



BRANCH LINE

NMRA'S FIRST REGION

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1st Place - Model Photography Color
Mark Schutzer at the 2008 PCR Convention

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President's Message

Ron Plies

Picking up where I left off in my last column in the fall issue of the Branch Line, just as I was sitting down to write this column word reached me that Mr. Clyde Lippincott, another long time member, supporter and friend of the PCR had passed away. Also, just before our PCR board meeting on Oct. 18th, I was informed of the passing of Mr. Don Cabrall, also a long time member, supporter and friend of the PCR. Don was one of the first people I met when I started working on the PCR convention in 1999 and we became good friends. He was the kind of person you enjoyed being with and sharing this great hobby.

As you may remember in my last column I talked about a program that my

company used at their annual conventions. They played for the background music the song "Thanks for Being a Friend" and showed a montage of photos to honor those that had worked for the company during the year. With the support of the 2009 Convention chair Mr. Chuck Mitchell and his committee, it has been agreed to have this kind of presentation in April at our next convention in Fremont.

I have asked Ms. Carol Alexander to be the person of contact and she has agreed to put this program together for us. Please send photos by e-mail to carolnma@msn.com or by mail to Ms Carol Alexander, 5307 Spain Avenue, Santa Rosa, California, 95409. We would like to see photos of the people, places, and activities of the PCR that we would all enjoy seeing. So your part, if you choose to take on this mission, (sounds something like a movie title) is to get together all of the photos you have taken over the last year or so of the people who have meant a lot to you and you wish to honor

The future is looking good for the PCR and as the fireman would call out to the engineer as the train is moving, "By the green and high green ahead." So I know each of you would respond "high green ahead and high ball the drag."

at the convention. Also send photos of the different events that you have been to at Regional, Divisional, or other meetings that you would like to have included in this montage.

Carol has asked for a deadline of April 1st so she will have time to put this all together. She has also asked that each photo come with a caption

stating who took the photo and what and who the photo is about. I am sure we would welcome any comments if you wish to make them and help make this a very successful program. I am sure this will be another reason for you to plan to attend our PCR convention in Fremont April 15-19th . If you have not already signed up there is an application in this issue of

the Branch Line.

Regarding Board matters, your Board has agreed to purchase two more digital projectors. This will give us four projectors so one can be placed in a central location in each division to be used at their meetings and then brought to the regional convention for use at the different presentations. The two that we bought a few years ago have more than paid for themselves in saved rental costs. Additional funds have come in from different groups that have rented them from us. The projectors have been used numerous times at division meetings. A big thanks goes to Carol Alexander and Steve Skold for taking the time and effort to find us the best deal on these projectors and picking them up.

The Board gave permission to your President to write a letter to the NMRA President and Head of the Convention department stating that the 21st

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VIEW FROM THE LEFT SEAT

Pat LaTorres

As I begin this column, I want to mention something that folks may not be aware of, the delay between when these words are written and when you finally get to read them. This column was sent to Bill on the first of December, but you may not see them until late December or early January. This is pretty much true throughout the magazine business. Even when looking at the on-line version of the Branch Line, there may be a few weeks between the deadline that Bill has us working against and when the magazine gets posted to the PCR web page. So if things sometimes seem to be in a minor time-warp, it's because we wrote them a few weeks, or even months ago. I actually had a completely different column written and ready to send off to Bill, but events of the last few months gave me cause to write what you're reading today. Also, some folks seem to be somehow bothered by the photo that I provided Bill, while I think it may be one of the best ever taken of me. Anyway, I've included a new photo for this issue, which those of you that don't know me personally can view in context with my candidate's statement – also in this issue.

But, I won't let it die there. I ask each of you to let Bill know which photo you think is the better choice and I'll leave it for him to go with the majority.

The weekend of the 9 & 10 of August I had planned on moving in some seven cubic yards of dirt and building a retaining wall, to modify my side yard in preparation for outdoor trackage where we could run that nice live steam 0-6-0 that Ronnie and I received as a wedding present. When I put out a call for help on this project four members of the Coast Division volunteered to spend a

Saturday work session helping on this project. Three of them, Dave Connery, Keith Wandry and Steve Wesolowski, are folks that I had met through my association with the NMRA and I consider myself blessed to have as friends. The fourth, Walt Handlos has been a friend for over 37 years, we first met through a common interest in bicycle racing back in 1971 and some nine years later he encouraged my getting involved with model railroading (I'm still viewing this as a "mixed blessing"). With their help (and some earth moving equipment) we made short work of the job, getting done in only two and a half hours.

Unfortunately I also found that seven yards wasn't near enough, so there may be another five yards or so moved before track starts going down. But, this is a side of the NMRA that may not get the publicity it deserves. Not the source of "slave labor", but the friendships that develop through our common enjoyment in the railroad hobby. These friendships make both one's modeling and one's personal life so much richer and in my case came about directly from my involvement in the NMRA. By the way, I'll take a moment here to very publicly thank these four friends for helping Ronnie and me build a dream! As Ron Plies mentioned last issue, once made these friendships often last for and have a profound impact on the rest of our lives.



Our fearless leaders, Pat on the left and Ron on the right

One item which combines both model railroading and my personal life was taking time out of my schedule to try and make it up to Vallejo to check up on, and visit with Walt while he started his journey back from a stroke suffered over Labor Day weekend. But again, that is what friendships are about – caring about and for each other. I am glad

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to report that Walt left the hospital on October 15 and will be working on his rehab while living with his cousin, down in Arroyo Grande, south of San Luis Obispo. Ronnie and I are planning to take a weekend trip in mid- December to visit with him down there and keep an eye on him.

On this same subject, I (as well as many PCR and especially RED members) lost a friend and role model this past October as Don Cabrall marked up on that extra board in the sky. I know that he's working with a good crew up there. Also, as the year wraps up my thoughts touch on Francis Wong, Charlie Piggott, Frank Beavers and Jim Martin, other PCR members that left us in 2008. Please keep their families in your thoughts.

Another activity which came about through model railroading is my involvement with Operation Lifesaver, through the San Leandro Historical Railway Society. I took a day off from the "day job" to talk with students at a middle school in San Leandro on the dangers and the joys to be found in the real world of railroads. The SLHRS, as part of the Operation Lifesaver and the State of California has been doing presentations at schools in San Leandro and San Lorenzo for over six years now and it is a true pleasure to see the look in the eyes of some of these kids when the message we have gets to them. From what we've been told by the state director of this program, we are the only group within the state to regularly be invited into public schools to give these presentations. This goes back to something I mentioned last issue, sometimes what we get back from the NMRA is the joy of giving to others. If you have the opportunity to get involved in a program of this nature, by all means go for it. You will get back so much more than you give!

I realize that I'm getting close to the end of this term as Vice President of the PCR, which I'll touch on more later in this issue of the Branch Line. Though I will say now, that if you'll have me I'd like to be back for another term. It's been an interesting and exciting two years, on a number of different levels. By taking the opportunity to travel to divisional meets in each of our mainland divisions, I've had a chance to meet a lot of



Still needs about five yards of dirt

members and make some new friends. I feel that it's been a good experience to see how things are done in other areas of the region, to have my eyes opened to several new ideas – some good, some maybe not so much so. The fact is, the more we experience, the more we learn. Sometimes it's learning something that we can incorporate into our expression of the hobby and sometimes it's things that might not work as well for us. This doesn't mean that something is "bad", but just that it's not necessarily the "right thing for me." So take some time to not just look, but see what others are doing in the hobby. And, over the next three months take the time to talk with at least two non-NMRA model railroaders (that's less than one a month!) about why you are a member and what is in it for them. Also, if for some reason you have not yet registered for "Rails Across The Bay", our 2009 PCR Convention, you still have time to do so. This will be one not to miss, with several fine clinics and a chance to share with many old friends, or to make new ones.

One other item which I want to touch on in this issue is that the NMRA national convention will be visiting the PCR again in 2011, barely two years out from when you read this. Just over a year ago a group of PCR members, under the banner of 21 Century Limited, Inc – it's the corporation/committee which put on the 2000 NMRA national convention in San Jose – started laying the groundwork for an NMRA national in Sacramento, CA for 2011. Having spent some time working

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with these folks, I can assure you that everyone of them is doing what they feel is in the best interest of both the NMRA and the PCR. They have an exciting vision of a convention unlike any that has previously been presented.

Unfortunately, some national officials of the NMRA felt that National's authority was being reduced and that this was some sort of threat. This, in spite of the fact that attendance at NMRA National Conventions has been in a steady downward spiral over the past several years. Fortunately, the PCR Board of Directors committed to taking what time was necessary to resolve the issues and conflicts that were believed to exist, from everyone involved on the regional level. As a result, the committee will be ramping back up to full effort to bring us and all of the NMRA quite possibly one of the most innovative and exciting conventions ever. The PCR board has committed to stand behind and support the committee in this effort. Over the next two and a half years there will be requests for folks to help as volunteers in putting this convention together and I hope that you'll come on board as well. Even before then, if you feel that you have something which you can contribute to this effort, please contact Ray de Blicek; he might just pull you onto the train sooner.

What caused part of the problem mentioned above is what I, and some others see as issues with management at the very top of the NMRA which at times appears marginal at best. For some years the national leadership of the NMRA had seemed to focus on what could be done to enhance and benefit the National organization (this problem probably peaked during the "Bob Charles Years"), rather than what can the National do to enhance and benefit the Regional and Divisional organizations. Please note how the upper case letters moved in those titles. Until National can figure out that one builds something from the foundation up, rather than from the roof down this problem will continue to haunt us. As long as certain parties at the top of the NMRA can't figure out that they work for the benefit of the membership, NOT the other way around, I see this downward trend in both attendance at our national conventions and in the overall membership continuing. The most

important concern is and should continue to be, what the NMRA can do to enhance the services and benefits to the local/individual member at the Regional, if not the Divisional level. If you have some specific ideas on how we can improve your modeling experience on the local level, please let us know and we'll take a good hard look at it. Though also keep in mind that if we don't push for an idea, it may be because it's been tried in the past and didn't work. We really do try to learn by the mistakes we and others have made before.

