



# BRANCH LINE

NMRA'S FIRST REGION

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## Table of Contents

President's Message	1
View from the Left Seat	2
Made in the PCR	3
Editor's Notebook	4
Achievement Program	5
From the Membership Desk	6
PSR Convention	6
Cincinnati Convention Report	7
Coast Division Report	8
Daylight Division Report	9
Daylight Meet Report	10
Redwood Empire Div. Report	10
Sierra Division Report	11
NMRA National Convention	11
River City Express	12
RCE Registration Form	13
Tales of the 3 Amigos	14
Tales of the SCN	16
Written in the PCR	17
LD/Op SIG News	18
Think Small	19
Carquinez MRS	22
Club Info	24
Callboard	27
Calendar	28

## President's Message

Gene Mayer

We enter a new era of PCR and NMRA. The organization faces the task of implementing the single membership concept established by the new NMRA regulations that take (took) effect September 1<sup>st</sup>. The new organizational structure presents serious challenges to our regional and division officers.

My biggest concern with the new structure remains funding the region's ongoing programs. During the Cincinnati convention, I attended the informal Regional Advisory Council (RAC) meeting chaired by RAC NMRA Director Bob Ferguson.

Ten of the 16 regional presidents were present. Normally we conduct our business by email, but it was good to meet the other regional presidents who attended the meeting.

The major concerns of the RAC are (1) funding regional and division activities, (2) subscription fees and (3) declining membership. RAC members believe we must promote local activities to reverse the down-

ward membership trend, attract new members and retain existing members. RAC members believe NMRA needs to provide more financial support to regions and divisions.

I believe every NMRA member should receive the divisions' quarterly newsletters. PCR needs to find a way to subsidize the divisions.

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The special committee I appointed to study the issue will submit its report to the Board at our midyear Board meeting. Please contact your representatives—Chuck Harmon (Daylight), John Rolston (RED), Rod Smith (Coast) and/or Dick Witzens (Sierra)—and give them your ideas and suggestions.

The revised 2005-2006 PCR budget approved by the BOD does not cover our operational expenses. Current projected annual receipts from the \$6 subscription fee, \$2 NMRA subsidy and bank interest results in a deficit. Our biggest expenditure is the Branch Line which is the primary contact most members

*(Continued on page 21)*

## VIEW FROM THE LEFT SEAT

By

**Dave Connery, PCR Vice-president**

When you take a train trip, you refer to a timetable to plan your ride. With a timetable you know when and where the trains are going so you know which train will take you to where you want to go. Being a member of an organization is much the same. You need to know where the organization is going to decide if you want to travel with it.

In PCR, our By-Laws and Manual of Operations tells us how we run the organization, but they don't tell us where we are trying to go. Our Charter, originally filed in May 1963 and amended in May 1987 identifies that we are an educational and scientific public benefit corporation to further the model railroading hobby and preserve railroad history by the construction of models and dioramas. None of these documents tells us what we are trying to accomplish with PCR. I think a clear purpose or mission for the organization would be of real value. Such a statement could be used by our Board of Directors to audit their actions or decide on what efforts should be funded and would be useful in our member recruiting efforts to explain to potential members what our organization is aimed to achieve.

What is (or what should be) the purpose of PCR? Having a clear and concise direction would help members and leaders know what was expected of the organization. There are several alternate approaches we can take in developing a purpose and objectives for our organization:

1. We can look at what we have been doing and document our purpose as achieving the sort of things we have done in the past.
2. We can look at our Charter and develop a purpose that closely aligns with why this document says we are organized.

3. We can look at the hobby as it stands today and determine what role PCR should play in enhancing participation in the hobby in our geographic area.

We can do a bit of all three of the above, synthesizing the result into a crisp statement of the purpose with some key objectives for our Region.

If we are to develop a useable statement of the purpose for PCR we need to be realistic. We can not be all things for all people. We should not seek to achieve what others are already successfully doing. At the same time, I think we should set our sights high in working for the good of the hobby in our area and extending the full benefit of the hobby to as many members and the general public as possible.

What are your thoughts about this? I would love to hear from you on this topic (see the Callboard Section of this newsletter for contact information) or discuss it with your Division Director or Superintendent. It is my intention to bring this up for discussion at the PCR BOD meeting in early November.

As a follow-up to what I wrote last issue on membership, it now appears some of the changes projected for September will get delayed. Making the necessary upgrades to data bases and procedures at NMRA Headquarters will take more time and effort than originally expected. In PCR we will attempt to provide full support to our members until the changes are in place at the national level. Please continue to respond to and renew your PCR membership if you receive one of our renewal forms from Martinez. Your receipt of Division and Region newsletters will be protected and your membership will be converted to an equivalent subscription at the appropriate time.

# MADE IN THE PCR

by Dave Connery

## *Phil's Narrow Gauge 1:20.3 Freight Cars*

Large Scale is really several scales all operating on the same track. The track gauge is one of the original European gauges, #1 gauge, which has a distance of 45 millimeters between the rails. Often called by the generic term "G Scale", involved groups and aficionados have developed several naming conventions. Modeling U.S. 3 foot narrow gauge on 45 mm track is called Fn3 by the NMRA but most in the hobby simply call it by its scale ratio, 1:20.3. This review is about two craftsman type freight cars in this scale.

I first built Phil's Narrow Gauge 30' Flatcar (#PNG-003) and found several special features. The kit consists of 9 pages of superb instructions with 8 photos of the car at various points of completion plus two photos of all the metal parts, with each identified with a numbered call-out. Then there are the wood pieces that included a pre-assembled frame (Phil's is the only company I know providing this feature), shiplap decking boards and some boards for locking the turn buckles. There are 46 different cast white metal parts and 5 types of parts made in brass (Nut-Bolts, Escutcheon Pins for rivet heads, formed coupler lift bars, strap steps and grab irons).

I started by pre-staining all the wood parts with a mixture of Alcohol and India Ink and blackening all the metal parts with "Blacken-It". I pre-painted the side sills and end beams by dry brushing them with Floquil Oxide Red, which produces a heavily weathered look

of mostly peeling paint. The Deck was attached with Tite-Bond II yellow carpenters glue and the metal details were added using either 5-minute epoxy or in some cases ACC, depending on the surface available for gluing. The car includes complete underbody details (truss rods with turn buckles, brake cylinder and full brake rigging. The strap (stirrup) steps are held on with the NB's and all the holes for these, the NBW castings at the truss rod ends and the stake pockets are predrilled.



The flat car kit goes together very well and produces a great car. I added Hartford arch bar trucks and Ozark under frame mounted Link & Pin Couplers (#0019). The load shown on the car in the photo is Western Scale Models Ames Iron Works twin cylinder Steam Engine Flat Car Load (#LF-2L) – a truly exceptional model but not a part of this review.

The second car built for this review is Phil's Narrow Gauge 30' Wood Refrigerator Car Kit (#PNG-002). The floor follows the same pattern as the flatcar except in lieu of the individual floor boards there is a scribed plywood floor sheet (scribing side down where the individual board effect can be seen). Under framing details are the same but in this kit you also build the upper "box" structure out of pre-cut scribed material. The plywood used is a very fine birch or poplar and the white metal parts are done in a very durable Pewter-Cerro alloy.

*(Continued on page 4)*

*(Continued from page 3)*

Every part fit perfectly and I again used Tite-Bond II for wood joints, following the clamping directions as shown in the instruction photos (13 pages of excellent information for this kit). This produced a solid box with very neat and square corners. All the pre-staining was the same for this car but I used a 50-50 mixture of Reefer Yellow and Reefer Orange dry brushed on the sides and ends and Boxcar Red on the roof. This painting was done before any of the detail parts were added. The running boards were left prototypically unpainted and lettering used was a dry transfer set from Clover House (#5194-01B, which is being discontinued).

The white metal details are especially noteworthy on this car, the door hardware is gorgeous and the quality of the ice hatch hardware has to be seen to be believed. In the finished model these and the heavily weathered paint look really add to the texture and realism of the car. I am thrilled with



both of these cars and the owner, Phil Dipple is a great fellow to do business with. In addition to these two cars he also produces a boxcar and a 40' version of the refrigerator car. The Flatcar modeled here costs \$40 and the Reefer \$75 so these cars are great looking, rugged enough for the garden, inexpensive enough to have several trains of them and easy enough for the first time craftsman kit builder. Phil is located in Santa Rosa and you can contact him at [philsnarrow-gauge@pacbell.net](mailto:philsnarrow-gauge@pacbell.net) and can see all his products on his web page <http://www.philsnarrowgauge.com/>

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## Editor's Notebook

By

Gus Campagna, Acting Editor

I hope that you find this issue of the Branch Line interesting and up to the quality standards set by our previous editor. I have changed a few things around, but tried to keep the basics intact. I'd especially like to thank the authors of the material included in this issue for supplying their articles on such short notice.

I am changing the due dates in order to attempt to get the Branch Line to you in a more timely manner. The goal is to have the Branch Line at the printer by the 15th of the first month of the cover date. This means

that the next deadline will be coming up much quicker than normal. By the Jan-Mar issue I hope to be on a regular schedule. The next due date is scheduled for October 1st. The mailing date will be about November 1st.

The 2006 schedule will get us on track, with due dates on the 12th of the month before the cover date. Editing and printing time is about 20 working days.

The page count is way down this time because I did not get that much material to print. I would like to see more Department Managers give reports to the membership.

You can see color versions of the pictures in this newsletter by going to [www.pcrnmra.org](http://www.pcrnmra.org)

# ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

## SCENERY

Building scenery on a layout, for many modelers, a favorite category. If you are just getting started in the Achievement Program, the Scenery certificate might just be the place to start. The intent of this category is for the modeler to demonstrate “the prototype rendering of scenic effects from the ground up”. The type of scenery is up to you and can just as easily be mountainous scenery as “urban” scenery. Since scenery is so basic to a layout, it is a good category to start with.

To qualify for this certificate, you must construct a

completed section of model railroad of at least 60 square feet in O scale, 45 square feet in S scale, 32 square feet in HO scale, or 24 square feet in N scale. (Note that the 32 square feet in HO is the size of the traditional 4x8 layout that many of us built when we first began in the hobby.) The entire layout doesn't need to be complete in order to receive this certificate nor do the completed sections of the layout need to be adjacent to each other. You can instead complete individual scenes, as long as you meet the total required area.

