over! Arrrggghhh!

As four of us refugees from the Bay Area sat down to dinner together Saturday night, I started laying out my plan. "Keep it simple... Lets not get fancy with complicated orders," I thought.

So after the power was turned off Saturday night, I grabbed a piece of scrap paper and wandered the railroad. I jotted down the locations where trains had tied up and got the numbers of their lead engines. I ended up with six trains on the railroad – one westbound just out of Mojave facing 5 eastbounds: 4 through freights and the Mountain Local East who was in the hole on one of the sidings at Woodford about 2/3 of the way up the hill where he had work to do.

As four of us refugees from the Bay Area sat down to dinner together Saturday night, I started laying out my plan. "Keep it simple... Lets not get fancy with complicated orders," I thought. "Let's settle for straight meets – none of this 'right over, wait at' stuff." I need to get these trains over the road before the westbound hot "Valley Manifest West" No 447 departs Mojave at 9:30 a.m. and the first pair of opposing

passenger trains leave their respective terminals after 10 a.m. I was basically going to move the one westbound against a fleet of eastbound traffic – the Mountain Local was going to have to sit and wait for a while. The 4 eastbounds each got a simple Form G running order – "Engine 4660 run extra Kern Jct to Mojave", etc. The westbound's running order was more complex: "Engine 4664 run extra Mojave to Kern Jct, meet Extra 4660 East at Woodford, two extras ATSF 225 East and ATSF 167 East at Allard, and Extra 4174 East at Caliente." It continued with "Take side here and hold main track there", but that was the gist of The

(Continued on page 16)

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Plan.

At 7:00 Sunday morning I was in The Chair, and started filling out the train sheet as I dictated the orders to go to the various trains. Linton von Beroldingen had agreed to act as my operator. Each of the eastbounds got their running order and a copy of the order for the westbound. Mike McGinley poked his head in the door to dispatch and asked if he could sit in a corner and watch – he was due to work a passenger train later in the day. I was flattered. Mike is a working railroad civil engineer and the author of Double Jacks, a fascinating novel about railroading Texas and the Southwest in 1980. That didn't stop me from conscripting him though – he carried the orders out to the various trains as Linton completed the clearances to go with the orders. Under the wire at 8:25, all orders were delivered to trains and crews were on duty. Can't say "Clock's on!" – but you get the idea.

Except... Start time at 8:30 came and went – and nothing moved. 8:40. 8:50. 9:00. No track power! Ohmigod, I can just see it now – my carefully crafted plan is going to fall to pieces. At this rate 1-447 and 2-447 will be authorized to run (yes, the Chief decided to run 2 sections on this hot westbound schedule this morning) as soon as power does come on, and then the passengers, and things will get gummed up for sure. Now those simple "hard" meets began to haunt me. "If the westbound had to sit waiting for 1-447 and 2-477, and then for the opposing passenger trains, those poor eastbound freights will sit for hours," I grouse to no one in particular.

Mike chimes in, "Well you know, this is kind of like a tree falling in 1952 and taking out the signal and code lines. You just have to wait for the signal maintainer to get out there and patch around the damage."

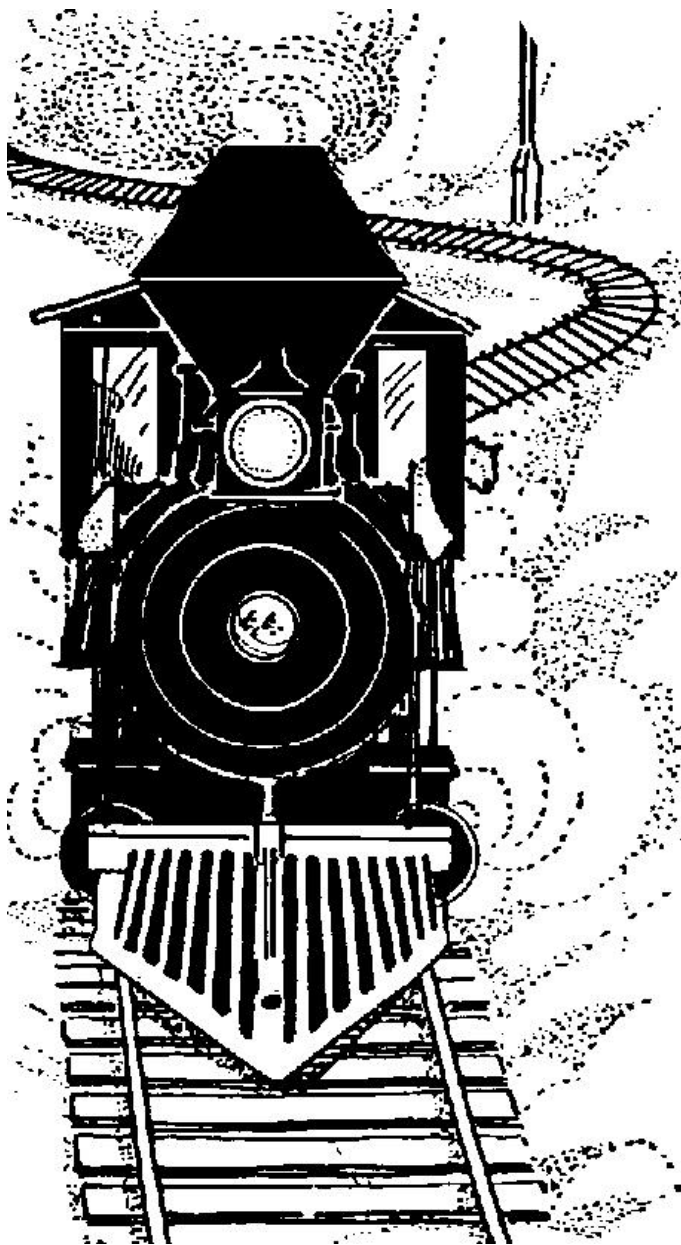
Sigh! Not one of relief, exactly. I mean, the tension and worry were still there inside me. But I now had a different perspective. I was once again "Playing the Game." This was a real problem, not

really all that different from what a Joint Line dispatcher might have faced on any given day in the real world in 1952.

Thanks, Mike!