The other problem that we had to work through was a certain level of confusion, caused by people reacting to comments made by others about "what someone else said". Some members seemed to be concerned that the PCR Board of Directors and other members of the region had been involved in some questionable activities, without taking the time and effort to actually go to the source for accurate information. All I can say is that our BoD meetings are and always have been open to every member of the PCR; there's even an opportunity for "Member Comment" in the meeting agenda. I (and the rest of the Board) invite you to sit in on our meetings to see what really happens to make this region run. I will warn you that you may end up bored to tears, because there's an awful lot of routine work that just gets things done. Also, if you become too familiar to us, we may try to draft you into some committee or other. Our next meeting will be on the Wednesday at the beginning of the PCR convention on April 15th.

Even though this Branch Line probably won't be out before the holidays, I hope you had a great Thanksgiving, enjoyed all of the December celebrations and had a grand New Year. Take time to celebrate your friends and families and the joy that comes from having each of these people in your lives. While model railroading may be a large part of our lives, it is not the only part. Until the next time, keep modeling and have fun.

EDITOR'S NOTEBOOK

By Bill Kaufman

Sometimes we are not just a bunch of grumpy old men wearing eyeshades and hiding in the basement. The South County Garden Railroaders are an informal bunch of guys who got together to do something. We ran a little blurb on them a couple of issues back. I got the following note from them.

THANK YOU NMRA FROM THE SOUTH COUNTY GARDEN RAILROADERS FOR BEING A "HERO TO THE HUNGRY". We collected 3 truck loads of food and over \$1200 in cash to help feed the hungry in our area and shared our gardens with 400 of our friends and neighbors this year. Hope to See You Again Next Summer. If you would like to be added to our invitation list for next year, please email me at dalemcanally@verizon.net and I will let you know when next summer's date has been set. We had a wonderful time, did a lot of good for some very worthy organizations and introduced a lot of folks to the wonderful world of Model Railroading. While the last was not the intended purpose, the event turned into to a wonderful "outreach" to our communities. Heard many comments such as "I could do this in my yard!" and "Yes, son, we should get the railroad that Dad left to me down and set it up". Again, thank you all for making it such a wonderful day for all of us!

Dale



We have a great resource, our model railroads, whether they be layouts in garages, modular groups, garden railroads, Fremo or whatever. We often think of them in promoting our own hobby. Non-modelers like them too. We should offer them to the community more often.

Just happens we have another example of exactly the same thing. Rod Smith, Chuck Mitchell, Steve Wesolowski and Dave Connery went to Mariposa. Two members of the local Methodist Church had put together a layout tour to benefit the Mortgage fund. Dave wrote a nice article. He also has his usual quality reviews of a book and a freight car kit.

A bunch of the usual suspects packed up their Yosemite Short Line and displayed it at the National Narrow Gauge Convention. It sounded like a road trip. Besides, they don't usually find any trains when they go out railfanning so what was different about this? Anyway I coerced Pat LaTorres into writing the whole thing up. It sounded like great fun.

One thing that only appears this time of year is the PCR ballot (p.33). Pat LaTorres and Ron Plies have candidate statements. Nobody is running against them. But it would be nice to flood Jim Providenza's mailbox with ballots.

Brewster and his crew have been active with the Boy Scouts and their Railroading Merit Badge. We have a blurb from the national coordinator. Mike Oberg is back talking about his second layout tour. John Sing checks in with a visit to the Kato showroom. He finally did it. There were no words at all accompanying the pictures. And there are the usual division reports, though Hawaii is more than your average report.

Unfortunately Branch Line grew this issue and I had to blow off some regulars. There is no "Tales of the Santa Cruz Northern" this time. I will be back. Mary Moore Campagna had non-rail stuff. I'll try to do better next time. - Bill

MADE IN THE PCR

Andersen Model Kits HOn3 AS&F Box Car

Review by Dave Connery

In 1899 the Florence & Cripple Creek Railroad in Colorado bought 200 high quality narrow gauge boxcars from American Car & Foundry. By 1915 the F&CC had been leased by the Colorado Springs & Cripple Creek and was either abandoned or converted to standard gauge. These cars became available and soon were found on a number of narrow gauge lines around the west including the N-C-O, Magma Arizona, Montana Southern, Nevada County Narrow Gauge, Pacific Coast Railway, US Navy in Hawaii and the SP Narrow Gauge (former Carson & Colorado).

An excellent article on these cars by Herman Darr appeared in the March 1993 *Railroad Model Craftsman*. There is also a Quick Pic booklet on these F&CC 500-699 box cars. I chose to model a car lettered for the C&C using this kit and I am pleased with how nicely the finished car looks.

Let me state right at the onset, this is not a “shake the box” kit, in fact far from it. If you built craftsman car kits in the late 1960’s and 1970’s then this kit should really appeal to your sense of nostalgia. If you are proud of your skills with a laser cut, tab-and-slot kit then you might enjoy testing your mettle with this kit.

The key to the model is a book of instructions. The “book” is 13 pages plus front cover, and

inside and outside back covers and perfect (spiral) bound. There are seven color photos of the car, both as completed and the details under construction. In addition there are drawings and a photograph to identify the brake system detail parts. Directions take you step-by-step through every thing that needs to be done to produce a very accurate and contest-quality detailed piece of rolling stock.

The kit includes some scribed siding material, strip wood in various sizes, styrene strips, brass bars, brass wire, Grandt Line cast brake detail parts, NBW’s and stirrup steps and Kadee #714 couplers and #716 trucks. There are also materials and directions to build a jig for gluing the underframe together. All you need are your basic hand tools (listed), paint, decals and adhesives (I used cyanoacrylate and kicker).

While the directions are very complete, there was a bit of confusion in the part numbering. While each part is numbered and listed in the parts as separate pieces, in fact they all need to be cut from the various stock materials. The numbering of parts was mostly off by one number between the parts listing and the written directions and there were several inconsistencies in part naming/numbering/dimensions.

I also found it frustrating that while the siding

and end material appeared cut to the proper height, the scribing then went in the wrong direction, necessitating cutting all the pieces with a NWSL dupli-cutter and then piecing together four small pieces to



not a “shake the box” kit

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

Century Limited Inc. will be the representative of the PCR and will be the organization with its committee to put on the 2011 convention at Sacramento, California. So with this formality, Mr. Ray deBlicek and his committee have a green light and can proceed at speed. You will be hearing more about the convention in the future.

As we come to a new year I would like to thank all of those who make the PCR work. A big thanks to my executive council Vice President Mr. Pat LaTorres, Treasurer Mr. Larry Altbaum, and Secretary Mr. Rich Kolm, our Board of Directors, Mr. John Houlihan, Mr. Rod Smith, Ms. Mary Moore-Campagna, Ms. Carol Alexander and Mr. Eric Minton. All of these fine folks put in a lot of time, seen and unseen, to run this great organization. There are so many others that I would run out of room if I named them all, but thanks to all of you for a wonderful 2008.

One last thing, you will find a ballot in this issue to vote for this upcoming fiscal year. So please take a look at the ballot vote for those you wish to see as officers of your PCR and return them as soon as possible. Last year the Hawaiian Division had a return rate that was 15 to 20% higher than the general population of the PCR. I know they will even do better this year so let's all vote and get those ballots back to our election officer. I would like to see 95-100% return but 85% would be OK. Thank you for your anticipated cooperation in this matter and get those ballots in.

The future is looking good for the PCR and as the fireman would call out to the engineer as the train is moving, "By the green and high green ahead." So I know each of you would respond, "High green ahead and high ball the drag." Ron Plies MMR PCR President.



(Continued from page 7) *Kit Review*

make up each side. I used a Kadee #715 jig for building the trucks (it helps hold the 8 springs in place between the bolster body and the spring board so you can clamp the two and then insert the set into the truck side frames) another testy job. In the end I substituted a pair of MDC/Roundhouse HOn3 trucks as the Kadee's did not have a really good rolling quality after some considerable tweaking.

The kit reviewed here sells for \$25 - a real buy when you measure the cost of the kit in hours of modeling. Andersen Model Kits is owned by Tom and Julie Anderson, PO Box 201, El Granada, CA 94018; www.modelrailroadkit.com; tom@tomanderson.biz; 650-740-7074.

The company also produces a Slide Back Load Jammer and a flat car in HOn3 or HO, an adobe church and a chapel, ready-made evergreen and aspen trees, railroad photos and cards, and indicate they will soon have available a two to five stall HOn3 roundhouse kit with machine shop. They indicate several of their kits will soon be available in O scale as well.

Product Update: In the July-September Issue of Branch Line I reviewed several scenery products from *The Driftwood Scenery Company* of Carpenteria, CA. Recently PCR member/owner Fred Stapp notified me that he had found one of his products was losing its natural color on his home layout. I've noticed a bit of loss on my own layout - probably from the UV segments of light from the fluorescents I use but I continue to love these products.

Fred has developed a dyeing process that overcomes this drawback. The specific product is his sheet moss (extra fine sifted and chopped). He has made a great product even better. These products are sold in 1 pint bags and cost \$8.00 each - covering approximately 4 sq. ft. of layout.

You can see the full product line at www.driftwoodscenery.com and contact Fred at fstapp@cox.net. The Driftwood Scenery Company, 755 Sandpoint Rd., Carpenteria, CA 93013.



WRITTEN IN THE PCR

Western Pacific Depots and Stations

Written by Stephen Hayes

Reviewed by Dave Connery

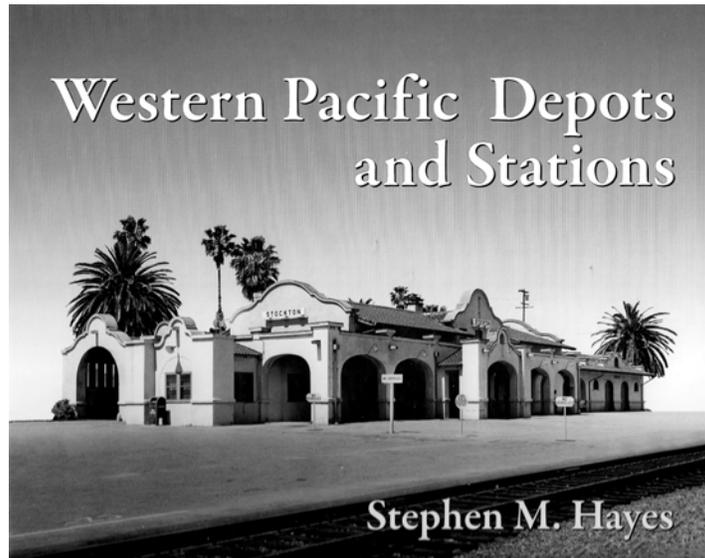
Model railroading takes us to a lot of places we never thought we would go. Our hobby turned PCR member Steve Hayes into a historical researcher so he could accurately model the Western Pacific and in turn his research has now turned him into an author. Thus this book, devoted to the many depots and stations of the Western Pacific, is the end result.