You can also use modules to meet the qualifications, but each must be at least 8 square feet in size and meet the quality standards.

The completed section(s) must include the elements of structures, background, lighting, and realism/conformity and score at least 87½ points using the following criteria:

**Terrain (Max. 35 points)** - This element includes natural features such as rocks, trees, hills, cuts and fills, drainage ditches, etc.

**Structures (Max. 20 points)** - Structures are considered from the point of prototype suitability and appearance and not from the standpoint of construction. The structures thus do not need to be scratchbuilt. Structures include bridges, fences, turntables, etc.

**Background (Max. 25 points)** - The treatment of the walls or background does not need to be artist quality. However, it needs to help “extend” the scenery and help conceal the rest of the room.

**Lighting (Max. 20 points)** - Illumination can come

from railroad cars, buildings, and overall lighting effects. You don't need to include day/night effects to meet this requirement. However, room lighting should be even and consistent to adequately light the scene.

**Realism/Conformity (Max. 25 points)** - In the other categories, the judges evaluate what you were trying to do and what you remembered to include in your scene. In this one, they will evaluate how well you accomplished that goal.

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.

Note that, while Structures is a “judged” category, you do not necessarily need to include traditional structures on a layout in order to meet the minimum score of 87½ points...a logging scene with maybe a bridge or two, if well done, could still achieve the minimum 87½ points without a traditional structure.

If you meet these qualifications, the first step is to complete a Statement of Qualifications (SOQ) as with all of the

AP categories. You must also prepare a set of photographs (digital prints work well too) to document your work. You can supply regular snap shots or make a short video of the layout to illustrate your work. The photos or the tape must include a written description of the intended setting. The photos don't need to be “suitable for publication”, only good enough to allow someone else to see that you have met the qualifications. You also need to prepare a simple description of the methods and materials that you used to build the layout features. Again, nothing elaborate.

The judging of the layout is typically set up by your Divisional AP Chairman and one or more assistants. After judging the layout, the judges will sign your SOQ and the SOQ and your other documentation (along with a photocopy of your membership card) is sent to me to be transmitted to Headquarters.

While documentation for the Master Builder - Scenery might seem a little burdensome, it shouldn't take that long. The best part of this category is that you probably have already completed the modeling portion of the requirement!

## *From the Membership Desk*

*By  
Bob Ferguson*

Contrary to what you may have heard recently, the Member Services Department is going to continue on past September 1, 2005 and I will continue on until the NMRA is truly ready to assume the role of Member Services. I did submit my 'Final Report' to the PCR Board of Directors last May at the BOD meeting with the thought that my position was going to evaporate on September 1, 2005. Well, after attending the NMRA BOD meeting in Cincinnati as the Regional Advisory Council Director for the NMRA, I became aware that the implementation of the single membership program was not on schedule. As a result and in the best interests of our Region, I will continue to send out renewal cards to those members whose memberships are expiring soon.

Beginning on September 1, 2005, all PCR memberships are being converted to subscriptions for the remainder of your paid membership period. I have modified the PCR Renewal Card that you will receive in the mail to indicate that a NMRA membership is \$33. You must check the box for this line. Without NMRA membership, you cannot subscribe to the PCR Branchline or Scale Rails. The second line is for your optional subscription to Scale Rails, the NMRA magazine and Bulletin. If you don't want to receive Scale Rails, don't check the box. Now, I hope that everyone will check the box for a subscription to the PCR Branchline. This is the newsletter that you are reading right now. You will continue to receive this newslet-

ter ONLY if you subscribe to it. It is the \$6 option on the third line of the postcard. Your NMRA dues of \$33 will make you a member of the PCR, but only a subscription to the Branchline will get you all the information about what's coming up around the Region and the news about what has happened recently.

If the renewal form you receive from the NMRA does NOT have a place to subscribe to the PCR Branchline, then use the post card I sent to you to renew your membership and subscription. If you haven't received the postcard from the PCR, you can use the NMRA form and send it to PCR Member Services along with the extra \$6 and I'll make sure you remain on the PCR subscribers list. The address is 530 Fig Tree Lane, Martinez, CA 94553.

I hope that all of you will stay with the PCR as a subscriber. We hope to acquire many new subscribers in the months to come as the single membership program gets fully implemented. I'm sure there are NMRA members within the PCR who have never heard of the local programs available who may elect to become subscribers so they too can join in on the fun.

If you have any questions regarding the changes in your memberships, please email me at bobpcrcd@aol.com and I'll attempt to give you a clear and straight forward answer.



### **Pacific Southwest Region, NMRA®**

**2005 Convention — September 7-11, 2005**

**Radisson Resort Knott's Berry Farm**

**Buena Park, California**

**Presented by the Cajon Division, PSR**

***Model Railroading Fun at Its Best!***

Clinics, Model Contests, Auctions,  
Layout Tours, Train and Trade Show

**Details & Information: [www.psr-nmra.org](http://www.psr-nmra.org)**

# Cincinnati Limited Convention

By

Jim Long

I had the pleasure of attending the Cincinnati Limited 2005 NMRA Convention. Marilyn and I went to Cincinnati on Sunday, July 3rd along with my mother-in-law and sister-in-law. My mother-in-law was born and raised in Cincinnati but left in 1943. She has always wanted to go back to see her old neighborhood and the NMRA Convention was a good opportunity for all of us to have a good time.

At the PCR Convention last spring I saw PCR Member Doug Auburg from Vancouver, WA, who is the National Clinic Chairperson. I told him I would help him with the clinic program in Cincinnati. When I showed up there on Monday morning about 8:30 AM, Doug was frazzled. He had quite a day on Sunday and Monday was starting all over again. Well I started moving clinic equipment from room to room as needed along with Jim Whaley and Paul Hobbs, both PCR Members. Jim is from Portland, OR and Paul is from New Zealand. By Monday afternoon Doug had started to relax a little as things began to settle down and get into a routine. Because we were working in the clinic office, we got to see all of the clinicians and many of the people that attended them. We also got to see several clinics. As time went on during the week we got to know each other much better. We got to know many people from all around the country as well as the world. Seeing people is what conventions are all about to me. Sure we can learn a lot from clinics, see many layouts, go the National Train Show but being with friends and meeting new people is what NMRA is all about.

I did get to go on one tour, the Garden Railway Super Tour on Friday. Bob Ferguson and I were on the same bus. We saw 7 outdoor railroads. I am in the process of moving and am planning an outdoor narrow gauge railroad for the back yard in our new house. I saw several ideas, both good and bad. I always learn something from every railroad I see. This is another reason to go to conventions. I also meet some other people that I am now in contact with on the tour.

The National Train Show was Friday thru Sunday. This is always a great show with many manufactures. They show off their new goods and get feed back from the modelers, that is us. I picked up a Backwoods Miniatures 2-6-2-T locomotive in On30 and had a sound decoder installed while at the show. I also received samples of the new Kadee couplers that have built-in springs. I plan to put these couplers in the 2-6-2-T. On Sunday I saw Gus Campagna and gave him 5 large shopping bags to put in his truck to get back to California (remember my wife, her mother and sister were in Cincinnati for a week shopping)! Gus saved us from the UPS Store! Thanks Gus. We returned to California on July 16<sup>th</sup> and will be homeless until August 16<sup>th</sup> but have great family and friends who have offered us a place to stay.

Going to a National Convention is great fun and I recommend it to all. Next years NMRA National Convention will be in Philadelphia, PA on July 2-9, 2006. If you are looking for something closer the National Garden Railway Convention will be July 3-9, 2006 in Santa Clara, CA. Don't forget the PCR Convention May 3-7, 2006 in Sacramento. The regional convention has everything that the National does but on a smaller scale. Hope to see you there.



Gus Campagna, Ed Zakareckis and Lee Buckner in Cincinnati Union Terminal having dinner at the NMRA Banquet.



# Coast Division Report

June, 2005

By

Tom Crawford, Chief Clerk

Coast Division's last meet was held on June 5, 2005 at the California School for the Deaf in Fremont. 100 members and friends attended. I was a member of Coast Division who attended for the first time, and 6 were guests.

The clinics included Photography for Model Railroads by Pat LaTorres, and a Model Railroading Roundtable chaired by Jerry Littlefield.

John Sing set up his two unit modular Z scale DCC controlled layout, which drew considerable attention.

The Rainbow Girls provided their crowd pleasing fare of polish dogs and chili for lunch.

The business meeting was called to order at 12:04 by Superintendent John Marshall. Bob Warner gave a presentation on the River City Express PCR 2006 convention in Sacramento, on May 3-7, 2006. He had applications to hand out. Applications are also available on the PCR web site <http://www.pcrnmra.org>.

Kermit Paul awarded Rod Smith both the Certificate of Achievement as a Model Railroad Author, and also the Coast Division Member of the Year Award.

Peter Weiglin announced that he is moving back to Cincinnati where he found a 65 x 45 foot basement for his layout. As a bonus, it has a house on top of it.

Kevin Hurley announced that the 2007 PCR convention will be in Santa Cruz.

NMRA Board of Director electees Charlie Getz, Ray DeBlieck and Bob Ferguson gave short updates to the group.

The bottom line is that Ray's job is to calm down Bob when Bob is trying to rebuild Rome in a day, and Charlie's job is to calm down Ray when he gets hot trying to do his job. It sounds like we have a good

team and Coast Division and PCR will both be well represented on the Board of Directors.

Ray also noted that the 2011 NMRA convention will be in Sacramento.

The winners of the Model Contest were:

1st place Structures went to Andrew Merriam of SLO-Daylight Division (Andrew was also judged to meet his AP requirements with this model.)

1st place Display went to Mike Blumensaadt

1st place Self Propelled and Traction went to Alf Modine.

In the photo contest, Mark Schutzer won First Place, Tom Crawford won Second Place, and Mark Schutzer won Third Place.

September's theme will be "Rail Fans I have known."

In the switching contest, Trevor Fenlon won the Student division. Tony Sapienza won First Place Brake person, followed by Lindy Brun and Jim Radkey. For Senior Break Person, Mark Schutzer took first, followed by Edward Richards and Alan Havens. This time we ran a 7 car Conductor problem with Schutzer beating out Crawford and Richards. We have to admit, Mark really pulled off a sweet one on this problem. He felt so good about how it fell into place that he had to recreate it just to see it again.