So I took a breath and started checking time and distance. How much longer before the existing plan would not work - and what orders would I need to write to get the railroad moving again?

9:10, power's on! PTL! And it all worked out okay in the end, even for the Mountain Local East.





RPM REVS UP AT NMRA 75

It started 75 years ago in Milwaukee: a group of model railroaders intent in setting interchangeability standards for motive power, rolling stock, and track formed the National Model Railroad Association or NMRA.

It started 25 years ago at the 50th Anniversary NMRA convention in Milwaukee: A group of model railroaders interested in the contemporary scene formed The Modern Prototype Modelers. Over the years the emphasis changed to prototype modeling from all eras. As a result the name changed too, and the group became known as Railroad Prototype Modelers or RPM.

Over the years both the NMRA and the RPM continued to grow and now 25 years later, both are meeting once again in Milwaukee.

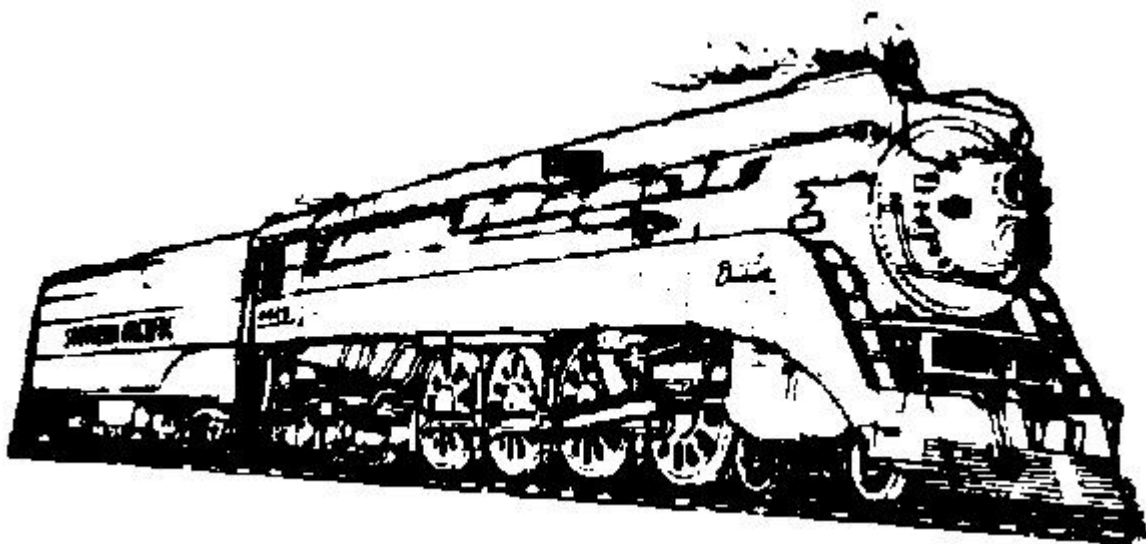
The event is NMRA 75, the National Model Railroad Association's 75th anniversary convention. From July 11 through the 16th, RPM modelers and NMRA members from all over the world will join together to celebrate the accomplishments of two great organizations.

Just as NMRA standards spawned innovations that have changed the hobby, so too has the innovative modeling of RPM members. In fact the level of detail and the technical excellence of today's models owe much of their origins to the NMRA and the RPM. No doubt about it, there is much to celebrate, which is why you should come to this party!

An entire room will be devoted to RPM models from all over the world and you're invited to bring yours to display as well. The room will be open from Wednesday to Friday during convention week.

In addition to the RPM exhibit, NMRA 75 will offer a huge array of tours, clinics programs, and special events designed for model railroaders and their non-modeling family members. That means NMRA 75 makes for an ideal family vacation this summer!

Get all the details by visiting our website at www.nmra75.org. You can even register online. So join the party. Come celebrate 75 years of



Travelin' Around

By John Sing, Coast Division

Every January in the Silicon Valley area, we are fortunate to have the Bay Area Layout Design & Operations weekend: <http://www.pcrnmra.org/sigs/>

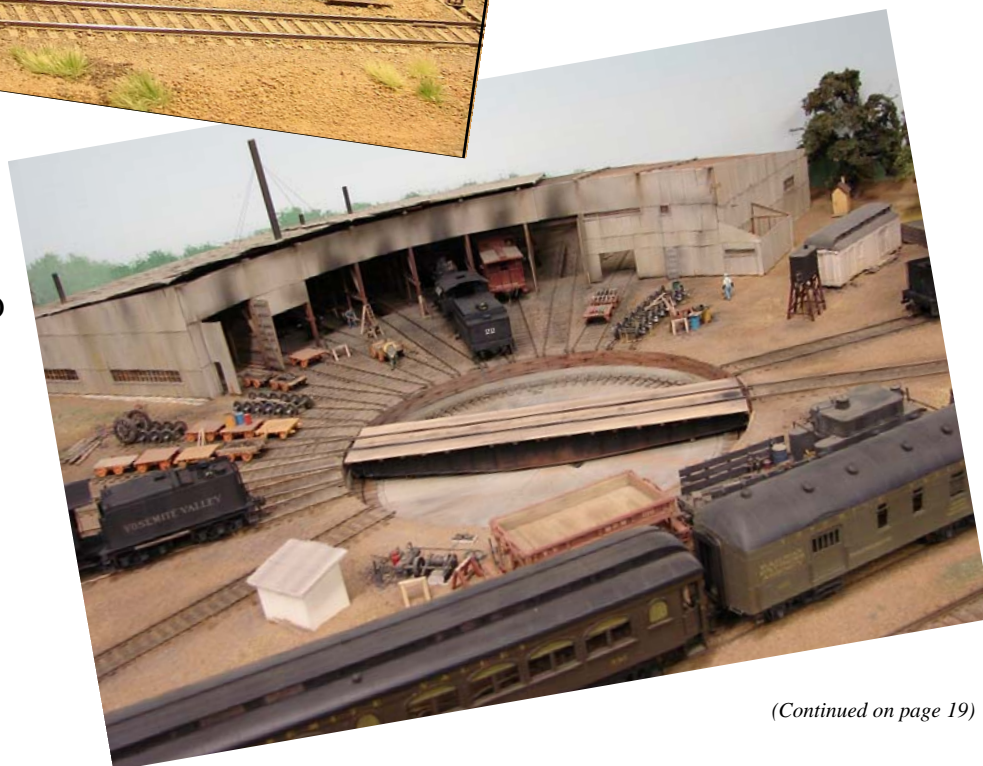
Here are a few photos from the Layout Tours from this event:

Keddie Wye on Jim Dias' HO Western Pacific set in 1938:



A fine mallet on Jim's layout

Jack Burgess' famous HO Yosemite Valley RR - the roundhouse:



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Ed Merrin's HO
Northwestern Pacific set in
1959:



What is most important (to me anyway) of all these NMRA and model railroad related events - is the priceless relationships and people that we get to meet.