Most purchasers will probably use this book as a handy reference source. I chose to read it cover-to-cover and found it quite interesting, and now I will keep it in my library as a reference source, and a great one. The author is well-suited to compile this book. He is creating a world class layout depicting the Western Pacific from Oakland to Salt Lake City. Many Branch Line readers have probably attended one of Steve's clinics on his research and work to create an accurate scale model of WP's 3rd Street Depot in Oakland. In addition, Steve has a background in construction, providing him with an interest and insight into the construction methods used by the WP in their buildings.

The first chapter is mostly about how the research came about. The author then goes through the various types of "standard" depots and the many types of construction methods used. This material is well documented in copies of various Western Pacific depot drawings – a real boon for modelers wanting to recreate any of these various

types of buildings. The bulk of the book is then divided in chapters that describe in some detail the many structures the author was able to research – which includes probably every site you are likely to be interested in. There is a chapter on San Francisco to French Camp, one covering Stockton to Marysville, another on Oroville to Clio, then one on Portola to Carlin, one covering Elko to Salt Lake and finally one on the Northern California

Extension (the High Line) and other branches (San Jose, Reno, Sacramento Northern and the Tidewater Southern). The last chapter is a review of the various passenger trains on the WP over its history. While this doesn't fit with the rest of the material in the book it is none-the-less useful and handy to have with this other material.



The book covers some 70 of the WP's depots, a monumental effort. The text is well written and presented in a horizontal format book 11" X 8 1/2". The print quality is excellent and there are 328 pages, including a brief index. There is a sketch of the WP showing all included stations in the front piece and a map showing both the railroad and the WP's truck highway routes from San Francisco to Salt Lake City in the back piece. The text is lavishly illustrated with 63 drawings of WP buildings, 450 photos of which 100 are in color and another 19 are small color photos of various sets and pieces of WP chinaware used on their

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passenger trains. I do not recall any explanation of these chinaware photos – all are in oval format but do not seem to fit the theme of the book. I enjoyed most the many historic photos of the railroad and its depots. Another special feature is the several human interest articles included: the story of Ben Battles, the Gerlach agent; the enchanting memories of Maggie Mosher, who was a telegraph operator at Pilot and Delle in the Utah dessert during WWII; along with several snippets of memories people shared with the author during his research.

This book is an obvious “must have” for any serious modeler or historian of the Western Pacific. It should also be of interest to anyone wanting to create an accurate depot or station for a freelanced layout – there are every size and type of depot featured in this book. The book retails for \$60.00 and is available at most places that specialize in railroad books or directly from the author at www.westernpacificdepotsandstations.com/ or by writing to Stephen M. Hayes, P.O. Box 1083, Soulsbyville, CA 95372.

NMRA 2011 National Convention

The 2011 NMRA National Convention will be held in Sacramento on July 3 – 9, 2011. The convention planning committee is now gathering a list of layouts for possible inclusion in the layout tours. We are looking for layouts within 75 miles of Sacramento. The committee is planning to have most layouts on a self-guided tour rather than using buses. Layouts do not need to be finished but should look and run well. We are looking for all scales, gauges and types. We are looking for scales Z to G and larger, as well as good-looking tin plate. Indoor layouts and outdoor layouts will be on the tour. If you have a layout and would like to be considered for the layout tours please contact me. Now is the time to start planning to have your layout ready for the tour. There is nothing like a deadline to make us get things finished and looking good and running well. This makes us all better modelers and better friends, which is what NMRA is all about.

Jim Long
Sierra Division Superintendent
530-676-1798 jimlong@sbcglobal.net

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HIGHLIGHTS

BOARD OF DIRECTORS MEETING

By Rich Kolm, PCR Secretary

The Board met on October 18 at the Fremont Marriott Silicon Valley Hotel in Fremont, the location of the PCR 2009 Convention “Rails Across the Bay.” The meeting began in remembrance of Don Cabrall who passed away on October 15.

Board members present were President Ron Plies, Vice President Pat LaTorres, Treasurer Larry Altbaum, Secretary Rich Kolm, and Directors John Houlihan (Daylight), Rod Smith (Coast), Mary Moore-Campagna (Sierra), and Carol Alexander (Redwood Empire). Various Department Managers, Committee Chairs, and Division Superintendents were also present. The Agenda is posted on the PCR website.

• **Regional activities.** President Ron Plies said things are going very well in the PCR, attendance at meetings is up, enthusiasm is running high, and the contest rooms are full. He extended his thanks to everyone who works to make things happen in the PCR.

Vice-President Pat LaTorres noted that he plans to work with the Regional and Divisional membership chairs to focus more on membership retention, while at the same time seeking new members. He said publicity for the PCR activities is really at the Divisional level.

• **Finances.** Treasurer Larry Altbaum’s report included current financial statements and a proposed FY 2009 Budget. He said finances continue to be stable, although reduced revenue from Branch Line subscriptions and lower interest rates are having an effect. The PCR can weather a year or so until the economy improves. The assets of PCR should not be used for ongoing operating expenses, but are available for one-time projects worthy of Region support, such as purchase of additional digital projectors and underwriting some convention costs.

Dennis Stokely, Chair of the Audit Committee, reported that the books and bank statements of the PCR were examined and found to be in good order.

• **PCR Conventions.** Dennis Stokely, Manager of the Convention Department, presented an overview of the status of PCR conventions.

— **2008 Convention “Sierra Memories.”** Chair John Houlihan thanked the convention staff that “did all the work” in putting on an excellent convention. The accounting report was submitted, with financially positive results.

— **2009 Convention “Rails Across the Bay.”** Registrations are now being accepted for this next convention hosted by Coast Division at the Fremont Marriott Silicon Valley Hotel in Fremont, April 15 to 19, 2009. Chuck Mitchell is the Chair. The convention program, registration, and hotel information is on the website www.pcrnmra.org/conv2009.

— **2010 Convention “Silver Rails.”** The Board gave final approval for a convention to be hosted by Sierra Division at the Nugget Hotel in Sparks, Nevada, April 28 to May 2, 2010. Raymond Rich is the Chair and Jim Long is Vice Chair.

— **2011 Convention.** The Board approved a downsized convention to be hosted by Redwood Empire Division in Santa Rosa, May 12 to 15, 2011. There will be meeting space, but no formal convention hotel. Steve Skold is the Chair.

— **2012 Convention.** Manager Stokely said they are still working with Pacific Northwest Region on a joint convention, probably in Medford, Oregon. This would be run with combined staffing without a PCR “host” division.

• **Non-Rail Activities.** Mary Moore-Campagna, Manager of the Non-Rail Department,

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said the art and craft contest at PCR conventions is open to both non-rails and rails alike. Such participation is encouraged. Additional financial resources is not an immediate need.

• **NMRA 2011 Convention at Sacramento.**

The Convention Host Committee, chaired by Ray deBlicek, has been moving ahead with plans for the 2011 Convention since approval in principle by the PCR Board of Directors in November 2006. It is expected to take a different approach than recent NMRA conventions, to broaden its appeal. The Host Committee is the function of 21st Century Limited, Inc. which produced the NMRA 2000 Convention at San Jose for the PCR and continues as its representative for this convention. The Board of Directors authorized President Plies to advise the NMRA by letter that 21st Century Limited, Inc. is the representative of the PCR for the convention, and that any related fiduciary responsibilities will be arranged

between the PCR and its representative. The Board also directed execution of an agreement reaffirming its relationship with 21st Century Limited, Inc.

• **Additional “power point’ digital projectors.** The Board authorized Storekeeper Steve Skold to purchase two new projectors with shipping cases and shipping cases for PCR’s two existing projectors.

• **The next Board of Directors Meeting** will be at the PCR 2009 Convention in Fremont on Wednesday, April 15, 2009. The **Annual Business Meeting** for members of PCR will be at the end of the Convention, on Sunday morning April 19. Breakfast that morning will be underwritten by the PCR. The agendas will be posted on the PCR website prior to the meetings.

So much in store for you at HN 2009!



An exciting program of clinics, layout tours, and prototype tours is coming together for the NMRA's **Hartford National 2009**. More than **80** layouts, more than **100** clinicians providing more than **200** individual clinics, many prototype rail trips, including steam, diesel, electric, and rare mileage to choose from. **Modeling with the Masters**, the **Operations Special Interest Group**, the **Layout Design Special Interest Group**, and the **Rail-Marine Information Group** are all gearing up with extensive programs! All within reach of the major metropolitan centers of Boston and New York.

Watch the HN 2009 web site for details.

Registration forms are now available at www.HN2009.org.

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Hawaiian Division Report

By Eric Minto

Aloha from Hawaii

As a Director of the Hawaii Division I want to show and encourage the members of the Pacific Coast Region that RR Modeling is alive and well here in the Islands. The members live on 8 different Islands here in the Pacific Ocean, and come from many different backgrounds.

Our modeling interests and skills are as diverse as our backgrounds. There is a club with an HO layout constructed inside a WWII Boxcar. In Ewa on the leeward side of the Island of Oahu. There is an N Scale Layout on the North Shore of Oahu that deserves world recognition for its quality. At this time I am not familiar with the other seven islands. Frequently many modelers from the military transfer in and out. I have spoken to a few of the NMRA members here, but haven't been able to get us together at the same time and place. Hopefully this will happen soon. My contact information is on the "Callboard", please feel free to call or E-mail.

This time I had the pleasure of meeting



Kenneth Ward



View from Ken's layout room

Kenneth Ward, and I want to introduce Ken and his HO Scale RR occupying 9.5 by 11 foot, on the 25th floor in Waikiki. His track plan is simple but his attention to detail is incredible, especially the buildings that surround his trains. Here is his description of his life and railroad interests.

I met Eric Minton via his articles in Branch Line.