For those who follow this stuff, in the last report, we wondered how Bill Burket would do on the "Problem from Hell." For the record, at the PCR convention, he turned in a respectable 8:44.

The Auction had a total of 487 items, and was the normal spirited affair.

We had a very wide selection of door and raffle prizes, and a great time was had by all.

## Coast Division Upcoming Events

**Sept 11, 2005**

### Division Meeting

Buscher Middle School  
1111 Bellomy St.  
Santa Clara

The following clinics will be offered

10 AM "What's new in DCC"

Don Flehmann

11AM "Operation Lifesaver"

Steve Ceballos

11AM "Model Railroad Roundtable"

Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

3:30 PM Raffle

All day long:

Photo Contest: Modelers We Have Known

Model Contest: Steam Locomotives, Diesel Locomotives,  
Passenger Cars

Allen Fenton Switching Contest

**Dec 4, 2005**

### Division Meeting

Bay Area Computer Museum  
Hwy 101 at Shoreline Avenue  
Redwood City

The following clinics will be offered:

10 AM "Update on DCC Sound"

Ogden Lamont

11AM "Animation Update"

Kermit Paul

11AM "Model Railroad Roundtable"

Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

3:30 PM Raffle

All day long:

Photo Contest: Trains In Action

Model Contest: Favorite Model (Open Category)

Allen Fenton Switching Contest

## Daylight Division Report

By

Paul Dies

*Editor's Note: This will probably be over by the time you receive the Branch Line. But you can see what you missed out on, a **super time in SLO**. Mark your calendars for the next Daylight Division Meet.*

Steaming along the line; August 27th

Well its been quite a while since the election and you haven't heard anything from me? Shame on me. We I have been busier than I expected and I apologize to everyone in the Daylight Division.

So where do we go from here? Well it's off to San Luis Obispo for the next division meet. Hilding Larson and the Thursday night boomers have been busy planning a fun filled day.

9:30 to 10 Am Registration & Refreshments

Timesaver Switching Contest

Modeling Contests

10 to 10:10 Welcome

10:15 to 11:15 1st Clinic - How to paint a backdrop  
Tree by Mary Carole Larson

11:15 to 12:00 2nd Clinic Installing Low Cost Sound  
in HO by Kurt Brown

12:00 to 12:45 Lunch \$5.00 (Tri Tip / salad / beans /  
bread)

prepared by the Larsons with help from Katherine  
Chong

12:45 to 13:30 3rd Clinic - UP Big Move by Hilding  
Larson

13:30 to 14:00 Daylight Division Meet, Contest re-  
sults & Announcements

14:00 to 14:15 Layout Tours Briefing

14:15 to 15:00 White Elephant Auction

15:00 to 19:00 Layout Tours & Op Sessions

We hope to see everyone there.

Paul

# Santa Barbara Daylight Meet Report

June 18, 2005

By Doug Wagner

The meet started with a welcome to all attendees by Bruce Morden and a quick explanation of what to expect at the meet.

Then Gary Siegel gave a walking tour of his new Garden Railroad, which is still under construction.

Tom Turner and Bruce Morden then did a combined clinic about how to operate on Gary Siegel's L&N layout. Afterward, the new had a hands-on clinic, presented in 2 parts. The first part of the clinic was "What Happens In A Railroad Yard". This clinic gave us a hands-on learning tool by using the Ashland and Dent yards on Gary's layout. The 2<sup>nd</sup> part of the clinic was titled, "On The Road Again: Mainline Train Operations, Including Dispatching. The crews got hands-on learning by using actual trains on the L&N layout.

After the clinics, we took time out for some beans, and then operated on Gary's layout all afternoon.

The next meet will be in San Luis Obispo, on August 27, hosted by Hilding Larsen. And you can't beat that tri-tip lunch—complete with dessert---for only \$5.00!

The November Daylight meet will probably be in Bakersfield, on either November 5 or 19. One of the items being lined up is a replica of a Southern Pacific Plan #22 Depot, built into a residence's bedroom. The Golden Empire Historical and Modeling Society, of Bakersfield, will host this meet. If the weather is pleasant enough, we can then head on up to the Tehachapi Loop for some railfanning.

Who says we don't have fun at Daylight meets!



# Redwood Empire Division Report

By Steve Skold

The summer picnic meeting at Lakeport was held on July 17<sup>th</sup>. It was hosted by the Lake County Model Railroad Club at the Lake County Fairgrounds. We had the picnic before it got too hot in the shade of large Oak trees on a grassy area. There were approximately 25 in attendance and a lot of cold water was consumed. The club provided a gas bbq and RED brought water and soft drinks and lots of ice.

There were two clinics presented in the afternoon. Dave Frommer did a clinic on digital photography using Photoshop 7 on his computer and used Ron Learn's digital camera to take pictures and demonstrate some techniques. He also provided a CD-R which he labeled Digital Photo Help which was free to whoever wanted one.

The second clinic was by Mike Ernst on casting in

plaster. The club had need for duplicate building fronts, retaining walls and of course rocks. By that time it was approaching 105 degrees outside and everyone was wilting. The club layout has made a lot of progress since I had seen it last and it will be interesting to watch when it is completed.

Our next meet will be in Tiburon on November 20th and details are being worked out. The program will depend on how much room we have. Details will be in the next issue of the RED Callboard which will be online November 1<sup>st</sup>. There is a link from the PCR Web Page.

At our next RED Staff Meeting, we will be planning our schedule for 2006 starting with a meeting in Santa Rosa in February.



# Sierra Division Report

By

Dick Witzens

Sierra's last meeting was in Sacramento on July 23. We had several reports on the Cincinnati national convention. We discussed several issues related to the upcoming National changes including the "single dues" issues. We finished up with a presentation on hobos and those attending had the option of staying for a screening of the movie "Emperor of the North", a hobo movie starring Lee Marvin and Ernest Borgnine.

Sierra's next event will be a meeting on September 24 from 1:00 to 5:00 at the Belle Coledge Library in Sacramento, at the corner of Fruitridge and Land Park Drive. We expect to have a clinic and favorite train contest.

This year's Northern California Model Railroad Show will be on November 12-13, at the Placer County Fairgrounds in Roseville. Requested donation is \$6.00, with a Family Special of \$10.00 on Sunday. Parking costs \$1.00. Hours will be 10:00 to 5:00 on Saturday and 10:00 to 4:00 on Sunday.

This show is the premier model railroad show in the area. It usually has about twelve operating layouts in a variety of scales and gauges, from N to live steam. It

fills all the fairground exhibit halls with layouts and vendors. Outdoor exhibits and events include a garden railroad, live steamers, and likely an interpretive handcar from the California State Railroad Museum. The show is presented each year on the second weekend of November by International Railfair, which is made up of several area model railroad clubs, including Sierra Division. Sierra Division members help staff the show. We sell tickets, handle the parking gate, and staff an NMRA information table and Sierra Division's Timesaver layout, where the audience gets to try their hand at doing some switching moves, and take care of other chores

All PCR members and guests are invited. If you'd like free admission and parking both days, and a free ticket to the Saturday evening banquet, volunteer to help out for a shift of about two or three hours. Contact Dick Witzens at [witzrr@frontiernet.net](mailto:witzrr@frontiernet.net), or (916) 684-1987, as soon as possible. Staffing slots are limited. Banquet tickets are also limited and normally cost \$10.00.

For more information on the show, go to [www.internationalrailfair.com](http://www.internationalrailfair.com).



**Independence Junction 2006**

**Philadelphia, PA**

**National Model Railroad Convention**

**July 2 to July 9, 2006**

# River City Express

## The 2006 PCR convention

By Bob Warner, Chairman

Start planning for a great experience in May of next year. The Sierra Division is hosting this event May 3-7, 2006 at the DoubleTree Hotel in Sacramento. We have a great line up of events and people to make this a memorable convention.

The DoubleTree Hotel has given us some great room rates - \$98 for 2 people and \$108 for up to 4 people. Go to their website - (<http://www.doubletree/sacramento.com>) and use the reservations code PCR) to book your rooms early. You can also call 1-800-222-8733 or 916-929-8855 locally to book your room. All of the functions are here and the tours will start here.

We will have all of the things that you have come to expect and that make conventions the fun and informative gatherings that we look forward to each year. We will have a full array of fine clinics running from noon on Wed. to noon on Sat. We are working hard to include both new and unique topics with basic skills, so that everyone will benefit. A full and interesting non-rail program is also in place.

We have a fine logo that we have applied to both pocketed polo shirts and hats. The shirts and hats can be ordered at the same time that you register for the convention. Regular size shirts are \$22 and extra size are \$25. Hats are one size and sell for \$14.

We have ordered a convention car that is sure to be a hit on your layout. It is an Accurail, WP wood refrigerator car. These fine cars will come with a 12 number decal sheet and a convention logo decal, so you can have a whole fleet of these fine cars all with different numbers. The cars will sell for \$14 for one or \$12.50 for two or more. Order these with your registration to insure you get the quantity that you want.

Be sure to save money by getting your registration in early. The early bird registration is \$60 and is in effect until 1/31/06. After that the rate increases to \$70.

The registration form is on our website <http://www.home.earthlink.net/~rivercityexpress/index.htm> Please remember that your early registration helps us develop the best possible convention for you. If you register on line you can use your credit card, but if you send in your form we must ask for you to send a check.

We are working very hard to secure some great tours.

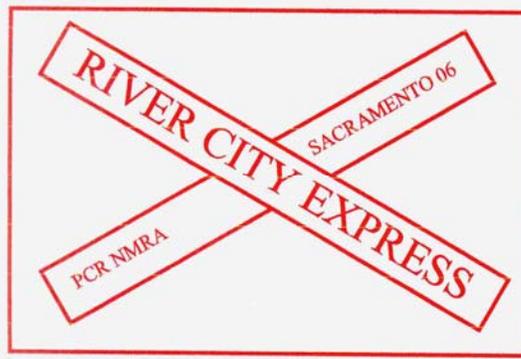
We already have booked a tour of the Sacramento Railroad Museum and the old SP shops. They have made some big changes to these buildings including a new transfer table. These changes have allowed them to move some more of the stored equipment inside. A lot of restoration work is in progress. We are also planning to tour the Light Rail Facilities,

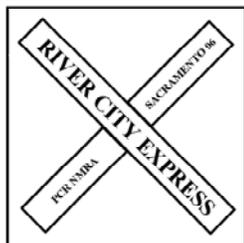
the Siemens Rail Car shops and the Roseville UP Rail yard.