Here is a crowd of happy Layout Tour-ers, including our PCR President Ron Plies on the left, PCR Publications Manager Gus Campagna in the back center, and Redwood Division Superintendent Steve Skold on the right.

And most of all, our family and wives who support us in our hobby. This is Eleni Venetsanakos on the left and my wife, Nina Titova-Sing, on the right. This photo was taken at Ed Loizeaux's beautiful S scale New York Central-themed layout:

Till next issue, reach out and touch a friend, enjoy the greatest treasures of NMRA and Pacific Coast Region - your fellow members!



Operations on a New Layout

Dave Houston's inaugural run on the SP Rocklin Sub featured about 16 through trains and two main track locals. Kent Williams issued about 40 track warrants to keep things rolling on the main track between Burbank Junction and Mountain Yard.

Movements were under the control of the yardmaster at Desert Yard (Seth Neumann,) on the two main tracks between Valley and Burbank Junction. The train dispatcher issued track warrants that governed movements over a



territory with three operating sidings at Chatsworth, Artois and Ophir. The Artois Turn originates at Desert Yard and runs WWD to Artois to



perform local switching, then returns to Desert Yard. The Ophir Local goes on duty at Ophir and switches industries off both the main track and siding at Ophir. There are also two sections of the Burbank Local that work on the Burbank Branch, but no authority is required; the branch is all within yard limits





Coast Division Report

By Tom Crawford, Chief Clerk

The last meet was held on March 7, 2010 at the Buchser Middle School, and was enjoyed by:

70 Coast Division Members
 6 Redwood Empire Division Members
 4 Sierra Division Members
 0 Daylight Division Members
 with 1 Guest and 4 First Timers!

In addition we have one new NMRA Member, Alvin Ho. (Welcome aboard, Alvin!)

For a Total of: 87! (As a minor aside, we had 112 at the last meet in the tiny side room. So now that we have the large gym?!?! Go figure?)

Mark Gurries gave both clinics this time; "Decoder Hardware, Selection and Installation" at 10 AM, then "Decoder Software, Programming and Support" at 11AM. Thanks, Mark.

The Round Table had the usual good attendance.

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

The business meeting was called to order by Mark Schutzer, Coast Division Superintendent, at 12:03, then we had a brief pause while the last clinic attendees came back to the main hall.

Announcements were made by:

Mark Schutzer

Guests and first timers recognized: Norbert Ulbrich, Walker Lang, Doug Jones, Lloyd Oberg, David and Nathan Mackle and new member Alvin Ho. Welcome back also, Wayne Cohen.

Mark announced the next meeting site! On

June 13, 2010 we are meeting at the Masonic Lodge, 890 Church Street, Mt. View, CA 94041! Yeah!!! This was arranged thru Paul Martin, with the Job's Daughters.

Mark did express the need for several more meeting sites! Please think about Union Halls, churches, fraternities, or other social groups who may have space available!

Dennis Stokely - Dennis was wearing his "Convention" hat today!

1) 2010 SilverRails in Sparks, NV, only 51 days! But the good news is that the Garden Court has lowered the room rate to \$40, which also includes those who have registered! And the Model Contest will be judged Friday Night! (Most everyone will be on the V&T trip Saturday!) (<http://www.pcrnmra.org/conv2010/>)

2) A 'mini' convention will be hosted by the RED for 2011 in Santa Rosa (the Sacramento NMRA National July 3 to 9, 2011) on May 13, 14 and 15th! It is listed as 'mini', but will be full featured!

3) The NMRA National Convention is July 3 to 9, 2011 - Sacramento, California. Register soon for the \$99.00 rate. (<http://www.x2011west.org/>)

4) The 2012 PCR Convention will be a joint PCR/PNR ([Pacific Northwest Region](#) AB,AK,BC,ID,MB,MT,OR,SK,WA) at this time is planned for Medford, OR!

5) The 2013 PCR Convention is a Coast Division convention, and we are looking for a club or group to step forward and take this on!

Steve Williams presented a check from the recent SIG/OPS event to the Coast Division for

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\$87.00. He also reminded the group of the layout tours which can be found online at <http://www.pcrnmra.org/coast/tours-2010/layouts-on-tour-march.shtml>

Pat LaTorres reminded us that the 2011 NMRA National Convention was still only \$99.00 and that the new ties with the California State Railroad Museum would be a key highlight of the events! (<http://www.x2011west.org/>)

Rod Smith -(Coast Director) Rod pointed out that the recent ballot printed in the Branch Line was misleading. Please only vote for the person on the ballot who is running for office in your division! Ballots are to have a post mark no later than April 15th! Also, if you have any concerns you want brought to the attention of the PCR board, please let him know.

Charlie Getz, At-Large-North-America Director. - He stated that at the recent NMRA Board meeting few business items were conducted, but several key items discussed: 1) NMRA membership has been holding steady despite the aging membership, pretty typical of most organizations of this type. 2) The NMRA is in the process of 're-branding' the image of the organization, possibly changing the logo and names of publications. 3) Two new regions have been created; The Atlantic Region (overseen by the British Region to start with) and the Pacific Region (overseen by the Australasian Region). This is in response to a more global presence needed. Charlie mentioned that China has a current large market of model railroad products being sold in this country, and NMRA may be able to get a foothold there. 4) Vice President Allen Pollack has resigned as of the Milwaukee convention, and the NMRA Board is interested in hearing from anyone interested in the position, so let them know soon. PCR Branch Line Editor Bill Kaufman has submitted his name for consideration!