My introduction to trains began when I was very young, during the second world war. Gas was rationed, so we took the train to go any distance. We lived in PA at the time. My parents families both lived in NY. We took the Lehigh Valley RR from Bethlehem to NY. It was pulled by steam. I remember the smoke, soot and coal gas that filled the coaches. The steam engine was changed to a PRR electric in Newark to take the train into NY. We then moved to Princeton, NJ. Now we took the PRR, pulled by GG1's to NY. My grandfather worked for the New Haven RR in a shop in the Bronx. He had a free pass to ride the New Haven. He had brothers and sisters in Conn. When I was

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little we would take the ell and subway down to Grand Central Station early in the morning, board a train for Connecticut free on my grandfather's pass. We would return to NY in the evening free. The only fare was the subway, then only a dime. The New Haven gave my grandfather one foreign pass a year which they used on the PRR to visit us at Christmas in Princeton.

I had an uncle who was a conductor on the New York Central, on the NY-Chicago run. My father's oldest brother was a model railroader, O scale, and a member of a club in Pelhem Manor just above New York city in an old RR station.

My first trains, a second hand Lionel freight train with O27 track. Later I got a PRR GG1 and heavy weight passenger cars. After high school I went to trade school in N.Y. riding the subways every day.

When I moved to Hawaii in the late 60's I



decided I wanted to see the world. Every year on my vacation I went somewhere. Sometimes trains were involved. I decided it would be nice to have models of the trains I rode on. I have ridden trains in New Zealand, Japan, Norway, China, and Russia. As not much in the way of model trains is available in Hawaii, everything is by mail-order or the Internet. Much can be found on the Internet if you have the patience to surf. Many foreign trains can be found that are not available in the US And that's where I am today, a temporary table that has become permanent.

Many thanks to Eric for taking the pictures.



ACHIEVEMENT PROGRAM

Master Builder - Prototype Models

By Jack Burgess, MMR

Building scenery on a layout, for many modelers, is 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 be just as easily 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 scratch-built. Structures can 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

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 be just as easily mountainous scenery as “urban” scenery.

one, they will evaluate how well you accomplished that goal.

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

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A CONVOCATION OF NARROW MINDED PEOPLE

(or, a trip to the 2008 National Narrow Gauge Convention, in Portland, Oregon)

By Pat LaTorres

I'll start off by laying the blame for this article at the feet of our editor! I just posted some notes to the PCR Yahoo group, along with a few photos and Bill strong arms me into yet another of those strange "Road Trip" articles. It just goes to show that no good deed goes unpunished. The genesis for this adventure probably goes back to my being offered a membership on the Yosemite Short Line, but the real seed was planted this past February at O Scale West.

During that event Jerry Pitts (the Chairman of the 2008 NNGC) asked if we'd be willing to travel north and set up for his event. It took us at least five minutes to figure out that this was a golden opportunity and we readily agreed. Along with sprucing up the railroad, a number of changes (some minor and some pretty major) were being worked into the modules.

As a final prep for the NNGC, we took a weekend in early August to set up the entire railroad at Scott Maze's house – since he has a garage that will hold the whole thing. This was our first full set up since February and we weren't really sure how things were going to work, what with all of the alterations that had been made. Well, it turned out better than we had hoped, even managing to lay some brand-new track and cut in a couple of switches on my module that would allow another operational option.

By coincidence the day of departure was the Tuesday following the September Coast Division meet, so I dropped off my module at Scott's (our rallying point for the event, since he was going to

be towing the trailer) on Saturday, as did Frank Markovich. The rest of the crew showed up at Scott's on the Sunday of the meet, to help load the trailer and get things ready for the longest road trip in the history of the railroad.

The genesis for this adventure probably goes back to my being offered a membership on the Yosemite Short Line, but the real seed was planted this past February at O Scale West. . . . during that event Jerry Pitts (the Chairman of the 2008 NNGC) asked if we'd be willing to travel north and set up for his event.

To allow for a stress-free trip and some time to meander on the way up, Scott and his lovely wife, Maria hit the road on Monday morning. Most of us that were planning to drive up (Dave Connery, Jim Long, John Roth, Jim Eckman, Ron Kolodzieczak, and your faithful scribe Pat LaTorres) met at Scott's house early Tuesday morning. This would allow us to leave our vehicles at a common location to unload our modules

when we returned on the following Sunday. Richard Brennan, Isaac Good and Frank Markovich would be flying up, while my wife, Ronnie would be driving up on Wednesday after taking care of a few matters on the home front and making arrangements for a babysitter for our cats. One other member of the group, Ken Lunders, was driving up separately since he was going to be at the train show as a vendor. But, he wasn't stuck driving alone, because Steve Wesolowski would be along to keep him company. Unfortunately Dave Biondi would not be able to join us on this adventure, but he was with us in spirit. And, as long as I have possession of section 15, Brad Lloyd, the original builder of this section, will be traveling with me whenever I set it up.

We actually were only a little late getting started (7:40AM, instead of 7:15). Four of us

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loaded into Dave's van and Jim Eckman rode shotgun with Ron in his truck (which also transported two of the modules and his sawmill). The ride up was a joy, because we had a lot of time to talk model railroading and to really get a bit more acquainted with each other. We also did quite a bit of rail-fanning from the highway, especially on the stretch through Southern Oregon, since tracks often run right near I-5.

We saw one really interesting train near Cottage Grove; there was a tank car directly behind the locomotives, with a pair of spray heads putting out water along the right-of-way. After talking with a couple of working engineers, I recently found out that this was to prevent grass fires alongside the tracks. One interesting coincidence was that we got to talking about the series of articles on HO3 modeling written by John Olsen that were in *Model Railroader* Magazine back in the '80s, then while talking with people about the YSL I found myself talking with that same John Olsen. He's now retired from working for Disney and living in the southern Sierra Nevadas, and is quite an interesting person to talk to.

We made really good time and managed to dodge any significant traffic. This allowed us to make our lunch stop in Dunsmuir right at midday.

As a matter of fact, the town's noontime whistle went off in the middle of lunch. As we reloaded to head on from lunch, the two Jims switched vehicles. Jim Eckman joined us in Dave's van and Jim Long hopped into Ron's truck. This appears to have been a fortuitous move, since Jim Long's snoring served to keep Ron (and those in many vehicles around them) awake. The rest of the drive up was uneventful and we turned on Dave's GPS unit to guide us on the last run in towards the convention hotel. We hit the parking lot at about 6:30 in the PM which meant that we had made the trip up in pretty darned good time.

We figured to go by the convention hotel prior to going to our hotel. This way we could check out where we were going to set up and where the train show was going to be prior to loading in on Wednesday morning. After figuring out where the train show was going to be, we got directions to the hotel lobby and went in search of the new convention chairman. It seems that Jerry Pitts has had a couple of heart attacks between O Scale West and the planning for the NNGC. His doctor made it quite clear that he needed to lighten his load a bit. Since his son was running the contest room, we were able to pass on our best wishes and let him know that he is definitely in our thoughts and prayers. As we approached the hotel lobby, the first thing we saw was a view overlooking the Sundance



The YSL crew at the NNGC, Portland 2008:

Fr. Row, L to R: Dave Connery, Jim Eckman, Scott Maze, Richard Brennan, Ronnie LaTorres

Back Row, L to R: Jim Long, Isaac Good, Frank Markovich, Ken Lunders, Pat LaTorres, John Roth, Ron Kolodzieczak

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Central Fn3 modular group. For those that don't know, Fn3 is three foot narrow gauge running on 45mm (i.e. LGB sized, in a scale of 1:20.3) track. This group traveled all the way from Florida to make the event and their layout totally filled three of the large PODS storage containers. It seems that they had been sponsored in part by PODS, but since the company has been sold this would be their last sponsored trip. All I can say is, I'm really glad they got this last trip in! Their set-up basically filled the entire lobby of the hotel, plus added a nice ambiance to the hotel restaurant which was open onto the lobby.

Monty, the new convention chairman, showed us to the room we would share with another On30 display, which was just off the lobby. The registration folks even had our personal packets all ready for us, though registration wasn't scheduled to get under way until the next day. These folks really had their act together, friendly, efficient, and fun – the way a convention is supposed to be! We spent some time talking with folks, including several from the PCR that made the trip up and then finally made it over to our hotel (about ½ mile away).

Wednesday morning started out with breakfast at our hotel while Dave went to pick up Frank and Richard, so we had most of the crew by the time we headed back to the convention hotel to load in. Ronnie wouldn't arrive until 6:30 that evening,

after a long drive up through Oregon. Scott and Maria pulled up with the trailer and Isaac - who had flown in Tuesday night - just as we figured out how we were going to place the railroad in the room, so things got right underway. Once we had all of the modules and material in the room, we lined up the first three modules and started building our empire. It actually went pretty quickly, with only one minor issue. Since the first activities of the convention (both clinics and the train show) weren't scheduled to start until 6:30 that evening, there were a LOT of folks walking around with little to do – so it seems that most of them decided to come in and watch us set up.

This wouldn't have been a problem, except it seemed that they all wanted to talk to the crew while we were trying to work. Our fix for that was to cut a few of us loose from set-up duty, to run interference with the spectators, which actually worked really well on a number of levels. The first item was that we cut down on the distraction for those who were trying to get everything lined up correctly, while not appearing to be impolite to the watchers. We also had an opportunity to explain both the inner workings of the railroad and its history, pointing out that it has been a living and dynamic railroad.

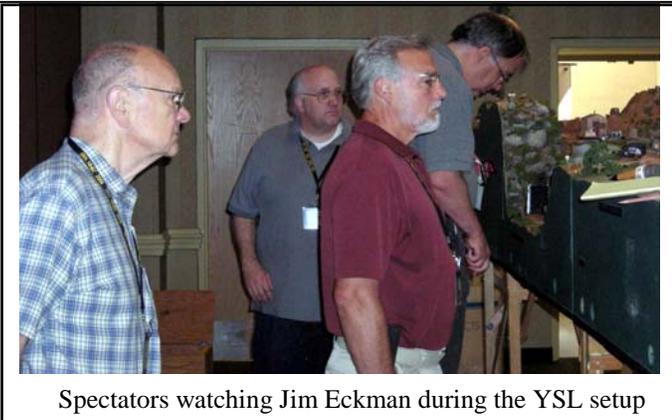
This was of particular interest to folks that had last seen it at the NNGC in Santa Clara, back in 2004. Once some of the changes were pointed out, most folks spotted even more things that had

changed over the last four years. It was of even more interest to those who hadn't seen the railroad before, especially those that are new to narrow gauge modeling, having been drawn in with the growth of On30 over the recent years. We had the opportunity to show people that, using shelf or modular railroads, one doesn't need to commit an entire room to their



A night shot of the Sundance Central

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Spectators watching Jim Eckman during the YSL setup

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model railroad and that a model railroad – just like the real one – can change over time to better meet the needs of its owners. We also had an opportunity to promote the use of DCC in model railroading by explaining the workings of our NCE system. We could show how this now allows modelers to run their trains instead of the track. We had the railroad up and running by mid to late afternoon, when the crowds really started to grow.