There is also the fine bunch of layouts in the area to see, most of which have never been on any PCR tour before. And then to top off the fun we will host a large Train Show open first to registrants and then to the general public.

We will have a full model and photo contest, so start building those fine models. The awards for the contests will be presented at our Banquet, which is included in your registration.

So come along and join the fun, with old friends and many new ones at the River City Express 2006 in Sacramento. See you there, Bob Warner, Convention Chairman.





**PCR/NMRA**  
**RIVER CITY EXPRESS**  
**Convention 2006**  
**DoubleTree Hotel**  
**Sacramento, Ca**  
**May 3-7, 2006**

RETURN FORM AND PAYMENT TO:

RIVER CITY EXPRESS  
 Ed Pultz, Registrar  
 211 Cedar Lane  
 Woodland, CA 95695  
 E-Mail: epultz@juno.com

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

Sacramento Modular Railroaders and the Sacramento Model Railroad Historical Society

**REGISTRATION FORM**Please **PRINT** Information

Last Name		First Name*		Registration Date		Committee Use			
Address		City			State		Zipcode		
Home Telephone		e-mail Address			NMRA Number		PCR Number		
Registration Type (Please check one)					NMRA Region (if other than PCR)				
Model Railroader		Non Rail		Youth					
Primary Scales and Interests (Check all that apply)		HO S N O G Narrow Gauge Other:							
ADDITIONAL REGISTRANT(S) LIVING AT SAME ADDRESS (Use another form for more than 1)									
Last Name		First Name*		Registration Date		Committee Use			
Registration Type (Please check one)			Model Railroader Spouse Youth						
<b>FARES: Please fill in and total</b>				<b>QTY</b>		<b>@</b>		<b>Total</b>	
Early-Bird Registration (before 1/31/2006):						60.00			
Regular Registration:						70.00			
Spouse Registration:						30.00			
Youth Registration (12-18 years or student; Under 12 Free with parent.)						30.00			
Non NMRA Member, must join the NMRA, in addition to Regular Fare DO NOT USE WITH SPOUSE; USE BASE REGISTRATION FARE NMRA WEBSITE: <a href="http://www.nmra.org/">http://www.nmra.org/</a>					At present time,  Contact NMRA				
One Day Registration (Circle One) Wed Thu Fri Sat Sun						35.00			
Shirts **(Check Size) L XL						22.00			
Shirts** (Check Size) XXL						25.00			
Convention Hat (one size fits all)						14.00			
Convention Car – WP Wood Reefer (HO Only) for 1 only						14.00			
Convention Car – WP Wood Reefer (HO Only) for 2 or more						12.50			
Payment by Check*** Cash Credit Card(use WEBSITE)					<b>TOTAL:</b>				

\* Name desired on badge

\*\* Golf Type with Pocket and Logo

\*\*\* Make check payable to "River City Express"

DoubleTree Hotel \$98.00/night/room for 1 or 2 and \$108.00/night/room for 3 or 4

2001 Point West Way, Sacramento, Ca 95815 (916-929-8855) Use rate code PCR.

WEBSITE: [http://doubletree.hilton.com/en/dt/groups/private\\_groups/rlsadt\\_pcr/index.jhtml](http://doubletree.hilton.com/en/dt/groups/private_groups/rlsadt_pcr/index.jhtml)

# The Travels and Adventures of The Three Amigos

## *Plus One*

### Through The Canyon of The River of The Feather

Hello All,

Well, I found out where the keepers had hidden my key-board, so I can finally put the latest adventures of the Klan of the Cameras out to the world. (Please don't laugh at this, verbosity isn't easy!) While this adventure took place the weekend of June 18th & 19th, the evil seed was actually planted on Friday night at the PCR convention while a working the "Time-Saver" and telling assorted lies. The names of the guilty will be carefully omitted, especially since only one of those involved actually made the trip. Once the seed was firmly entered into fertile soil, branches were sent out in several directions to (hopefully) lead others down the slippery path. Invites were sent out to nine or ten folks of questionable character with an initial positive response from nine people.

Once the date was finally firmed up -- no easy task, what with it being the beginning of summer -- we lost two more participants. We were still trying to work things out with eight of us, since the largest vehicle we could come up with only carried six comfortably. (If anyone thinks organizing one of these expeditions is easy, they're welcome to it!) As it turned out this wouldn't be a problem, as in the last eight days we lost four more members -- one had an surprise family activity, one suffered from feline flagellation (his cat had a major medical emergency), one found out his apartment was being sold out from under him within thirty days, and one got hit with some emergency house work. So as the great day approached we found a quite manageable number of four travelers. This included the original "Three Amigos"; Seth Neumann, Jim Radkey and Pat LaTorres, as a bonus Mark Schutzer decided to exercise poor judgment and join us. What's more, he actually volunteered to drive -- innocence dies hard.

The morning of the 18th Seth, Jim and Mark headed out from Jim's house in Albany, intending to pick up Pat in Sacramento. After stopping for the traditional over-sized breakfast, they headed up Hwy 80, managing to spot a couple of trains on their way up between Fairfield and Sacramento, though not capturing either on camera. Once Pat was added to the consist we headed towards Oroville and immediately missed the transition from Hwy 99 north to Hwy 70

and somehow ended up heading towards Reno on I 80 (even with Cookie, Seth's GPS providing guidance). Fortunately this was NOT a sign of things to come and we soon got back on the correct route, having lost only ten or fifteen minutes. Once we got back on course with Cookie's help, we got into a really good discussion regarding the Sacramento Northern right-of-way along Hwy 70 towards Marysville and Oroville.

While passing through Marysville we had our first opportunity to get our sights on the desired prey. Hearing some traffic on the scanner we pulled off on a side street just in time to catch UP 3894 (with 4723? as the second unit) working a mixed freight southward through Marysville. This was a good omen, as it set the flavor for the rest of the trip -- plentiful game for the hunters. We got back on the road towards The Canyon, but when we pulled off at Oroville for fuel we decided on a side trip by the former WP yard. We hit paydirt in a BIG way. First there were a number of engines, including UP 3881 & 4810 and CEFX 3105 (a lease unit) working in the yard. Shortly after moving to the west end of the yard we heard the cry of a diesel locomotive in full flight and soon UP 4428, 4634, 3574 & 2911 ( a former SP "Tunnel Motor") came charging eastward past our blind. In a matter of minutes we again heard a horn sounding to the west of us, followed shortly by the appearance of UP 4366 & 4108 also heading eastward. At this point the 3881 & 4810 wandered down to our end of the yard to couple onto a train getting ready to head westward. As we were watching them work -- and taking photos of each other -- yet one more eastward train, headed by UP 4001 & 4722 came through the yard. At this point we decided to get back on the road up towards The Canyon.

After getting fuel we headed up toward James, hoping to catch at least one of the eastward trains at the loop. Instead we got a bonus, as we pulled up to the second overpass, at James Siding, what do we find but a westward train headed by UP 4410 & 5125 waiting for a meet. As it turned out, they were waiting for the 4001. This gave us chance to get some nice shots of the 4001 coming out of the tunnel at the west end of the siding and the meet. It was also at this point that it finally hit me that I was the only one actually using

film, my companions were all burning pixels instead. After the 4001 and train cleared the west end of James we got some shots of the 4410 starting to move, then Mark and I ran down the 100 yards or so to the lower overpass to catch her as she moved through the nice S-curve and under the highway on her way towards Oroville. While walking back up to Mark's truck we noted a county sheriff heading east quite quickly and were a bit surprised to see him pull over opposite the Tahoe. By the time we got up there he and Jim were laughing like old friends. It seems some concerned citizen noticed a group a questionable looking people taking pictures of trains and called in a terrorist warning. I mean Jim is kind of scary to look at, but the rest of us aren't THAT bad. So after talking with the law for a bit we headed east, into The Canyon.

As it turned out this was Mark's first trip up along the Feather River, so again our driver was making his "virgin" trip into The Canyon. We stopped briefly alongside the road above Poe, but seeing no trains to the west we headed down to Pulga to see what we might see. As we descended into Pulga we heard a lot of traffic on the scanner about 4001 waiting to pull into Pulga and then that 4366 was waiting to meet 9216 at Pulga. It seemed we'd stumbled onto a three-way meet at Pulga. The train Gods were truly smiling on us this day! After stopping at the west end of Pulga siding we decided to pull up to the east end of the siding to try and catch the "first" meet. This proved to be a great idea. As soon as the 9216 & 9830 pulled into the siding, we caught a few shots of the 4366 heading out and then drove back to the west end to catch the meet with the 4001. Talk about trains aplenty, this was turning out to be a trip full of opportunity.

Once we'd caught the second meet, we again loaded up and headed east chasing after the 4366 on her way up The Canyon. In this case the word "her" was more than appropriate. It seems that both the engineer and conductor on the 4366 we're women and they were working with a female dispatcher. Anyone that thinks railroading is a "Man's Job" had better do some rethinking, 'cause it just ain't so! We would catch several more shots of this train at Tobin, between Belden and Virgilia, near Twain (where we showed Mark the "Twain Store", and at on the bridge above Paxton. Then we came around the corner and Mark got his first view of the Keddie Wye. Once we walked over to the overlook Jim and Mark climbed down to track level, while Seth and I decided to wander over to the west end of Tunnel 32 to shoot the trestle between tunnels 31 & 32. The weather, which had

been broken cloud all day didn't disappoint with snow on some of the higher peaks providing a dramatic backdrop.

Once the 4366 had passed over the wye they had to stop for a crew change crews, the ladies going "Dead-on-the-law". So taking this opportunity, we ran ahead to Portola and after a brief stop at the FRRM, which was already closed for the day, we ran out the county road to a great overlook of the Clio Viaduct. Once more we did not wait in vain as the evening back-lighting was absolutely stunning with beautiful mountain backdrops. Soon we heard the horn from the 4366 approaching from the west. This would provide some of the most dramatic shots I've seen of the Clio bridge. As a bonus the 4001 and her train were not more than ten minutes behind 4366, so we got a second chance for some nice shots.