Bob Ferguson announced the high bidders from the Silent Auction.

John Sing thanked everyone for bringing

models for the contest and Show and Tell. He also gave a plug for the Golden Spike AP program. Please ask any persons on the up coming layout tour if they need support or help in getting a Golden Spike award.

Mark noted with no other business or announcements the Auction would begin in 10 minutes. The auction went off with out a hitch as usual! We had 54 Silent Auction items and 441 regular auction items.

Model Contest - theme was "Caboose, Maintenance of Way, and Freight" - awarded by popular vote:

Caboose:

- 1st Bob Wirthlin - Drover's Caboose, Midland Rockies & Western #140
- 2nd Robert Ray - Z Scale (scratchbuilt) BN Ext. Vision Caboose #10042
- 3rd TIE! Ken Martin - Burlington Side Door Caboose #14587
- Steve Wesolowski - Rio Grande Southern #0401

MOW:

- 1st Bob Wirthlin - Jordan Plow
- 2nd Frank Markovich - Logging work car
- 3rd Ken Martin - Colorado & Southern Outfit Car #068

Freight:

- 1st Bob Wirthlin - "Docents at Museum" rebuilding boxcar
- 2nd Frank Markovich - Flatcar #64
- 3rd Jim Eckman - Sandy River Rangely Lakes 24' box car from Stevens Creek kit

The Model Contest categories for the coming meets are: June: Structure, display, self propelled cars & traction September: Steam locomotives, diesel & other locomotives, passenger car December: "Favorite model" (open category)

Photo Contest - theme was "Steam Locomotives" - awarded by popular vote:

- 1st - Ken Lunders - "Georgetown Loop Locos"

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3rd Dennis Stokely 6:54
 2nd - David Armstrong - "Sierra Railroad Train"

3rd - David Armstrong - "Eureka & Palisade" #4 Youth:

1st Nathan Mackle 7:53 !!!!
 2nd Alvin Ho

The Photo Contest categories for the next meets are June: "Railroad Structures", September: "Diesel", December: "Trains in the Seasons".

Special thanks to our new Chairman of the Switching Layout, Steve Peters!

The winners of the Switching Contest were:

The next meet will be June 13th 2010!

Brakeman:

The location is:

1st - John Ameling 8:05

Senior Brakeman

The Masonic Lodge
 890 Church Street
 Mt. View, CA 94041
 Darrell Dennis
 Chief Clerk

1st Tom Crawford 3:27
 2nd Steve Williams 4:03

2011 Coast Tours Schedule

Below is the 2011 schedule for Coast Tours. The layout list and description are available online in advance of the tour date. Maps and address information are available using your email address as your ID and your NMRA number as your password. If we do not have your current email address, please contact one of the coordinators or Web Coordinator Steve Williams.

Let Us See Your Layout

Let us know if you would like to offer your layout for touring. There are no minimum standards for completeness, just an accurate description to help tourists evaluate their level of interest. An empty room with a detailed plan may hold the attention of many in a similar mode. Others will only want to see a finished layout (Has anybody ever actually seen a finished layout?)

March 13 – 14, 2010	North East Bay - Andy Schnur, coordinator.
June 19 - 20, 2010	South West Bay – Steve Williams and Robert Bowdidge, coordinators.
September 18 – 19, 2010	North West Bay - Pete Cressman, coordinator
December 11 – 12, 2010	South East Bay - Bob Osborn and Don Marenzi, coordinators

Chair	David Parks	bearwestern@comcast.net	(650) 961-7644
North East Bay	Andy Schnur	schnur@netzero.com	(925) 283-4476
South East Bay	Bob Osborn	bob@cmrailroad.com	(925) 484-4136
	Don Marenzi	donmarenzi@aol.com	(510) 794-3469
North West Bay	Pete Cressman	gabi2pete-friends@yahoo.com	(415) 641-9379
South West Bay	Steve Williams	spwilliams@gmail.com	(408) 857-6787
North Beyond the Bay	Ernie Simard	esimard@yahoo.com	(707) 762-9163
Monterey Bay/Salinas	Robert Bowdidge	bowdidge@earthlink.net	(408) 723-1925
Web Coordinator	Steve Williams	spwilliams@gmail.com	(408) 857-6787



Daylight Division Report

By Chuck Harmon

<http://www.pcrnmra.org/daylight/>

Daylight Division held its Winter 2010 meet on February 6 at the Golden Empire Historical and Modeling Societies' (GEHAMS) clubhouse in downtown Bakersfield.

The morning started with coffee and bakery treats, along with opportunities to look over the progress on the GEHAMS' HO and N Scale layouts. Then Matthew Graff started his clinic on building a Hume Lake Bunk House. Matthew brought several kits for the bunk houses, expecting that some folks would want to assemble their own, but there were no takers. Being able to "go with the flow," Matt launched into a computer presentation of the construction process, integrated with historical photos and commentary on the Hume lumbering operation of the early 20th century. The lecture was enjoyable for those interested in the history of the Central California area. Hume Lake is now a popular church camp that many of us, or our children, have attended. Many unique aspects of the lumbering operation were discussed, including the unique arch dam and the extensive lumber flumes that transported lumber from the Sierra to the mill at Sanger, over 70 miles distant in



A brace of "foreign" power ascends the long grade on the GEHAMS HO layout

the valley.

The business meeting followed the clinic. Door prizes were provided by Matthew Graff of Clovis, Creative Promotions Resource (Jay and Celest Smith) of Clovis, Terri's Timeless Treasures/Dave's Trains (Dave and Terri Baker) of Clovis, Dave Grenier of Clovis, and Atlas Model Railroad Co. of Hillside, NJ. Our Industry Liaison Jay Smith thanks our donors for their generosity.



Where's the chow? Going clockwise around the table, Dave Grenier, Suzie Paff, Chuck Harmon, John Houlihan, Kevin Jung, Steve Biggs, and Gary Saxton. Bob Sexton took the photo.

The customary raffle and white elephant auction followed. A no-host lunch was featured at nearby restaurants, and the rest of the afternoon was spent operating on the GEHAMS layouts and visiting other area layouts.