It was nice running into several PCR (and former PCR) members. Charlie Heimerdinger passes on his best wishes to those who remember him and wants all to know that he's recovering well from his by-pass surgery. Ronnie made the comment, "It's nice to travel six hundred miles to see everyone we know from the PCR." That's how it seemed at times. But not everyone was from California. It was nice to meet folks that I'd been in contact through the On30 Yahoo groups and to meet and make new friends from all over the world. There would ultimately be over 1,300 people showing up for this event (more than were at the NMRA National in Anaheim!) And I would meet folks from England, Holland, New Zealand, Australia, Mexico, and Canada. I'm sure there were others, but my memory banks were pretty much overloaded by the time we would head home on Saturday. This is absolutely the best part of our hobby, the friends and family that we grow as we share our common love of trains!

Things were just kicking into gear at the 2008 National Narrow Gauge Convention and the fun was seriously getting started. Over the next few days, there would be more clinics to attend than time would allow. This is always a sure sign of a

good convention. Ronnie took the opportunity to attend some five different clinics on tree building (plus she had already attended the McKenzie brother's tree making clinic two different times), so we should have LOTS of trees by the time we get our home layout built. Frank Markovich videoed several clinics (with the presenters' permission) to share with the rest of us from the YSL, since some of us were pretty much attached to the layout over the week/weekend. One nice thing about this convention is they had clinics and the train show set to run from 8:00AM to noon, a break from noon to 6:30PM and then clinics and the train show running again until late in the evening (10:00PM for the train show and 11:00, or later for clinics). This gave us time in the middle of the day to hit local hobby shops and layout tours, while not missing convention activities.

The contest room had to be seen to be believed. There was some truly beautiful work in a wide range of scales and most of it narrow gauge or logging-related. There were four "modular" railroads entered for judging and a number of very nice dioramas. Several of these models were in O scale and a number of those in On30, so model building is NOT dead in the newest of the narrow gauges.

The photo contest almost ran out of room and would have really benefitted from having display racks (like those used at the NMRA National and the PCR conventions), rather than placing them flat on tables, but it was still an impressive selection of work. I've posted pictures of many of the models and two of the modular layouts (YSL and Sundance Central) to the PCR Yahoo group's photo section. Yet another reason to join this group (AND IT'S FREE!). While playing tour guide at the YSL display on Thursday evening I heard a familiar voice and turned around to see our favorite editor (yes, even more than "Bill the K.") and narrow gauge-modeler, Bill (Guido) Schaumburg with a very nice looking lady. Not having met his wife Bette before, I can only say what a truly special person. This made it just like old home week, family and friends from all over the world.

I haven't spoken to the train show yet, only

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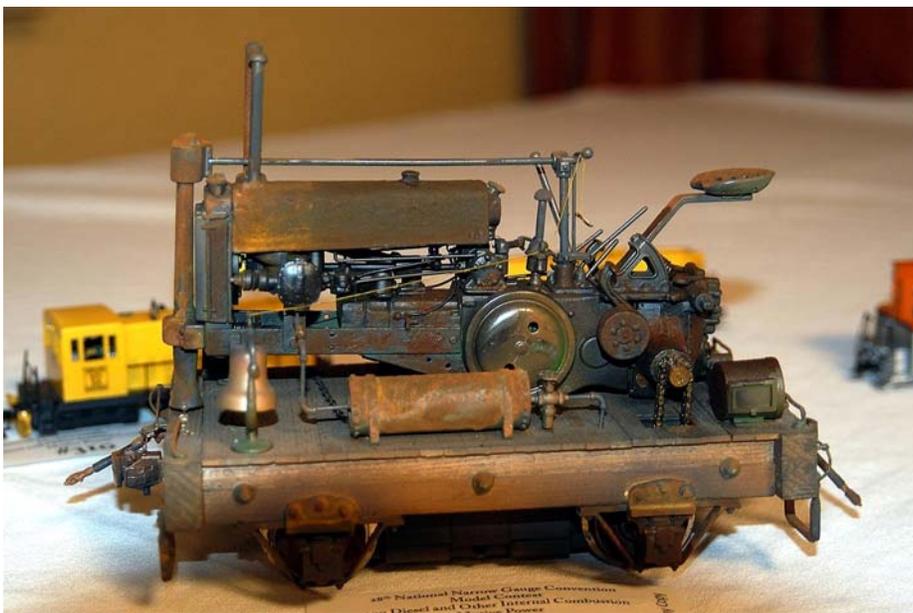
because I'm not sure how to describe it. There were more vendors of more neat stuff in a wider range of scales than I can recall at any other show I've attended. The number of vendors may have matched the National Train Show at Anaheim, but the quality and selection of products was quite probably better. If one needed 45mm large scale switches, there were at least four or five suppliers on hand. There were track and track accessory manufacturers covering everything from HO_{N3} up to F_{n3}. It was heaven on earth. There were more manufacturers of laser cut wood models than I've ever seen in one place, again in scales from N up to F; locomotive and car manufacturers and vendors in pretty much every scale; and book and magazine publishers all over. This was absolute "Hog Heaven" for modelers. I'd like to give special mention to the folks from Bachmann Industries and Carsten Publications (*Railroad Model Craftsman*) for putting together a special session for the On30 folks on Friday afternoon. To say this segment of the hobby is growing would be



Bill and Bette Schaumberg visiting the YSL

an understatement. We filled the largest of the clinic rooms, for an "informal get-together" after the regular morning sessions were over. It was nice to have the chance to talk with some of the manufacturers and get an idea of where they're going in the future. This may be why narrow gauge modeling is as strong as it is today, the manufacturers are actually modelers so they care about what their customers are saying.

In addition to yet another On30 project from Backwoods Miniatures, I ended up buying one of the new Bachmann rail buses from one vendor and then got a Loksound "Rio Grande Goose" sound decoder for said bus. After a little running in and lubricating the running gear I installed the sound decoder (it took all of seven minutes; I was timed) and had it running on the YSL (along with Dave Connery's older bus, also sound-equipped) for the rest of the convention. F. Lee Riley from Bachmann said that this was the first of these buses



Tractor powered industrial locomotive, from the contest room at the NNGC.

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that he had seen running, outside of the factory and ended up spending almost thirty minutes running it on our railroad – and having a ball. The bad part of this is there's so much neat stuff in this scale it's almost too hard to resist. Ronnie has me thinking about letting go of my plans for a large HO model railroad in the garage and going with On30 instead. But, this is still only under consideration.



Log train working down the branch line on the YSL.

As Saturday came along, the convention was running down to its conclusion. It was clear that while everyone had a wonderful time, we were also starting to feel the hours of fun that we'd been having. Not surprisingly, we were finding ourselves looking forward to noon, when things would officially wrap up. Once the twelve o'clock gun fired, we pulled the plug and started breaking down the YSL for travel. With the trailer in position, we had everything loaded and ready to head for home by 2:00PM – pretty good for only the second time we'd ever done this loading.

After getting Scott and Maria on the road -- with a brief stop at the airport to drop off Isaac -- some of the crew went back to rest up for the awards banquet that evening. Dave and Frank went to catch one last layout tour (which was only available by bus), while Ronnie and I decided to hit the road for home via another layout that was open that afternoon.

Steve Wesolowski had mentioned that Staver Locomotive, located in West Portland was having a large scale live steam "Steam-up" in their warehouse and he was thinking of going over. This sounded kind of neat and it would be a nice final stop of the convention. Well, the description in the

layout tour guide didn't do justice to their facility. This is a former lumber warehouse and has been beautifully remodeled and cleaned up, with lots of natural light and open space. One third of the original floor space, along one side of the building has been converted into shops and office area. They have a full machine shop, a woodworking facility, a model building shop and an art gallery that I could see and there may be more. The opposite side of the main floor has bench-work for 45mm gauge track set up about thirty inches above the floor and running pretty much the length of the building. This includes steam-up tracks, storage tracks for complete trains and several different loops of running tracks, most of which has working signaling set up for equipment with non-insulated axles. This side also has a small dining area set up at one end which allows one to relax and eat while watching trains running near-by.

The center area has been left open and can be used for various reception and larger dinner events, or used to set up modular running tracks as was the case this particular weekend (which happened to be their annual Fall Steam-up). They have a very nice web-site at: www.staverlocomotive.com, which is well worth visiting. This little side trip ended up

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taking close to three hours, almost an hour of which Ronnie spent talking with another lady modeler, from the Seattle area. I can see more live steam in our future, thanks to the encouragement that Dawn gave her.

Anyway, we finally got on the road about 5:30PM and only made it to Roseburg that night. We slept in on Sunday and took our time driving back to the Bay Area, finally reaching Scott's house about 5:45 or 6:00 that evening.

The unloading of the trailer and the reloading of our personal vehicles went well and everyone agreed that a great time was had by all. There was even some loose talk about Colorado next year. I can only say, a twelve hundred mile round trip is one thing – a run to the Rockies is something completely different!

I'd like to give special mention to one of the members of the YSL crew, who has been beyond helpful at all of the set-ups that we've had. Isaac Good, who happens to be Scott's nephew, has worked with the YSL crew since the very beginning when he was something like nine years old. Now at fourteen he is our resident electrical genius and makes it a point that trains are always running when we're open to the public.

In the latest photo of the crew, which was taken at Portland he's easy to spot standing to the left rear of the photo. This young man shows that while the hobby may be gaining some age, there are still younger folks that have an interest in trains and model railroading – we just need to take the time to nurture that interest. I would again like to thank his parents for allowing him to take three days off from school to accompany us on our trip north, his help was invaluable to all of us. I ask you to take a look in the photo section of the PCR Yahoo group and to wander over to the YSL section of Jim Eckman's web page, at: http://home.comcast.net/~ronin_engineer/yosemiteshortline.html.



John Wayne, on the Sundance Central at the NNGC, Portland 2008

Jim has a brief overview of the YSL and a number of photos. Included in these photos is one of the original group and spotting the younger Isaac should be no challenge. Over time more pictures from the Portland trip will be appearing on the page as Jim gets them loaded. By the time you read this we'll have had our last set-up for 2008, at the Great Train Expo in Pleasanton, over the Thanksgiving weekend.