We then headed back into Portola, to scout out a few photo spots to the east of town. Unfortunately the light was fading fast and the trains seemed to be taking their time in the yard. Figuring that our photo opportunities for the day were pretty much gone, we drove back to The Log Cabin for dinner -- and heard the first train leaving town just as we were sitting down at our table. After dinner we headed up to the Lake Davis Resort (about five miles north of town) for the night. By the way, this is a really homey place to stay if you're ever up in the area, they even provide barbecues outside every room for those wanting to cook their own dinner.

We'll leave our intrepid travelers with Seth busy Photo-shopping his digital images on his laptop (OK, there may be something to be said for digital photography, but I'm not ready to give up film quite yet!). I hope to be back soon with the second day of this exciting journey. In the meantime, if you wander over to the "Bayrails" web site, you can see some of the photos which Seth has posted. I also believe that Mark has posted some of his photos, though I don't have the address right at hand. I'll close with these quick word; Get out and take pictures, they won't take themselves! What's here today, may be gone tomorrow!

Enjoy,  
Pat LaTorres

*Editors Note: This was taken from the PCR Yahoo Group site. You can join in on the discussion or just lurk in the background. Go to <http://groups.yahoo.com/group/PCR-nmra> This group is not the official web site of the PCR. PCR's official web site is <http://www.pcrnmra.org>*

# Tales of the Santa Cruz Northern

By  
Jim Providenza

## "Second Chair, NW2"

Linton was over, and we were testing his new Broadway Limited SW7 on the SCN; we had each purchased a BLI switcher at about the same time. I was the first, having run one of the BLI NW2's while working as the NP St. Cloud Tower operator on Rick Remiarz' GN layout in St. Paul earlier in the year. I waxed so eloquent about the sound in the unit that Linton was a sitting duck...

It was a warm evening and we had finished looking over the slowly developing land forms in the back yard for the future Sandy River and Rangeley Lakes (15 cubic yards of fill so far, with more to come!) Having returned to the land of (relative) sanity Linton was experimenting with the various effects as he shuffled cars back and forth around Mac St. and then ran cab hop up to Doughertys to pick up a cut of company ballast hoppers and take them down the hill to set out at the Apricot Spur at E. Rica. All the while I was puttering around, preparing for an upcoming op session.

Linton kept exclaiming as he found another new sound feature, and would occasionally call me over to see and listen to some neat, new thing. "Get this. There's the sound of the pin being pulled. Now listen." He changes direction and starts to pull away from a cut of cars he has spotted over a Kadee magnet.

"Pssshhhhh" - the sound of the air escaping from the train line as the hoses part is unmistakable .

I hadn't come across this before, even though I've spent some time reading the BLI manual that came with my NW2 as I played around with it. Captivated, I watched as Linton ran through the drill several more times, getting his timing down just right to simulate the pace of the locomotive in time with the sound effects generated by the QSI sound system. At one point he brought his SW7 to a pretty abrupt stop and the brake squeal kicked in. He looked a little surprised and I explained what I thought was going on. And then the light went on. I realized why I hadn't heard the uncoupling sounds before.

### Running vs. Playing

Linton was using the appropriate function switch on my Lenz 90 cab to initiate the uncoupling sound sequence in the decoder, and was then timing his movements of the locomotive to correspond with the sound sequence. It created just the right feel - yes, that is how it looks and sounds, where's the smell of creosoted ties and the hot sun on the back of my neck, anyhow?

I hadn't experienced this because I have been of the school of thought that I don't want to have to do things that aren't "prototypical". For example, sounding the horn and bell are appropriate, even required, that is what an engineer does as part of running the engine. But I shouldn't have to make the prime mover sound change as the locomotive picks up speed and goes through the various series - parallel transitions. That should be automatic.

Or so I proclaimed. Ah, well... Linton and I kicked this around as he kept kicking cars. He said I could think of it as physically closing the angle cock on the locomotive before I grasped the cut lever to pull the pin on the coupler if I needed to. For him, it was clear he was willing to use a little willing suspension of disbelief to get to where he wanted to be, something I had been unwilling to try. Linton added one more thought, "I think of it more like playing a musical instrument, trying to coax a certain level of performance out of it. Just think of yourself as playing second chair, NW2". Oh

Well the new SCN NW2 won't be ready for this Saturday's op session, but afterwards I will drag it out and see how well I can play 'second chair, NW2'. It should be interesting.

In the meantime I will cherish Linton's comment as he was heading through E. Rica enroute to Doughertys to pick up the ballast - "I never realized how many grade crossings you have in this town!" No matter how you slice it, the life of the engineer has clearly become much more interesting with the advent of DCC and sound decoders.

# WRITTEN IN THE PCR

Dave Stanley and Jeff Moreau, authors

## *THE CENTRAL CALIFORNIA TRACTION CO.*

Review by Dave Connery

I must admit that although it operates in an area I often travel through, before reading this book I knew very little about the Central California Traction Company. I had seen two presentations about the line by author Stanley and was eager to read the book. A year or two ago I was in Just Trains one day and the two authors were there with their just printed book, having picked up their first copy from the publisher in Berkeley earlier that morning. I had a chance to thumb through it and decided to get a copy as soon as it was available – which I did. Because of other projects and reviews I am just now getting to review it here. The two authors are imminently qualified to write this book.

The book is stunning in its complete coverage of the railroad and amazing in the number of photos used to fully illustrate the text. I will not give a complete “blow-by-blow” of what is included. It covers the railroad history from when it was a dream in the mind of Stockton area businessman Howard Griffiths in 1902 to its status as of the books writing in 2002. The book is 396 pages, includes a complete index and is amply illustrated with 23 maps, technical descriptions of the locomotives, cabooses and rolling stock and drawings of many of the early pieces of traction equipment, in total there are 741 photos (54 in color), illustrations and copies of company documents.

The railroad started as a street railway in Stockton, grew to become an interurban to reach Lodi, extended the interurban tracks on to Sacramento and created a second street car line in the capital. Over time the two street railways were sold to competition but street running has always been a part of CCT operation. In 1927, the railroad was sold after considerable controversy and bickering. The Southern Pacific, Santa Fe and Western Pacific each took 1/3 interest in the railroad. The joint interest continues today with equal shares owned by UP and BNSF. Under this manage-

ment scheme the CCT was never allowed to be too successful to out compete any of its owner railroads but the other two railroads always prevented any one owner from taking the business away from the CCT. Thus all CCT customers had the option of shipping and receiving from any of the three long haul railroads, as the CCT interchanged with all three. The only down side to this book for me is what feels like too many photos (is that possible) and the fact that sometimes there are 3 or 4 pages of photos stuck in the middle of a text sentence, making reading difficult.

I do not recall seeing any layouts based on the CCT, but with this book no one any longer has the excuse of needing more information – everything is here. It would be possible to model it in the traction period or in diesel times (sorry – this is not a good prototype for a dyed in the wool steam head). The CCT first dieselized with GE’s right after WWII, later rostered mostly ALCO’s and finally developed a stable of EMD’s – a good deal of which were purchased used from one of the owning railroads. I can see a layout with Stockton at one end and Sacramento at the other, both including street tracks that form a reversing loop and utilizing the prototypically correct sharp curves of the original trolley lines. The middle point of the RR would have a spur leading to the produce sheds in Lodi. In addition there would be interchanges for all three owners along with the Tidewater Southern, ST&E and Sacramento Northern. The WP, SP and ATSF interchanges would lead to staging. This would be a great layout for someone who liked lots of switching, a variety of car types and the chance to show off some of the three parent company locomotives.

The book is published by Signature Press, 11508 Green Road, Winton, CA 95693 or [www.signaturepress.com](http://www.signaturepress.com) and has a list price of \$65.00. It should be available from most retailers who handle railroad books.

## Layout Design and Operations Special Interest Groups News

By Seth Neumann

First I'd like to welcome our new Editor (Gus) for stepping up and also to thank our outgoing Editor (Bill Kaufman) for all his hard work.

Well, it's been a quiet week in Lake Wobegone..... Oh no, wrong tape! Actually it's been a pretty busy summer for operations as well as layout design in the PCR! A number of local operators and designers ventured to Cincinnati for the NMRA national convention. I understand the program was successful and featured the traditional Wednesday LDSIG tour and nightly operating sessions. My participation was limited to phoning into the LDSIG board meeting, which was just like a 3 1/2 hour conference call into a board meeting, as you might expect. Oh well, next year in Philadelphia!

Locally, many of the owners have been operating on their regular schedules, in some cases fortified by new air conditioners, making garage ops more comfortable during the summer. The fact that we've had a cooler than usual summer hasn't hurt either! As usual, with regular operators taking family vacations there have been extra board spots open and we've all had some opportunities to visit different layouts and make new friends.

Speaking of vacations and trips, I had the opportunity to make another Feather River photo expedition with the (now) four amigos, see Pat LaTorres' account elsewhere in this issue of the BL. (You can see my photos at <http://www.bayrails.com/layouts.php?m=4%20Amigos%20Visit%20Feather%20River%20Canyon>) There's nothing like the prototype for a good dose of inspiration!

I also had the opportunity to run on the maiden op session of a new SP prototype layout in the South Bay. This is a half-garage rendition of the SP's ex SPC line over the Santa Cruz Mountains set in 1932. The number of new, operations oriented layouts emerging is a demonstration of the strength of the operations movement in the PCR!

Another interesting development is that a number of

new as well as established layouts are experimenting with a 2 hour "mini-ops" format. This is great for smaller railroads with less staging that can't sustain the all day "op-til-you-drop" session as well as providing a flexible alternative for a smaller group of operators on a larger layout. The shorter time commitments also makes it ideal for weeknight sessions. I'd love to hear from you about your experiences if have been exploring with this idea!

It's never too soon to start setting your operating calendar for next year, so keep the weekend after Superbowl free for the annual Bay Area PCR/LD/OP Sig meet, Sunday will be the traditional "new to ops" sessions! There's no BayRails in 2006, stay tuned for 2007 but David Parks is planning an OP SIG program for the Sacramento PCR convention and we'll have the usual clinic track and SIG forums, so make plans now and register early if you can.

Following the LD SIG's successful incorporation, the OP SIG is considering a similar move. This will help ensure the continuation of the *Dispatcher's Office* and National Convention program. If you are interested in volunteering to help, please contact me at [sneumann@pacbell.net](mailto:sneumann@pacbell.net).

That's all for now, I really do need to finish those 3 industry spurs so I can start to operate my Niles Canyon Layout.!