One of the layout tours was Larry Saslaw's 12 by 22 foot HO scale layout of Southern Pacific's route over Dunsmuir, California. Larry has scratchbuilt several of the structures on the layout from actual SP plans,

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The roundhouse at Dunsmuir on Larry Saslaw's HO layout

including the Dunsmuir roundhouse. Larry models 1954 and 1996. He also displayed an N scale modular layout, depicting the SP's route over Donner – complete with snow sheds – and the Yolo Bypass Bridge over the Sacramento River, between Davis and Sacramento.



A brace of "foreign" power ascends the long grade on the GEHAMS HO layout

The other layout tour was Kevin Birkbeck's N-scale shelf layout in a 10 x 10 foot library room at an elevation of about 54 inches. Its average depth is 12- 14 inches, except at each end where the layout loops to make a continuous mainline run. In addition, there is a fiddle yard at one end. Kevin has squeezed a lot of railroad into a rather limited space. There are some scratchbuilt buildings and several kitbashed buildings. Kevin runs mostly diesels on the layouts.

The next Daylight Division meet will be held

on May 22 in Fresno. Marlin and Patricia Costello will be our hosts at the Goshen and Goosechase Railroad. Other future meets are being planned for Tehachapi on August 14th and for San Luis Obispo in November.

The donors for the fall 2009 meet in Santa Barbara were inadvertently omitted from the last Branch Line article. Items were donated by **Aztec Manufacturing** of Carson City, NV; **Creative Promotions Resource** (Jay and Celest Smith) of Clovis, CA; **Dave Grenier** of Clovis, CA; **Dave's Hobby Central** of Santa Barbara, CA; **Dremel** of Racine, WI; **Matthew Graff** of Fresno, CA; and **Terri's Timeless Treasures** (Dave and Terri Baker) of Clovis, CA. Daylight Division thanks the wonderful donors for their kind and generous support.



ACHIEVEMENT PROGRAM

Association Volunteer

By Jack Burgess, MMR

We all enjoy this hobby more because of the numerous volunteers who work on our behalf at the National level, help out at our divisional meets, and produce our regional conventions. All of these people can be referred to as Association Volunteers which is a category under the Achievement Program. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA site, www.nmra.org. You can also get a copy of the requirements by calling me. Knowing that this is a category for the Master Model Railroader program might encourage you to volunteer at one of these levels. For those who have already volunteered, submit your paperwork!

The intent of the requirements for Association Volunteer is to reward those modelers who volunteer at the National, Regional, or Divisional level of the NMRA. A total of 60 time units (TUs) are required to satisfy this requirement. There are a number of ways to accrue these credits. For example:

- ◆ Active satisfactory service as a National committee member or Chairman of a Regional committee receives 2 TUs per month.
- ◆ Active satisfactory service on a Regional committee or Divisional Chairman is good for 1 TU per month.
- ◆ Service as a Divisional officer or director is worth 1 TU per month.
- ◆ Active satisfactory service as a Division committee or board member equals ½ TU per month.

While these TUs are typical for those given for elected or appointed officials, there are other TUs which are available for volunteer efforts:

- ◆ Judges at NMRA sponsored model contests are given 3 TUs per event for judging National contests, 2 TUs for Regional contests, and 1 TU for assisting at Divisional contests.
- ◆ Modelers who open their layouts for tours are also eligible for credit at the rate of 3 TUs per day for National, Regional, and Divisional events (with a maximum of 12 TUs for a National convention, 6 TUs for Regional events, and 3 TUs for Divisional events.)
- ◆ Individuals who participate in modular layout displays at National, Regional, and Divisional meets are also eligible for 3 TUs per day, with the same maximums as for layout tours.

Note that there is generally a maximum of 48 TUs of credit for any one National convention, 24 TUs for any one Regional convention, and a maximum of 6 TUs for any one Divisional convention.

There are a number of committees at the Regional level. So what exactly constitutes a “committee?” Basically, just about any office or function that isn’t covered under Association Official. Most other officers in a Division (or Region) are considered Committee Chairmen. For example, if your Division has a person who runs the contest at the monthly meeting, they can be considered the “Contest Committee Manager”. Your local AP representative is a member of the “Region AP Committee” and so on. Individuals who work just the day of an event (for example, at a Convention registration desk) receive credit for one month’s work as a committee member.

The bottom line—keep track of those hours of service to the hobby! The easiest way to do this is to obtain a Record Form (available at

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Charity Garden RR Layout Tour

Again this year a group of Garden Railroad Hobbyists in the South Bay have a food drive/Garden Railroad Tour in our community to benefit St. Joseph's Family Center in Gilroy and the Community Pantry in Hollister. We'd love to have you and your family share the day with us. This year the open house is scheduled for June 26th, Saturday. We ask that our visitors bring a donation of non perishable food when they pick up a guide book at our local train store, All Aboard Junction & Garlic City Books in Gilroy, BookSmart in Morgan Hill or Garden Accents in San Martin. This food is donated to the St Josephs Family Center & the Community Pantry to feed the hungry in our communities.



Since we are not really an organization [we are not a club, have no dues or leadership], we have no money with which to advertise. Our crying need every year is publicity. If you can help us in that area, we [and a lot of hungry kids] would appreciate it.

We have a flyer & pictures available at the Bay Area Garden Railway Society website

(www.bagrs.org/fooddrive) that you may print or save as a pdf file and pass on to anyone you may know who would like to experience something different this summer in the way of family entertainment. If you could post it at your place of business and forward it to any folks that might be interested, it would be a great help. We would also appreciate it if you could share it in any newsletters you have access to and with social networks you use.