For those that want to get a closer view of the YSL, our current plan is to be at O Scale West in Santa Clara at the end of January and we'd like to see you there. To wrap this up, I can only encourage anyone that feels they don't have the room to build a model railroad to take a look at modular railroading. Even in O scale a 30 X 48 inch module can provide a lot of modeling and I've seen complete Gn15 model railroads in half that space, while working in HOn3, or Nn3 will give even more in the same space. Get together with a few friends and suddenly you'll have a full model railroad which you can share with the world by setting up at various model railroad shows and conventions. Your only limit is your imagination.

My Second Coast Layout Tour

(or, Boy, you guys missed some good stuff!)

Michael Oberg

On September 20-21, 2008, I enjoyed my second PCR Coast layout tour, visiting the layouts located in my home area of San Mateo County and Los Altos. My father, Lloyd, a longtime HO model railroader himself (Soo Line), and another fellow model railroader/friend (N gauge) joined me.

We started with the famous San Juan Central HOn3 layout at the home of Charlie Getz in San Carlos. I had seen the San Juan Central in the pages of the *Model Railroader* magazine in the 1980's. Now, here it was in person and my dad, my friend and I could see it, touch it, and admire it up close and personal. (Too bad it didn't run.) It's amazing what \$25,000 can build! I was really impressed with all of Malcolm Furlow's great scenery details, the buildings, and the many mini-scenes with people, animals and vehicles. Wow! He truly is a Master Model Railroader! I'm glad that the layout is going to be moved to the Sacramento Railroad Museum (NMRA Howell-Day Model Railroad Museum) and maintained as a static display. I was pleasantly surprised at the seemingly continuous stream of visitors coming and going from Charlie's home. Charlie was a gracious host. Thanks, Charlie.

Next, we went to the home of Bill Strahle in Belmont. Bill's great HO layout is located in a basement that is apparently dug out of the side of a little hill that his house sits on. Thanks to some good signs directing us to the entrance to the layout room, we entered Strahle's garage to sign in on the visitor log. We walked through what appeared to be the vestibule doorway of a narrow gauge passenger car serving as the entrance to the layout room.

I had seen the San Juan Central in the pages of the *Model Railroader* magazine in the 1980's. Now, here it was in person and my dad, my friend and I could see it, touch it, and admire it up close and personal.

Once inside, we were graciously met by Bill Strahle and his two train buddies/partners and given the grand tour of the train layout. The HO train layout is located in a 12' x 24' room. Bill's layout is best described as free-lance with an

operating era of the 1950's to present. The layout looks like it would be a very fun layout to operate.

I was most impressed with Bill's scenery techniques and modeling techniques. Bill's backdrop gave the impression that the train layout is contained in a valley because of the mountains and hills on

the layout. Bill's technique of layering his background scenes in the urban areas is unique and impressive.

Bill starts with a simple building, then adds buildings cut in half, next, add buildings ¼" to ½" in depth, then only the front side of a building, then, finally, just a cut out of a building glued to the backdrop. The resulting 5 layers creates a forced-perspective of depth in each of these scenes. Bill Strahle and his model railroad buddies/partners were very friendly and happy to entertain us. It was a great visit!

Next, we visited Rich Melconian's HO layout in Belmont. Rich's Santa Fe-based train layout is housed in his basement. Although Rich's layout isn't 100% complete yet, he has completed the main sections of the layout including the mainline and yard. One of the most impressive scenes on his layout is a Tehachapi-like loop located to rear of the layout. I also liked his ability to blend his

(Continued on page 24)

(Continued from page 23)

backdrop/background with the low rolling hills and groundcover on his layout. This effectively made the layout look and feel larger than it really is. (This is completely different from Bill Strahle's background effect, where the background made it feel that the train layout is contained in a valley.)

Rich Melconian and his model railroad friend were great hosts. I look forward to seeing Rich's layout again since I live close by.

Our second to last stop was at John Petrovitz's home in South San Francisco to see his N scale 12' x 23' train layout. John models the SP and California State Belt Railroad in San Francisco along the bayside waterfront area. He also models a section of the Northwestern Pacific in the Petaluma to Eel River area of Northern California. John's layout is truly fantastic! It is certainly of Museum quality! His modeling of the San Francisco area, including SP's Third Street and Townsend Station, was absolutely mind-blowing! (All you guys who missed this layout, missed a Museum quality layout!)

John's train room was also worth mentioning. His train layout is housed in a very comfortable room, with plush carpeting, excellent lighting to highlight the layout, wide aisles, and room for up to 3 or 4 operators. John was a gracious host and we hated to leave.

Finally, the last visit was at Rich O'Nyon's South San Francisco home to see his N-scale layout located in his garage. Rich's layout is in a transition period where he recently restarted working on his layout after a period of inactivity. Rich has a lot of work left to do on his layout, but he is well on his way.

On Sunday, I decided to visit two layouts on the Coast Layout Tour myself. I drove up to South San Francisco and visited George Solimine and his O and HO train layout housed in his detached two car garage. George's layout is built as a shelf layout around the perimeter of his 20' x 24' detached two-car garage. George built a 18' bridge for his trains that crosses the entrance of his two-car garage His shelf layout contains a single-track mainline on most of the layout, with sidings and spur tracks

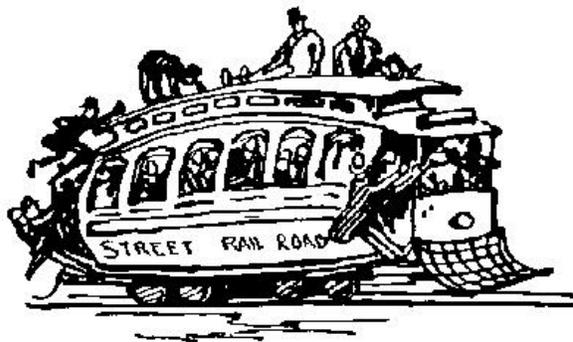
located on the wider sections of the shelf layout. He also managed to squeeze in an HO single-track mainline with a few sidings thrown in.

George is an accomplished and knowledgeable model railroader in both scales (O, HO, oh yeah, he models On30 too). He builds and rebuilds, scratch builds, kit bashes, most of his O scale steam engines and rolling stock. His track work, structures and scenery are quite impressive! George is a true model railroader! He was a gracious host and a true treasure trove of model railroad information and knowledge. (This was a case where those who didn't visit George and his layout missed a wonderful train layout and a truly wonderful train guy!)

The last stop was at Bob Brown's house in Los Altos. Bob's On3 train layout is truly Museum quality! I had heard about it and seen pictures of it in the *Narrow Gauge Gazette*, but, it is quite different seeing it and touching it, in person. "Wow!", is all I can say! I didn't arrive at Bob's until late in the afternoon, but there were still other visitors enjoying his layout too. Bob was a great and patient host.

All I can say about this last Coast Layout Tour is that the layouts I saw just in my own home town area of San Mateo County (and Los Altos) ranged from "needs some work" to Museum quality. It did appear that there was a larger number of visitors to these layouts this time around. I met a number of friendly, gracious, and very knowledgeable model railroaders right in my own backyard. Who knew? THAT'S ONE OF THE BEST BENEFITS OF A COAST LAYOUT TOUR!

Michael Oberg



In Memoriam

On October 15, 2008, long-time PCR member, Don Cabrall passed away quietly in his sleep at home with his family.

I first met Don in 1987 when I was invited to join an operating session of the Sonoma County Highballers. Although I have thought of myself as a model railroader since I was fourteen, Don's Hessel and Lone Pine was the first model railroad I

ever operated. I remember the warm welcome on my first visit and how it was repeated every time thereafter. I remember Don as man of meticulous craftsmanship, patience and good humor. I never heard anyone speak poorly of him nor did I hear him speak poorly of others. He was quick to respond to request for assistance of any kind but he especially loved to share his knowledge of our hobby with others. He was an ambassador of our hobby wherever he traveled and made friends in many places around the world.

Don received great enjoyment from our shared hobby and was known for a having a streak of whimsy and appreciating a good joke. When he was building the room for the Hessel and Lone Pine, his wife, Liz came out to inspect the progress and, unknown to her, a small frog was hiding in the floor drain. Only about an inch long, these frogs have the ability to produce noise completely out of proportion to their size. As Liz stood there quietly talking with Don, the frog gave out a tremendous croak and startled her badly. Very quickly the joke about "Killer" the frog got started. One of Don's modeling friends, Steve Skold, made a monument to Killer from a scrap of wood, a film canister and a plastic frog. For as long as the Hessel and Lone Pine RR operated, Killer's monument was to be found proudly displayed on the layout. There were



other examples of this kind of humor that included the brown polar bear that one of Don's grandchildren placed on the layout and then it mysteriously would move between operating sessions. One week it would be hiding behind the bents of the trestle and the next it would be peeking out around a building in Socialist Flats.

If you never had an opportunity to see the

Hessel and Lone Pine then you may not appreciate the meticulous and realistic layout that Don created. From the bench work to the scenery, every aspect of the H&LP was first rate. The track work and electrical systems were nearly flawless and made operations an absolute joy. Don was the first person in the Highballers to adopt DCC and

proved the concept to the rest of us. His models, whether they were rolling stock, engines or buildings reflected the same attention to detail and craftsmanship.

By example alone Don was a wonderful teacher but he also gave generously of his time to share techniques and what we all thought of as his "secrets". He was patient and had a way of explaining difficult concepts clearly and succinctly.

To my knowledge, Don never held any elected office in the Division or Region but he was always one of our most active and supportive members. He gave generously of his time and skills whenever he was asked. His passing leaves a large hole in our organization and in my heart. I trust that you all join me in expressing our deepest condolences to his wife, Liz and to his children and grandchildren.

Don, thank you, for the lessons and the memories.

Carol Alexander



Coast Division Report

By Tom Crawford, Chief Clerk

December 7, 2008

Coast Division's December 7 meet had 103 attendees. The two clinics were *Free-Mo-N, N-scale Modular System* by Dave Faulkenburg and *AARP Driver Safety Program Overview for Seniors* by Bill Blum.

At the Business Meeting, Rod Smith covered for our Nominations Chair, Dave Connery, and reported the following nominations:

Superintendent: Mark Schutzer
 Chief Clerk: Darrel Dennis
 Paymaster: Bob Ferguson and Tom Crawford.