### SIGs at the River City Express

The Operations and Layout Design Special Interest Groups (LD/OP Sigs) will have a number of clinics and activities at the River City Express PCR convention hosted in Sacramento, CA May 3 – 7, 2006. The OPSIG is looking for layouts within an hour or so of the convention site (Arden Fair mall area) which can host special operating sessions during PCR convention. Interested parties should contact Kent Williams via email: [kent@ownry.com](mailto:kent@ownry.com). Visit the convention website at <http://www.home.earthlink.net/~rivercityexpress/>

THINK SMALL

## Signals II

Little red and green lights beside your tracks can be a pleasing addition to your modules or layout. The effort required to attain smiles is small when compared to other embellishments we might add. The signals at Bodega's station corrected my forgetting of the crossing selector switch ( the lever controlling power to the crossing ). Then February's Scale Rails pushed me into buying a commercial version of the featured signal circuit. One of my simple signals (common anode, red and green ) connected to the 'occupied' and 'clear' terminals of a BD-2 (Circuitron's Current Sensing Detection Unit) now protects the first part of my mostly hidden main line. The protected section extends from tunnel portal T-5 to the turnout for the loggers sneak. My signal turns from green to red whenever a train is in that block.

I smiled. The signals at the station looked neat. The signal at the tunnel portal faithfully monitored the approach or departure of trains from sight.

BUT ! There were clouds on the horizon.

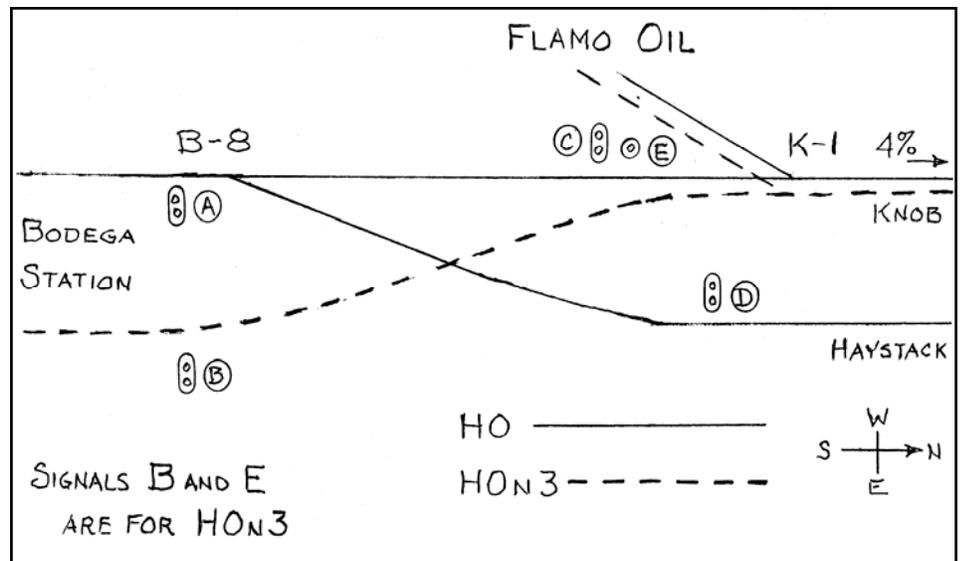
Sean, who is throttle qualified on my layout, came to visit. I flip the block switches and attend to turnouts when required but Sean runs the trains. Six year old Sean obeyed the departure signal at Bodega. The signal at T5 drew more attention. Kids do not learn about block occupancy at school.

After running a few trains, he sandbagged me with a logical question –the wisdom of kids - 'If signals are needed when trains leave Bodega, why are there no signals for trains coming back?' The kid was totally correct. I had provided protection on the south side of the crossing but the north side had nothing. By focusing on my 1:1 problem of forgetfulness the 1:87 world lost its creditability.

With our model railroads we struggle to attain a small version of the real thing. Our steam engines have cold fireboxes and our diesel locomotives are non-polluting as tiny electric motors make them go. However, they look like the big machines that make our eyes glow and hearts thump. We have fun with miniature replicas - not toys.

The wisdom of a little boy made me think. Yes - Houston, I had a problem indeed !

The rails just north of Bodega's station are a bit more



complex than the simple crossing of two main lines diagrammed last time for 'Signals I'. Here is the big picture.

The narrow gauge main line is actually dual gauge because wide gauge log and ore trains share the right of way up Knob Hill and use turnout B-8 when going to and from Bodega Yard. Also, Flamo Oil has important traffic for both gauges via turnout K-1 just before the rails start the 4% climb into the hills. Spend a few minutes looking over the track diagram. Signaling the complex would require a bit of thinking. Sean had shown me one dumb move. I did not want another.

Railroads spend money for signals to solve problems

(Continued on page 20)

(Continued from page 19)

and improve safety. We modelers often place signals for cosmetic effect. However, the eye catching little critters often make operations more enjoyable. Our best choice is to have signals that look right the railroad AND enhance our fun while running trains. It was time for some serious planning.

The need for south-bound signals at Bodega made me smile. I had the excuse for a fun project on the work-bench. The head scratching to make it work could come later. The little red and green lights beside the tracks dress up the layout. More important, they are easy and fun to build.

My first step was to collect the dried up ball point pens from various drawers - my additional signals would need brass tubes for masts. OUCH! - another part of my world where Big Oil flexed its muscle. The ink supply for ball point pens is now stored in plastic tubes made from oil. Result-- Plan B - K&S supplies brass and copper tube in assorted diameters to local and mail order hobby suppliers. Plus 3/32" (about 8" HO) would be a more dainty diameter than the 11" provided by my obsolete pen tubes. Stock No.1268 provides three 12" lengths of 3/32" brass tube. Bowing to life's changes I dug into my scrap boxes. My supply of bits of sheet styrene is strong. Building the 2'x4'x5' relay boxes to

support the masts would be no problem. BUT, I could find no ladder stock. Our hobby has matured. We do not slap the stuff on boxcars with printed cardboard sides. Ladder stock by the foot or yard has joined rotary dial telephones and 5 cent root beers. What to do? The ladder's metallic path for electrons is vital for my simple signals. I took the well worn path trod by short line railroads and old-model rails: "When you can't buy it you make it".

Find a small chunk of hardboard or smooth plywood, three short lengths of HO scale 2x10 basswood and some straight brass or copper wire about 0.023 inches in diameter. If your hobby supply can't help you, bare 22 gauge brass or copper wire (0.025" Dia.) will be stiff and straight if you clamp one end in a sturdy vise and pull hard on the other end until the wire "yields". Tin the wire and you have the material for side rails and steps. The next step is a tweezer and small soldering iron project. With a simple "jig" for assistance your ladder factory will surprise you. If you cut the steps a tad long and trim to length after they are soldered in place the job will be less stressful. The ladder jig is quite simple.

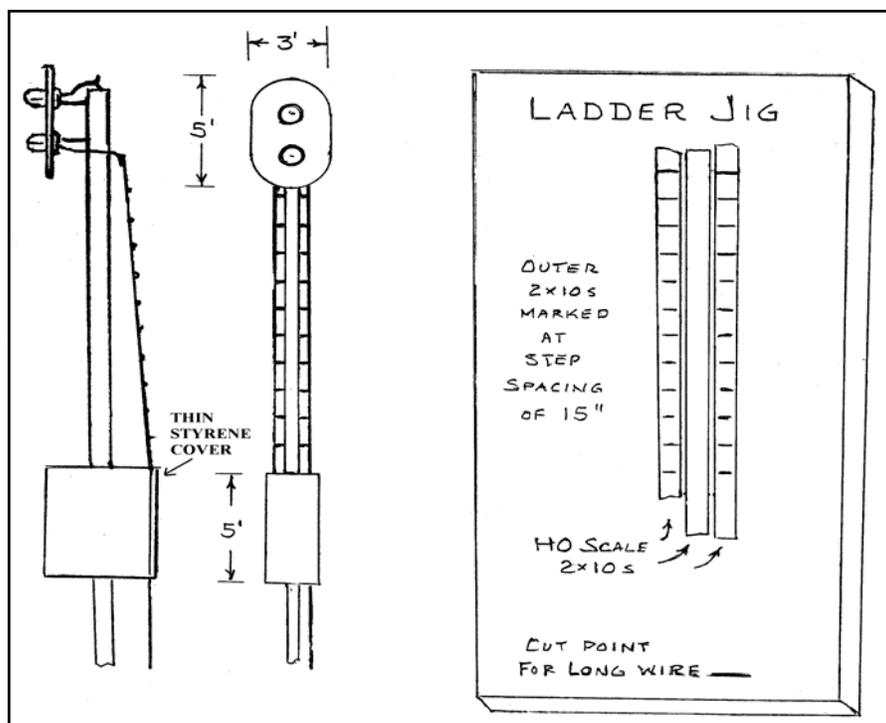
After soldering the steps in place, a few swipes with sandpaper and or small files will remove the bumps from your hand crafted metallic ladder.

Remember, we are building SIMPLE signals not contest entries. Flat black paint will divert attention from any minor defects when eyes are focused on those red and green lights. An alternate approach is to photoetch some ladder stock. I am not that brave. Etching uses nasty chemical stuff that smells bad and pushes my worry button.

Wow! You were working for the supply department; but now we can get on with providing proper signaling at Bodega station. I beg your pardon for not knowing I was specifying obsolete materials.

Signals A and B remain in place but they needed new wiring to look at conditions at turnouts B-8 and K-1. Contacts in addition to those available could be via micro

(Continued on page 21)



(Continued from page 20)

switches on the turnout throw bars or via relays. Signal A should show green when Bodega Western has the crossing and B-8 is thrown to Haystack or B-8 is set for Knob and K-1 is set for the main line. Any time the crossing is set for narrow gauge, signal A must be red. If broad gauge has the crossing and B-8 is set for Knob, the signal must still show RED if K-1 is thrown toward the Oil spur. This requires DPDT contacts on turnout B-8 and SPDT contacts for turnout K-1 and the crossing control.

Signal B's wiring also became a bit more complex. The green light requires both the crossing and K-1 set for the main line. SPDT contacts for the crossing and K-1 do the job. Signal A's lashup is the seriously complex one. Thinking through the contacts for proper Red and Green was a challenge. Remember the rule: Green - series all clear. Red - any hazard.

My simple common-anode signals are now meeting all north-bound requirements for both 1:1 and 1:87. This is a good place to pause.