Should you be part of a group that would

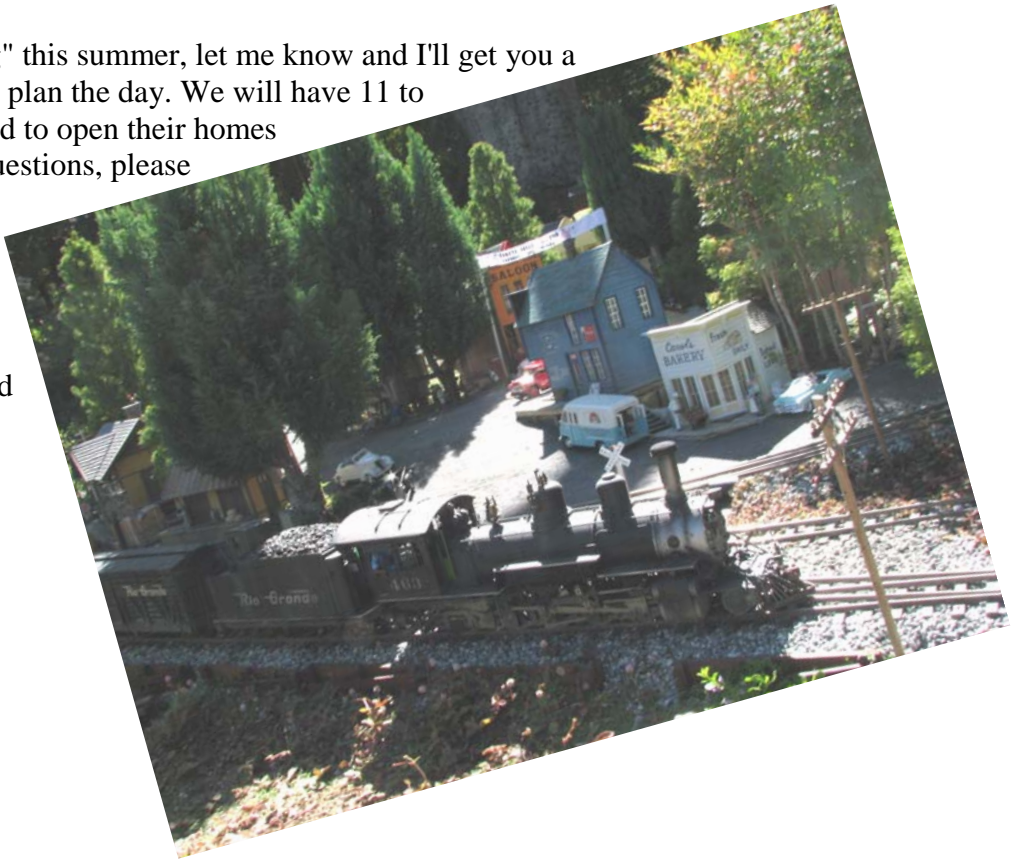
(Continued on page 28)



(Continued from page 27)

like to make this an "outing" this summer, let me know and I'll get you a guidebook early so you can plan the day. We will have 11 to 13 families who have agreed to open their homes that day. If you have any questions, please email

dalemcanally@verizon.net
or call me 408-683-4537
[days] or 408-848-1440
[evenings] or Pat DeLeon
408-846-4481 at All Aboard
Junction during the day.



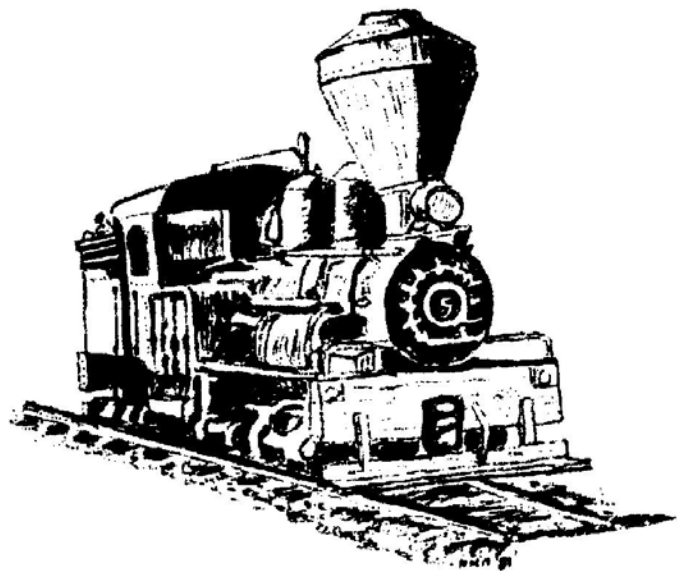
(Continued from page 26)

www.nmra.org) and have it signed by your local AP Chairman at the time or another official. For Open House events, you may also be able to use the official Convention Program as verification of your service to the hobby.

Once you have accumulated a total of 60 certified TUs, complete a Statement of Qualifications and submit it along with a copy of your Membership card.

I am happy to announce that Stewart Benson has been awarded a Golden Spike award.

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 35.



Hawaiian Division Report

By Kenneth Ward

Remember the Freedom Train, 1947-1949? This train toured all of the 48 lower states carrying historic documents like the Constitution and the Bill of Rights. Most of us never get to see these. I saw and went on board in Oct. 1948 when the train stopped in Princeton, N.J. It was an eight unit train, an Alco PA1 on loan from Alco, a baggage car #1891 from the ATSF, three P70 coaches, #3465, 3489, 3510 from the Pennsy, and three Pullmans: "Glen Fee", "Penn Square" and "Central Plaines." The Pullmans carried Marine Corps guards and other train staff. The three coaches had been modified; stripped inside, windows plated over, and made into exhibit cars. The baggage car carried barricades and other equipment used when the train made it's appointed stops.



It's an interesting train to model as few good pictures are available. My train is HO. Some pictures and history of the can be found on the Internet. Also the *National Geographic*, Oct. 1949, did an article on

the Freedom Train. It can also be found on the Internet.

Using pictures that were available I found cars close to the ones used on the train. Some details had to be added, like ice chests under the coaches for air conditioning. All the cars then had to be painted. Decals for the Freedom Train are available from Microscale.



For the Alco Pa I used Athearn, for the three exhibit cars I used Eastern Car Works P70's, for two Pullmans I used Branch Line 6 - 3 sleepers, for the observation car I used brass 3 - 2 compartment car, for the baggage car I used Athearn. My train isn't 100% exact but it's close.