Elections will be at the March 1, 2009 Meet

The Business meeting ended and the Auction started at 12:15 PM. There were 604 auction items.

John Sing announced that the winners of the "Favorite Model" Model Contest were:

1st Steve Wesolowski – Chicago Park Depot
 2nd Bob Booth T&NO #55700 Bob Car
 3rd Paul Kenneth Martin CB&Q Inspector's Car

The categories for the March meet will be "Caboose", "Freight Cars", and Maintenance of Way"

Pat LaTorres announced that the winners of the photo contest for "Model Photos" were:

1st Pat LaTorres
 2nd Ken Martin
 3rd Steve Skold

The category for March will be "Working on the Railroad".

In the Timesaver we had only senior Brakepersons, and the winners were:

1st Steve Wesoloski
 2nd Tom Crawford
 3rd Alan Havens

We had 6 door prizes.

We also had 2 raffle prizes, each for \$50.

Coast Division Upcoming Events March 1, 2009

Coast Division Meeting

Buchser Middle School, 1111 Belomy St., Santa Clara

9 AM Sign In. Buy raffle tickets.

9:30 AM to 1:15 PM:

Model Contests: Caboose, Freight Cars, Maintenance of Way.

Photo Contest: Working on the Railroad

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

10 AM Mark Schutzer – Steam Engine Tune-up

11 AM Dave Biondi – Basic Backdrop Painting

11 AM Model Railroad Roundtable moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1 PM Model Railroad Roundtable continuation moderated by Jerry Littlefield

1:30 PM Announcement of Photo and Model contest winners

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

June 7, 2009

Coast Division Meeting

Computer History Museum, Hwy 101 at Shoreline Avenue. Mountain View

LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

Fall came and most of the local operators were back in business! I've not been able to participate in as many of the local Op Sessions as I'd have liked mostly because I was traveling and operating elsewhere. There are so many great events going on around the country that opportunities are mostly limited by time and money.



That said, in October I traveled to Rocky Ops in the Pueblo, Colorado area and Great Basin Getaway around Salt Lake. With a couple of bonus sessions I was able to take in 10 Op sessions in 10 days as well as railfan the Powder River line in Wyoming. These events are open or pretty much open and a number of Bay Area and Southern California operators participated. In fact 16 of us attended both and some great road trips were had between Pueblo and Salt Lake. I've given Editor Bill a long report on these events and I believe he is planning to run it in the next *Dispatcher's Office* (Publication of the OP SIG) – did you know Bill is now the DO editor, too? It's hard to keep a good man down!

Then in November, Lori and I joined 40 or more operators from all over the US including many from the Bay Area at the 24 hours of Tehachapi meet at the La Mesa Club's Tehachapi Pass layout at the San Diego Model Railroad Museum. We've covered this meet before and it consists of 20+ hours of running over two days under Timetable and Train Order rules. This is a fanatically prototypical session and you may spend hours in a siding waiting for authority to run, but that's real railroading. If this sounds like a challenge you'd like to take on, let me know and we'll try to get you into their next session in February!

We have several upcoming Ops and Design related events:

- Annual PCR/LD/OP SIG meet for 2009 at the Santa Clara Depot on the bye weekend between NFL playoffs and the Super Bowl. Saturday is clinics, panels and design consulting, Sunday is Op sessions (With special consideration for new and visiting Operators – so this is your chance!)
<http://homepage.mac.com/jacobsen/LORM2008/>
- La Mesa Club 24 hours of Tehachapi operating session in San Diego, Super Bowl weekend
- BayRails 2009, March 19-21, 2009 – This meet is focused on operators traveling to the Bay Area, but we need locals to assist and fill in. Go to www.bayrails.com for more information.
- Rails Across The Bay, Fremont, April 15-19 2009. We'll be holding our traditional Thursday SIG track including LD and OP SIG meetings in the evening.
- Hartford National NMRA convention, July 5 - 11, 2009. See *Layout Design Journal* 39, the publication of the LD SIG for more details!

That's it for now!



Travelin' Around

By John Sing, Coast Division

Entering parking lot, looking left and up, we see these signs.....

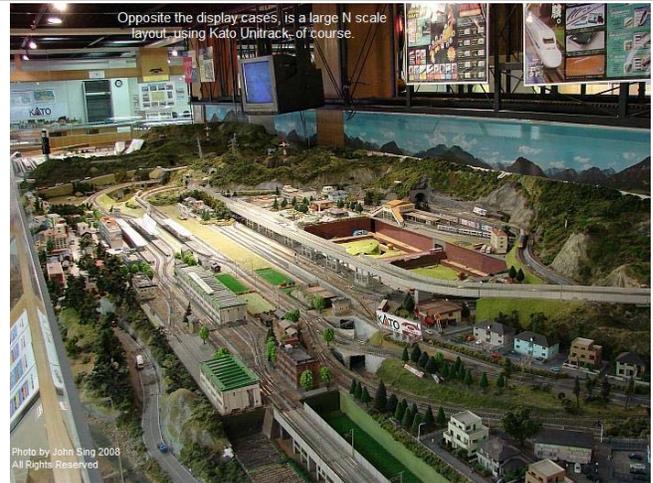
3d floor is the hobby shop

2nd floor is the showroom



Photo by John Sing 2008 All Rights Reserved

A visit to the Kato Hobby center in Tokyo, Japan.



Opposite the display cases, is a large N scale layout, using Kato Unitrack, of course.

Photo by John Sing 2008 All Rights Reserved

A large N-scale layout at the Hobby Center



View looking into the Kato Showroom

Photo by John Sing 2008 All Rights Reserved

This is the entrance to the main show room.



Kato Hobby Center Tokyo Roundhouse Diorama N scale

Photo by John Sing 2008 All Rights Reserved

Beautiful Roundhouse

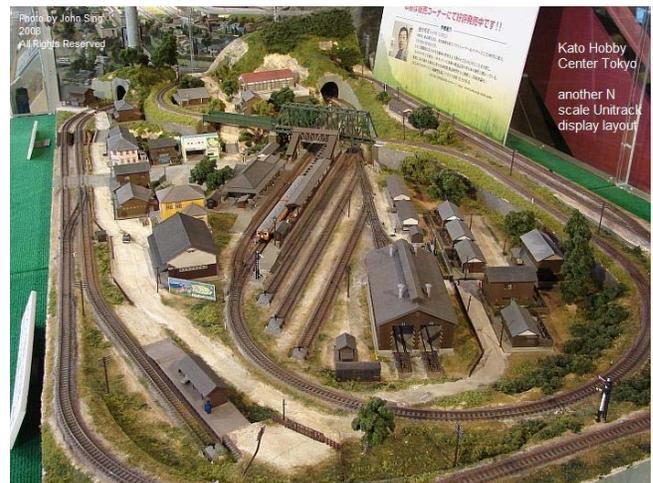


Photo by John Sing 2008 All Rights Reserved

Kato Hobby Center Tokyo

From back of store looking towards entrance

Looking the other way.

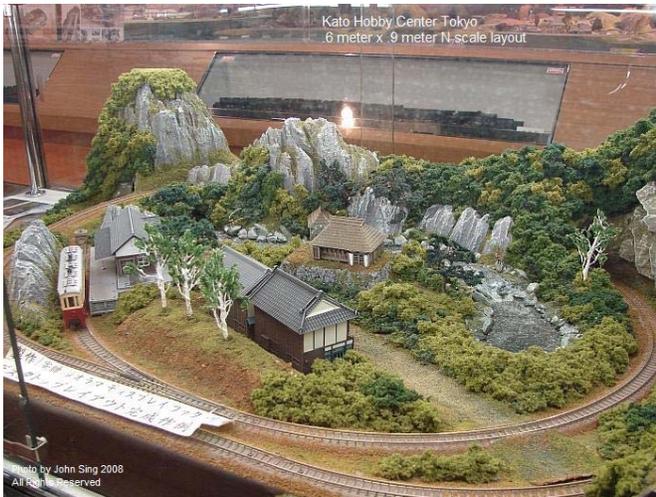


Another N-Scale layout

Kato Hobby Center Tokyo another N scale Unitrack display layout

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(Continued from page 28)



A very small N-scale layout



Hiding under the layout



Even the Woodland Scenics packages were Kato branded

(Continued from page 15) Achievement Program

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. Then send the SOQ and your other documentation (along with a photocopy of your membership card) to your divisional AP Chairman or 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!

I am pleased to announce that Bill Everett has been awarded a Golden Spike Award. I also want to congratulate Alf Modine for being awarded two Achievement Program certificates, one for Model Railroad Author and one for Master Builder - Motive Power.

Also, Doug Wagner and John Marshall have each received certificates for Association Volunteer. Congratulations to you all!

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 Callboard on Page 47.

A Layout Tour for a Good Cause

by Dave Connery

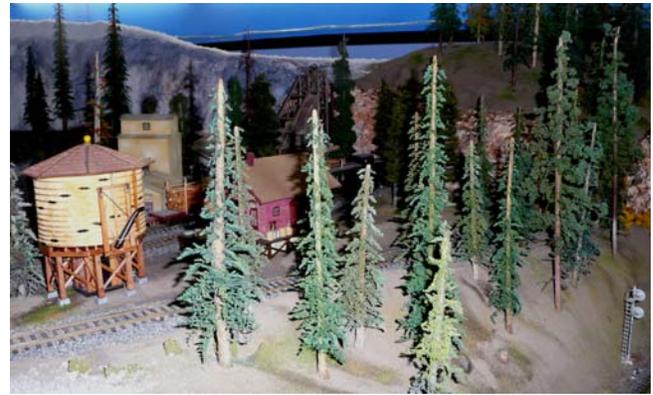
On a beautiful Sunday in late October four Coast Division members; Rod Smith, Chuck Mitchell, Steve Wesolowski and I traveled to Mariposa to visit layouts. Two members of the local Methodist Church who are both model railroaders decided to put together a local layout tour to benefit their church's Mortgage Fund. First they recruited three other local modelers, then developed a flyer which was circulated among members of the congregation and friends. For a donation of \$10 they provided directions to each of the five layouts on tour along with layout descriptions, times layouts would be open and a name tag. Here was a way to benefit their church, introduce others to the world of model railroading and provide an opportunity for local modelers to exhibit their miniature creations.