The south-bound signals plus diode duplexing with single unit red-green

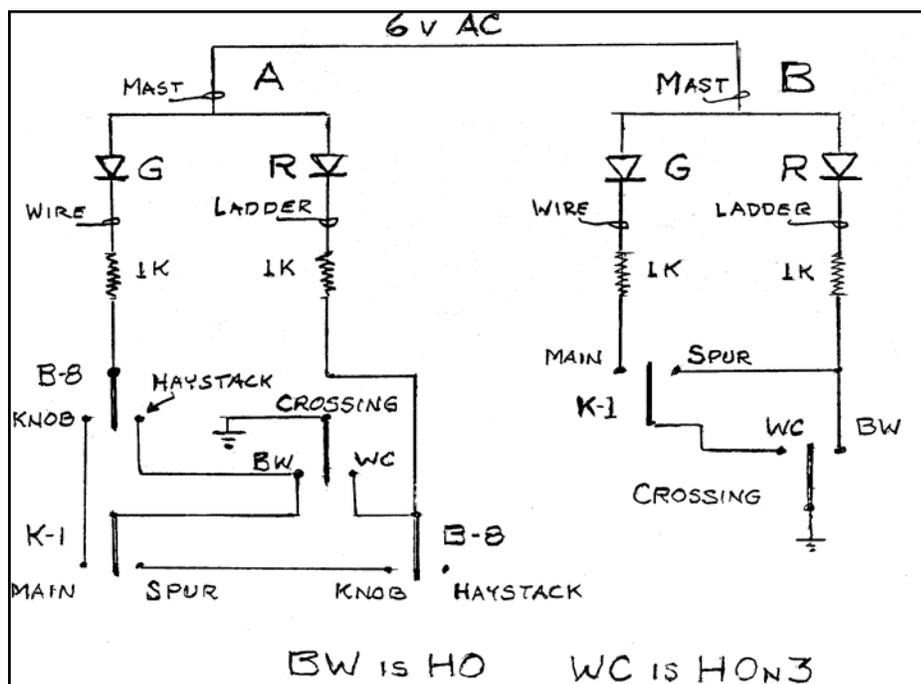
LED's are stuff for next time.

As Felix Katz said "Knowing the right connections is important" -for signals, that is.

Bill Williams The Ancient One

*Editor's Note: Bill started these articles in July of 1996 in the Redwood Empire Division CALLBOARD. You can access them all at :*

*<http://home.earthlink.net/~campgus/callboar.htm>.*



(Continued from page 1)

have with the region.

We have experienced some leadership changes in the region. Former Branch Line Editor Bill Kaufman submitted his resignation and Publication Department Manager Gus Campagna agreed to produce this issue. We are still looking for a new full time editor. Member Services Chair Bob Ferguson has also resigned and Jim Long has volunteered to provide that service.

I thoroughly enjoyed the 2006 NMRA Cincinnati convention. I attended a variety of clinics and visited 12 home layouts including 7 coal hauling Appalachian railroads. Three of them depicted my favorite B&O

railroad. Ten of the 12 home layouts had DCC power systems. The Train Show was huge and featured many new DCC products and RTR locomotives with DCC and sound. The banquet was held at the restored Cincinnati Union Terminal museum which is a fantastic edifice.

# VALLEJO MODEL RAILROAD CLUB

Becomes the

## Carquinez Model Railroad Society

The Vallejo Model Railroad Club was formed in November of 1976 when a group met at Dan Foley Park in Vallejo to discuss the feasibility of such a club and determine if there was sufficient interest.

After that meeting, we went to the Solano County Fair Board and they offered a space about 32' X 60' in the Civic Building and would charge the club only for the utilities (gas and electricity) used. The rate would be about \$30.00 per month. We jumped at the offer and shortly were in the process of building a new wall to separate our 32' wide area from the adjoining space. There was a door in this new wall that allowed us access to a restroom in the adjoining space.

By the time the Solano County Fair opened on June 13, 1977, we had the wall completed and benchwork built with a double tracked loop of track about 20' X 40' with a small amount of scenery. This was added on to for several years. In the meantime our charge for utilities climbed. Soon, the fair management said that the amount that we were paying had to be increased, and the new payment would not only cover utilities, but would be for rent, also. Within a few years after that, they told us they would have to double our rent, but they would also increase our space. We immediately got started taking down the wall that we had built and moved it to the new location. This now gave us a space 60' wide and 64' long, but at about that same time, a Child Care Center moved into the remaining space and their office would be in a 15' wide area intruding into our space on the east side of the building so we did not have the full 60' width of the building. We also lost the use of the restroom, since it was now in the child care area.

We expanded our HO scale layout and also started building an N scale layout.

We continued adding to our layout for many years, eventually having our Silver Jubilee in 2001.

Shortly after our Jubilee, we began to hear rumors about the fair "reconfiguring". The rumors became a reality, and in 2004, we decided that we should start looking for a new home, because it did not look like there were any plans for us in the "reconfigured" Fair being planned by the fairboard or by their hired consultants, the Mills Corp. By this time, we were paying rent in the amount of \$220.00 per month.

We looked at some sites in the area, but rent would range from .50 cents per sq. ft. per month for a bare warehouse type environment, to over \$1.00 per sq. ft. per month for something with a finished interior. We had about 3000 sq. ft. in the Civic Building. We definitely did not want to lose space in the move, and we definitely did not have that kind of money to spend, it seemed obvious that we would have to look elsewhere.

We contacted the City of Vallejo, hoping to find some available building that the city could let us use for a price within our budget. The City of Vallejo would not help us, either.

We checked out the refurbished Southern Pacific RR station in Benicia, but the space available (the baggage room) was only about 30' X 30' and had a big platform scale built into the center of the floor that would have to be avoided. Also, there were 1/2" wide cracks between the planks in the floor, and the cold air blew up from the unfinished basement (maybe great during the summer, but a definite problem during the winter).

About this time our vice president, Ron Costa, who lives in Crockett, mentioned that the old "Independent Order of Odd Fellows" (IOOF) Lodge there was not used anymore, and it might be worth looking into. We contacted the lodge management, and things began to look brighter. The main lodge room on the 2nd floor is 36' X 60' and is completely free of supporting columns. There are also several

We have decided on a name for the club (can't call it the "Vallejo Model RR Club" now that we are in Crockett). Our new name is "Carquinez Model Railroad"

other rooms as well as a large kitchen with 6 long "family style" tables, that can be used as a workshop and to hold meetings and clinics. Best of all, there is a restroom.

We would occupy the complete 2<sup>nd</sup> floor, a total area of about 3600 sq ft.

We started moving out of the Civic Bldg. in May. We saved most of the structures and trees. We saved all of our Tortoise switch machines. We are planning on using Code 83 track, so all of our hand-laid code 100 track was scrapped (it probably could not be reused, anyway). We saved a lot of our electrical parts & relays. We took apart our benchwork where possible but most of it just had to be tossed in the dumpster.



All of the saved buildings and scenery material were packed into cardboard boxes of a uniform size for easy storage in Crockett until we can reuse them. The boxes are all cataloged on a database on the computer. The benchwork lumber is all sorted by size and stored.

Our wig-wag signal is in the hands of a person that will try to sell it for us. We still have the two flashing light crossing signals, but one was dropped from the forklift when the fairgrounds maintenance people were helping us take them down. It broke the cast iron "crossbuck" and one of the flashing light assemblies from the mast (hopefully repairable).

As of July 1, we were completely gone from the Solano County Fairground...almost. The fair manager let us keep our modular HO layout in the Civic Bldg until the start of the fair, without charging us rent for the month of July. We set it up in McCormick Hall prior to the fair, which started on Friday, July 15, and on Monday, July 25, after the fair was over, we packed it up and moved it over to Crockett.

There were very few people that came by and saw us in McCormick Hall during the Fair. Those that did come by said that they really missed the main layout in the Civic Building. Only a couple of hundred tickets were sold for our drawing for Wine Train tickets during the fair. We probably only broke even on

the cost of the two sets of tickets for first and second prizes and the cost to have the drawing tickets printed up. But getting out of the Civic Building when we did saved us from having to pay one or two additional months rent, and allowed us to get started in Crockett.

We have decided on a name for the club (can't call it the "Vallejo Model RR Club" now that we are in Crockett). Our new name is "Carquinez Model Railroad Society". We plan on applying for 501(C)3 status for tax reasons, and the terminology "Society" will help more with this than "Club".

We are not sure if we will actually establish a new railroad to replace the "Vallejo & Solano Western". Maybe we will just run whatever trains we want to run. Maybe we will really go historical and model the railroads of the area (SP, AT&SF, Bay Point & Western, Sacramento Northern, etc). We don't know at this time.

The new control system will be DCC with some portions of the layout with DCC and analog control. We intend to build a mainline operation combined with a short line railroad, in a local California setting. The time frame will be the transition era (1950s) to present

Our new address is 645 Loring Ave., Crockett, CA, 94525.

Our phone number is (510) 787-6703, and it has an answering machine.

We have started putting together a new website. It is still in the initial stages of development, but it does have a photograph of the inside of our layout room, and other info. Check it out at: [www.CarquinezMRS.org](http://www.CarquinezMRS.org).

We are holding our meetings at the Crockett location on Wednesday evenings starting at 7:00 PM and running through about 10:00 PM.

We hope that all our old friends from the Redwood Empire Division will come and visit us at our new location and you are always invited to hold one of the RED meetings there, even though we are now part of the Coast Division. Coast Division members are sure welcome, also.

Memberships are available. Get in from the start, assist in the design and construction of a dream layout, and enjoy the hobby with new friends. The dues are \$20 per month, with 3 months dues required at the time of joining. A one time \$50 layout construction fee is required within 6 months of joining.

# Club Info

## **BAY AREA NTRAK MODEL RAILROAD CLUB**

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

## **CALIFORNIA CENTRAL MODEL RAILROAD CLUB**

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

## **COASTAL VALLEY LINES**

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

## **EEL RIVER VALLEY MODEL RAILROADERS**

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

## **ELSIE**

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

## **GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY**

Located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Club meetings and behind the scenes tours, to which you are welcome, are Friday evenings from

7:30 to 10 pm, and Wednesday afternoons from 12 to 4 pm when work on the layouts typically is done. We welcome new members in all our scales, O, HO and N, including narrow gauge and traction enthusiasts. For information, a map and to see photos view, [www.gsmrm.org](http://www.gsmrm.org). Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 pm). For other information or to schedule special shows, email John Edginton, EBMES President, at [jedginton@edg-law.com](mailto:jedginton@edg-law.com) or use the communication section of the website.