Kenneth Ward



002-595 0000 0356 3707 4053 02
003 0000 0356 3707 4053 02



**PCR/NMRA
SILVER RAILS
2010 Convention
Nugget Hotel, Sparks, NV
April 28-May 2, 2010**

RETURN FORM AND PAYMENT TO:
SILVER RAILS
c/o James Long
3716 Toronto Rd.
Cameron Park, CA 95682
E-mail: pcr2010conv@pcrnmra.org
Website: <http://www.pcrnmra.org/conv2010/>

Hosted by: Sierra Division, Pacific Coast Region, National Model Railroad Association

Registration Form

To place credit card order go to our website <http://www.pcrnmra.org/conv2010/>

Last Name		First Name		First Name (For Name Badge)		MMR#	
Address				City		State	Zip Code
Home Phone		E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth					NMRA Region (if other than PCR)		
Primary Scales and Interests (Check all that apply) <input type="checkbox"/> HO <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> SIG <input type="checkbox"/> Other:							
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)							
Last Name		First Name		First Name (for Name Badge)		MMR#?	
Registration Type (Please check one) <input type="checkbox"/> Modeler <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth				E-Mail (if Different)		NMRA #	
All Fares, except Day and Youth fares, include Clinics, layout tours, Saturday Night Banquet, & Sunday Breakfast							
FARES: Please fill in and total				QTY	Unit Cost	Total	
Early Registration through January 31, 2010					85.00		
Normal Registration after January 31, 2010					99.00		
First Timer - PCR Members who have not registered for the past 5 conventions					75.00		
Spouse/Partner Non-Rail Registration					60.00		
Banquet Only (only for spouses who will be coming to nothing else)					45.00		
Youth Registration (under 18 years or student), also no food.					10.00		
Day Fare (No Food) <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat					25.00		
Non NMRA member must join the NMRA		6 month Rail Pass (allowed one time only)			9.95		
		Full NMRA membership/PCR subscription			64.00		
Hobo Breakfast (for qualified Hobos and their quest only)					TBD		
Shirts - Polo w/ Pocket and Logo (Check Size) <input type="checkbox"/> XS <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL					25.00		
Shirts - Polo w/ Pocket and Logo (Check Size) <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL					28.00		
Ball Cap					15.00		
Convention Car - InterMountain 12-panel SP 40ft Box Car w6#(HO)					26.00		
Set of 3 Convention Cars -(HO)					75.00		
Set of 6 Convention Cars -(HO)					144.00		
Convention Car - InterMountain 12-panel SP 40ft Box Car w6#(N)					17.00		
Set of 3 Convention Cars -(N)					48.00		
Set of 6 Convention Cars -(N)					90.00		
Total from Page 2							
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash [Use website for credit card]					TOTAL:		
** Make Checks Payable to: "Sierra Division Convention Committee" No Refunds After April 1, 2010							

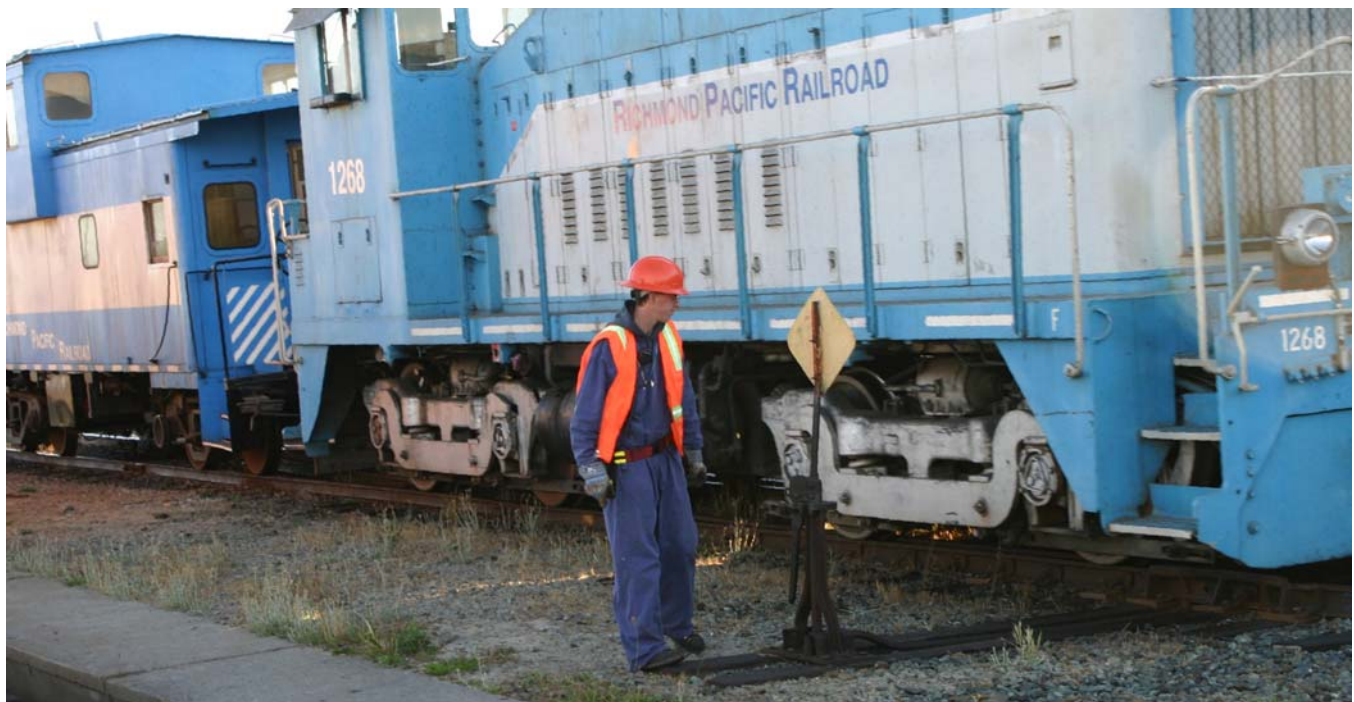
JOHN ASCUAGA'S NUGGET CASINO RESORT 1100 Nugget Avenue, Sparks, NV 89431 1-800-648-1177 <http://www.janugget.com/hotel/>

Tower \$95/night or Courtyard \$75/night Single or Double

Reservations at the convention rate (prior to 3/25/10): 1-800-648-1177 and use Market Code "GMODEL"

Or, online go to <http://www.janugget.com/hotel/> and use Market Code "GMODEL"