## **HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB**

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

## **MOTHER LODE MODEL RAILROAD CLUB**

The Mother Lode Model Railroad Club meets every Wednesday evening at 7:00 pm in the old historic primary school building located in Sutter Creek. Additional meetings normally are also held every Saturday at 9:00 am. We are a modular HO club and are fully DCC operational. For further information call Joe Stafford at 209 245-5016.

## **NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY**

The Napa Valley Model Railroad Historical Society meets at The Napa Valley Expo (fairgrounds) at 575 Third St. in Napa every Friday from 7:30 pm to midnight. Visitors are always welcome but must be at least 14 years old to join. Our railroad runs between Napa and Ukiah with offline connections to Stockton and Portland. We have large classification yards at each end of our system, which includes about 700 feet of mainline. Scenery is about 80% complete. The layout is never really finished, because we are always tearing part of it down and rebuilding it! As there are 80+ members with varied interests in our group, the time frame is compromised at about 1940 to present. The rolling stock on the railroad is member owned with emphasis on reliability and realism. Our schedule normally calls for a formal run session the second Friday of every month. Info: John Rodgers (707)226-2985 [napajohn@napanet.net](mailto:napajohn@napanet.net) <http://www.nvmrc.org>

### **SACRAMENTO MODEL HISTORICAL SOCIETY**

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to [dmegeath@aol.com](mailto:dmegeath@aol.com); web site <http://www.smrhs.com> Modeled as the Sierra Central Railroad, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 pm.

### **SACRAMENTO MODULAR RAILROADERS**

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

### **SAN LEANDRO HISTORICAL RAILWAY SOCIETY**

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

### **SILICON VALLEY LINES**

The Silicon Valley Lines is located at 148 E. Virginia St. San Jose, CA. It meets every Friday evening from 7:30 pm until 11:30 pm. Business meetings are held on the first Friday of each month and operating sessions are held on the last Friday of the month. The Silicon Valley Lines is an HO layout utilizing DCC for realistic operations, computer-generated train orders and radio- based dispatching. For additional information, contact Mark Gurries at 408-377-0544. Visit our web site at [www.siliconvalleylines.com](http://www.siliconvalleylines.com)

### **SOUTH BAY HISTORICAL RAILROAD SOCIETY**

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

### **SOUTH COAST SOCIETY OF MODEL ENGINEERS**

Santa Barbara, California. We meet every third Tuesday at 7:30pm and other times. The club consists of enthusiasts of all

scales and prototypes. Membership is \$2 per month. The club has no address, but activities includes operations and work sessions at member layouts and field trips. The club has a collection of railroad books and videos for loan to members. Email the club secretary, Walter Naumann at [wjnaumann@aol.com](mailto:wjnaumann@aol.com) or phone at 805 564 1359.

### **TRI-CITIES MODEL RAILROAD CLUB**

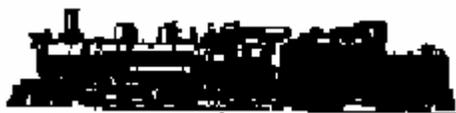
The Tri-Cities Club meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO scale layouts. Work nights are Friday, the business meeting is the 1st Tuesday of the month and operating session are on the 1st and 3rd Sunday. For more information contact Stanley Keiser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

### **VALLEJO MODEL RAILROAD CLUB**

The Vallejo Model Railroad Club has moved to Crockett and is now the "Carquinez Model Railroad Society". We completed our move from the Solano Co. Fairgrounds in July, and are in the process of getting our new building ready to accept a large model railroad. In the coming months, we will be deciding all of the "good stuff" of planning a model railroad. i.e. location modeled, era modeled, etc. We need to develop a track plan that will fit into our 36' X 60' layout room. We need to decide if we will model a prototype railroad or a freelance one. We are located on the second floor of the inactive "Independent Order of Odd Fellows" (IOOF) Lodge at 641 Loring Ave. (actually, the second floor has its own address as 645 Loring Ave). The walkway to the second floor is on the west side of the building. Our club still meets every Wednesday evening from 7:00 pm until about 10:00 pm. Since our secretary still lives in Vallejo, we are maintaining our mailing address as P.O. Box 4057, Vallejo, CA 94590-0405. Our new telephone number is (510) 787-6703 and it has a recorder so you can leave a message if you call while we are not there. E-mails may be sent to either [LoggingRR@aol.com](mailto:LoggingRR@aol.com) or [Lambertrp@earthlink.net](mailto:Lambertrp@earthlink.net). Please state "Carquinez Model RR Society" in the subject. We are developing a new website at [www.CarquinezMRS.org](http://www.CarquinezMRS.org). Presently it is limited in its information, but it will include much more as we grow. New members are welcome. Get in from the start, assist in the design and construction of a dream layout, and enjoy the hobby with new friends.

### **WALNUT CREEK MODEL RAILROAD SOCIETY**

The Walnut Creek Model Railroad Society open on the last Friday night of every month from 8 pm to 10 pm for operations. Fares are \$1 for 6-12 and seniors over 60 and \$2 for adults. Membership in the Society is always open to all modelers interested in HO scale. The Society is located at 2751 Buena Vista Ave, Walnut Creek, CA 94597. (925) 937-1888 (recorder). Visit our website at [www.wcmrs.org](http://www.wcmrs.org)



**MEMBERSHIP APPLICATION** 5/05  
**PACIFIC COAST REGION**  
**NATIONAL MODEL RAILROAD ASSOCIATION**

LAST NAME: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIPCODE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_ NMRA # (if a member): \_\_\_\_\_

FAMILY MEMBER NAME(S) \_\_\_\_\_

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

- PCR and NMRA for one year at \$51.00
- NMRA YOUTH and PCR at \$36.00
- NMRA Affiliate and PCR at \$29.00  
(No NMRA Newsletter)
- Branch Line Subscription (requires NMRA membership# above) at \$6.00
- PCR Family Associate at \$1.00 (Must have Regular PCR member as sponsor)
- Check here if this is a renewal PCR# \_\_\_\_\_

Send Application form and remittance to: PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553.  
 Allow 3-6 weeks for processing.

### The Golden Spike Award

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

#### Qualifications for the Golden Spike Award

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

Member \_\_\_\_\_ NMRA# \_\_\_\_\_

Address \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Scale \_\_\_\_\_ Type of Pike \_\_\_\_\_

Verification by \_\_\_\_\_ NMRA# \_\_\_\_\_

# PCR CALLBOARD

## OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)

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• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
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• Director, Coast Division	Kermit Paul	(925) 935-1859	(no e-mail)
• Director, Sierra Division	Jesse Menefee, Jr.	(916) 363-6640	(no e-mail)
• Director, Redwood Empire Div.	Ron Plies	(707) 725-9063	rlplies@cox.net
• Director, Hawaiian Division	(vacant)	<i>Hawaiian Division is not active</i>	
• NMRA Regional Advisory Council	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com

## ADMINISTRATION DEPARTMENT

• Manager	L.E. "Gene" Mayer	(916) 486-0934	GeneFWRR@aol.com
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• Nominating Committee Chair.	<i>[no permanent chairperson; interim appointments are made as needed]</i>		
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
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• Membership Promotion Chair.	(vacant)	---	---
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• Education Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coordination	Dave Parks	(650) 961-7644	westernbear@msn.com

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• Publisher	Bob Ferguson	(925) 228-6833	BobPCRCD@aol.com
• Editor of the <i>Branch Line</i>	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Circulation Manager	(vacant)	---	---
• Webmaster	Kevin Hurley	(831) 728-1934	kmhurley01@pcrnma.org

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• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
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• 2007 Santa Cruz	Kevin Hurley	(831) 728-1934	kmhurley01@pcrnma.org
• 2008 Fresno	John Houlihan	(559) 435-0874	rubyjohn@comcast.net

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• Division Contest Chairpersons:			
• Daylight Division	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Coast Division	(vacant)	---	---
• Sierra Division	Norman Morris	(530) 742-6930	normanmmorris@aol.com
• Redwood Empire Division	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Model Contest Chairperson	(vacant)	---	---
• Photo Contest Chairperson	(vacant)	---	---

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

## NON-RAIL ACTIVITIES DEPARTMENT

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

SECOND-CLASS POSTAGE  
PAID  
MARTINEZ, CA 94553



# Calendar

August 20, 2005 **Napa Valley Model Railroaders'**  
Annual SWAP MEET AND SHOW 8am to Noon,  
Napa Valley Expo Center (Fairgrounds) contact:  
John Rodgers (707)226-2985  
<napajohn@napanet.net>

August 26-28, 2005: **Portola Railroad Days**, Western  
Pacific Museum at Portola

August 27, 2005: **Daylight Division** meet in SLO

September 11, 2005, 9:30 AM **Coast Division** meet.  
Bushser Middle School, Santa Clara

September 24, 2005: **Sierra Division** Meet at Belle  
Cooledge Library in Sacramento

September 24-25, 2005: **Costal Valley Lines MRC** Train  
Show at Oakmont, Santa Rosa

September 24-25, 2005: **GATS** Santa Clara Fairgrounds

October 29-30 **Stanislaus Model Railroaders** Show at  
the new Gene Bianchi Community Center 110 South  
Second Avenue, Oakdale.

November 19, 2005: **Daylight Division** Meet,  
Bakersfield. Hosted by the Golden Empire Historical  
& Modeling Society. Contact Doug Wagner at (661)  
589-0391 or at [carldw@aol.com](mailto:carldw@aol.com), for further  
information

November 12-13, Northern California Model Railroad  
Show (**RAILFAIR**) at the Placer County Fairgrounds  
in Roseville.

November 20, 2005: **Redwood Empire Division** Meet in  
Tiburon, Marin County.

December 4, 2005: **Coast Division** Meet in Redwood  
City.

January 14 & 15, 2006: **Golden Empire Historical and  
Modeling Society**, model train show Bakersfield

Gus Campagna is trying to keep an updated calendar at  
<http://home.earthlink.net/~campgus/#projects>. Email  
him with any regional, divisional, or otherwise  
interesting events.