MODELING WITH THE MASTERS			
Reservations must be made by January 31, 2010			
List of tools required by each student will provided by Silver Rails Committee			
SCATCHBUILDING A STYRENE STRUCTURE	Thur Apr 29, 7:30AM	O scale	50.00
SCATCHBUILDING A STYRENE STRUCTURE	Thur Apr 29, 7:30AM	HO scale	40.00
SCATCHBUILDING A STYRENE STRUCTURE	Thur Apr 29, 7:30AM	N scale	30.00
BUILDING A DPM KIT	Thur Apr 29, 1PM	HO scale	35.00
BUILDING A DPM KIT	Thur Apr 29, 1PM	N scale	28.00
BUILDING A LASER STRUCTURE KIT	Fri Apr 30, 7:30AM	O scale	46.00
BUILDING A LASER STRUCTURE KIT	Fri Apr 30, 7:30AM	HO scale	35.00
BUILDING A LASER STRUCTURE KIT	Fri Apr 30, 7:30AM	N scale	28.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	O scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	On3 scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	On30 scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	S scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	Sn3 scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	HO scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	Hon3 scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	N scale	35.00
BUILDING A TURNOUT USING A FIXTURE	Fri Apr 30, 1PM	Z scale	35.00
TOURS			
At this time, tour plans and costs are being finalized. Signup to help planning.			
Portola RR Museum Tour	Thur Apr 29		No Charge
Donner Summit Tour	Fri Apr 30		No Charge
Carson City and Virginia City Railroad Tour	Sat May 1		TBD
Swap Meet Table Rental – 1 Table (See Web Site for Rules and Info)			15.00
Swap Meet Table Rental – 2 Tables			25.00
Swap Meet Table Electrical Power (5 amps max)			5.00
Copy total to page 1			Total



Club Info

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

ANTIOCH MODEL RAILROAD CLUB

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

Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

BANTrak MRC invites N scale modelers to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Ave., Crockett, on Wed. and Sat., 10 AM to 3 PM. Contact: Bob Lewis, 925-283-6838 E-mail: BobLewis1@sbcglobal.net.

BAY AREA Z MODULE COOPERATIVE

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

Contact: Robert Ray pray59@sbcglobal.net

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth, 707-823-9615 Web: <http://cvl.hobby-site.com>

EEL RIVER VALLEY MODEL RAILROADERS

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

Fortuna, CA 95540

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

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

GOLDEN EMPIRE HISTORICAL & MODELING

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

GEHAMS web: www.gehams.com

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

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

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODE MODEL RAILROAD CLUB

The MMRC meets every Mon., 11:00 AM in the old historic primary school building in Sutter Creek. Additional open houses are normally held the second Saturday of each month at 9:00 AM. We are a fully DCC operating HO club with a large layout. Contact: Robert Piety, 209-296-3587

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

(Continued on page 34)

(Continued from page 33)

finished, as we are always rebuilding and improving! Era is 1940 to present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail: NapaJohn@napanet.net Web: www.nvmrc.org

Nn3 ALLIANCE

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

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

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

SACRAMENTO MODULAR RAILROADERS

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

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

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD CLUB

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

Email: info@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 email: WINaumann@aol.com

SISKIYOU MODEL RAILROAD CLUB,

Siskiyou MRC will be meeting at members' homes through March. As the weather warms up will return to meeting at the YW depot. Thursdays--7 pm. Call for information. Tom Brass 530-842-4921, Glenn Joesten 530-340-2537. "12-inch scale live steam division" (the Yreka Western Blue Goose) is planned to operate at least on weekends this year. The 19 is being prepared for the annual FRA boiler inspection and volunteers are preparing for the Rules Training and Exam.

TIDEWATER SOUTHERN RAILWAY HISTORICAL

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

TRI-CITIES MODEL RAILROAD CLUB

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

WALNUT CREEK MODEL RAILROAD SOCIETY

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

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

CALL BOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)

• President	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Vice-President	Pat LaTorres	(510) 317-7456	duhnerd@pacbell.net
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Director, Daylight Division	John Houlihan	(559) 435-0874	oscalejohn@gmail.com
• Director, Coast Division	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Director, Sierra Division	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
• Director, Redwood Empire Div.	Carol Alexander	(707) 537-8108	carolnma@msn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz

ADMINISTRATION DEPARTMENT

• Manager	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Budget & Finance Committee	[<i>President, Vice President, and Treasurer</i>]		
• 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
• 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
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ACHIEVEMENT PROGRAM DEPARTMENT

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

• Manager	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
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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	Darrell Dennis	(510) 303-3431	u8444p@comcast.net
• 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
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• Contest Chairperson	Giuseppe Aymar	(707) 584-1477	Giuseaymar@aol.com

• Membership	Gus Campagna	(415) 990-3777	campgus@earthlink.net
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HAWAIIAN DIVISION

• Membership	Roland W. Rasmussen		bigtimeit@aol.com
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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

April 10 & 11, 2010 - 10:00 am to 5:00 pm, **Spring Train Show and Open House**, South Bay Historical Railroad Society, Santa Clara Caltrain Station, Santa Clara, CA. (408) 243-3969 (408) 243-3969.

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

May 15, 2010 - Noon to 5:00 pm, **Redwood Empire Division Meet**, Monroe Hall, 1400 West College Ave, Santa Rosa, CA.

May 22, 2010 - 9:30 am to 6:00 pm, **Daylight Division Meet**, Marlin Costello's home, Fresno, CA.

Sat. June 5th, 10 AM to 5 PM and Sun. June 6th, 12 PM to 5 PM - Annual June Open House and Model Train Show, San Leandro Historical Railway Society, 1302 Orchard Ave., San Leandro, CA 94577 (Thrasher Park), 510.569.2490 www.slhrs.org

June 13, 2010 - 9:00 am to 5:00 pm, **Coast Division Meet**

June 19 & 20, 2010 - 12:00 to 5:00 pm, **PCR Coast Division Layout Tours** - South West Bay Area.

June 26, 2010 - 9:00 am to 4:00 pm, 16th **Annual Garden Layout Tour and Food Drive** to benefit St. Joseph's Family Center in Gilroy and the Community Pantry in Hollister,

July 10 to 18, 2010 - NMRA 75th Anniversary National Convention and National Train Show, Milwaukee, WI