On arrival in the lovely old mining town of Mariposa, we headed to the Miners Inn for some grub before an exhausting day of model railroad visits. As it turns out, this restaurant features a "G" scale layout with trains circulating high above and around the perimeter of the dining room. Not just trains, but a layout depicting the Yosemite Valley Railroad and built by four of the layout owners we would soon be meeting and featuring scenes and structures inspired by the local prototype.

First we visited Tom Davis who has an O gauge railroad in a 24' X 36' building. While the



The roundhouse and turntable area on Tom Davis' wonderful O scale layout.



A mountain town on a logging-oriented branch of Dave Viale's majestic O scale layout.

locomotives are Lionel (most dating back 50 years to Tom's dad) and there is a center rail (Gargraves Phantom rail) everything else about the layout is scale. Complete scenery at many levels, intricate scratch-built structures and fully detailed scale rolling stock. Everything ran perfectly and at scale speeds – we were all impressed.

Next was Dave Viale's O Scale empire that fills a 30' X 50' building. Dave has created a monumental layout featuring Southern Pacific, Santa Fe and Sierra Railroad trains that roam over a layout that winds around in the space, allowing you only to see one small part of this layout at a time. His equipment and scenery are superb and you really get the feeling you are on a train as you follow one around, through cities, yards, industrial areas and country scenes.

Our third railroad of the afternoon was Ray Price's HO layout where we were treated to a room full of exquisitely scratch-built structures. The moment you walked in the door it was clear that Ray loves building structures and his layout is a showcase for his work. Not only does he build wonderful buildings, he even mills his own strip wood.

Layout four was another O scale wonder which

(Continued on page 31)

(Continued from page 30)

Bob Jakl has created in a 34' X 80' building. With the exception of the aisles the building is full of wonderful railroading. Every inch of the layout is beautifully scened and every scene is chock-full of detail. Bob's layout uses a central control position located high above the room to give operators full view of the scale world below. This world contains a plethora of industries, communities, spectacular bridges and yards and it is mind-boggling to contemplate the vast number of freight cars and marvelously complete passenger trains winding their way around the room. A reasonably recent feature of this layout is the incorporation of some of the wonderful city scenes from Lorrell Joiner's layout in Houston, which Lorrell presented to Bob before passing.



A view of the impressive city scene (courtesy of Lorrell Joiner) on Bob Jakl's very large O-Scale empire.

Our final layout was Glenn Sutherland's HO Sierra Railway, a highly detailed and accurate recreation of the Sierra in the mid-1920's and featuring Glenn's marvelous scratch-built and prototypically accurate structures and scenes. There was a crowd in the layout when we first arrived so we had a chance to rest in a guest room Glenn



Superb scratch-built structures are a hallmark of Ray Price's HO layout.

has created that is built to replicate Sierra caboose 7 – an amazing and accurate reproduction of the real caboose – what a great concept. The layout itself was a fitting cap to what had been quite an amazing day – with its sounds and realisms that accurately recreate scenes on the Sierra from the period Glenn models.

Our day ended with us gate-crashing a BBQ at Glenn's for some of Glenn's family and friends – a wonderful end to a thoroughly entrancing day. There is a lot to be learned here. What a great way to help an organization, promote the hobby and enjoy the thrill of sharing your modeling with others. This is something many other modelers in different areas should consider doing.



Bridge over the Stanislaus River and Mill on Glenn Sutherland's HO scale 1920's Sierra layout. *Photo by Rod Smith*

Ron Plies, President

It has been a real privilege to serve as your PCR President for the last 2 years. Working with the PCR Board and the PCR executive Council has been a lot of fun, a challenge, and I have learned a lot from these fine people. I believe we have made some changes and initiated some programs that have enhanced the PCR experience. With the help of many folks in the PCR we are seeing more participation in the contests at all levels, we have seen a Boy Scout merit badge program at our conventions and hopefully a new involvement of the Railroad Prototype Modelers with the PCR. We have a great organization and it would be a real honor for me to serve out a 2nd and last term if the membership would so wish. I would like to thank all of you for this opportunity to serve.



VICE PRESIDENT PAT LaTORRES

Well two years have passed and we're now on the cusp of another PCR election. Over the past term I've had the opportunity to serve the members of this region as Vice President, working with our President, Ron Plies and your elected directors on the PCR Board of Directors. For Ron and me it was a learning experience, with both of us coming in cold and while there may have been a few bumps in the road I feel that the PCR was well served. Have I made mistakes over these past two years? I'm sure there have been more than one or two. Will I make more in the future? While I'd love to say "absolutely not", I'm sure that there will be a few more. But I feel confident in saying that they will be few and far between. Now that I've got a bit more of a handle on the workings of our region, I'm hoping to see a number of items moved forward for the benefit of our membership over the next two years. I'm asking that you give me your support and allow me to spend another term working for you, as Vice President of the PCR. This is not a job that I take lightly, as a matter of fact it's a responsibility which I feel quite passionate about. As I've mentioned in the past, the NMRA is built from the bottom up, even if there are some at the national level that sometimes seem to miss this.

Please know that this is something which I will keep as a guiding principle in my work with the BoD. All of us on the Board of Directors for the PCR have made an effort to move our region forward in some new ways and I feel it is in the best interest of the region to keep moving in this direction. As always, I am here to serve the region to the best of my abilities and with your vote will continue to do so.

Thank you, Pat LaTorres



National Model Railroad Association

PACIFIC COAST REGION

PCR OFFICERS BALLOT

Instructions for Election:

1. Election starts with receipt of ballot (Branch Line mailed approximately January 10, 2009).
2. All ballots must be received by the Ballot Committee no later than March 25, 2009.
3. Vote only for one candidate for each office.
4. You may write in a candidate of your choice. However, the candidate must be willing to serve if elected.
5. Voting for more than one candidate in an office will void your ballot.
6. Do not make any other marks on the ballot.
7. Fold in thirds so that the return address is showing, and tape the ballot closed.
8. The ballot is considered a first class letter, and requires 42¢ postage.

PLACE AFTER YOUR CHOICE FOR EACH OFFICE.

PRESIDENT <i>(Vote for ONLY one candidate)</i>	VICE PRESIDENT <i>(Vote for ONLY one candidate)</i>
Ron Plies <input type="checkbox"/>	Pat LaTorres <input type="checkbox"/>
WRITE-IN CANDIDATE <input type="checkbox"/>	WRITE-IN CANDIDATE <input type="checkbox"/>

(fold here)

Postage
42¢

PCR Ballot Chairman

Jim Providenza

16 Drake's Cove

San Rafael, CA 94903

(fold here)

Boy Scouts of America Railroading Merit Badge

By John Stevens

National Boy Scout Coordinator

Have you ever sat and thought about where the future model railroaders are going to come from? Although there are areas within the United States where rail traffic is quite heavy, most of the youth of today have no interaction with railroads. Most travel today is done by automobile or airplane. Of course, some major cities have a form of rail transportation, but in most cases it isn't something that you would think about modeling. We know that there is a great interest in trains with very young people today. Have you ever tried to visit your local train museum when Thomas the Tank Engine was going to be there? But, without seeing trains on a regular basis, there is no reason to think that the youth of today will have any interest in becoming the modelers of tomorrow. Without the modelers of tomorrow, the number of modelers in this country will continue to shrink. We all know what happens to the availability of good modeling supplies as the number of modelers decreases.

One of the best ways that we as model railroaders can help grow our hobby is by helping Boy Scouts earn the Railroading Merit Badge. My division has a program that we started in 2002. We present our program twice a year at a local NRHS museum. We divide the merit badge into stations.



NMRA member David Gilley instructing some scouts at the switching layouts



NMRA member Perry Lamb assisting a blind scout who went through the program a couple of years ago.

We limit attendance to 30 scouts so that we have only four or five scouts at each of the stations at any one time. We have presented the program twelve times during which we have had 289 scouts earn the Railroading Merit Badge. Presenting the program is always a lot of work, but it is also very rewarding.

The National Board of Directors knows that there are individuals and divisions throughout the NMRA who are doing a wonderful job of presenting programs to help scouts earn the Railroading Merit Badge. Unfortunately, National doesn't have a record of those programs. As the National Boy Scout Coordinator, I am attempting to gather that information. If you or your division runs a program to help scouts earn the Railroading Merit Badge, we would like to hear about it. Please send me a brief description of your program. If you are active in the Railroading Merit Badge program and would be interested in being a regional coordinator, please contact me. In either case, I can be reached at scouts@hq.nmra.org.



Daylight Division Report

By Doug Wagner

Daylight Division Meets at Tehachapi in November

Daylight Division held its Fall 2008 meet on November 15th at the Mountain Crossing Restaurant in "Railroad Mecca," Tehachapi, California.

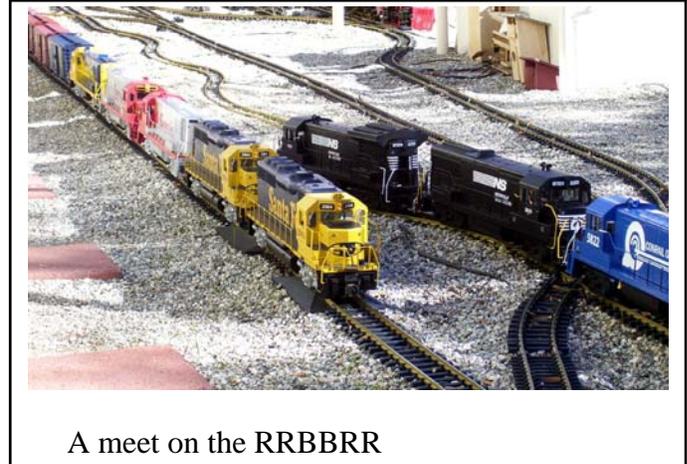
The meet started with food, a no-host breakfast in Mountain Crossing Restaurant's meeting room, followed by the business meeting, door prize drawing and white elephant auction. Favorite model and favorite photo contests were held. John Alexander of Bakersfield won the \$25.00 door prize.

A number of other door prizes had been secured by the new Industry Liaison Chairman, Jay Smith. Donors included Irish Tracklayer, Tami's Timeless Treasures / Dave Baker's Trains of Clovis, Roy's Trains and Things of Clovis, and Trains, etc. of Tehachapi.

The Mountain Crossing Restaurant also has an HO scale operating display layout of the Tehachapi Loop, which we all enjoyed.

Following the festivities maps were distributed for layout and hobby shop tours.

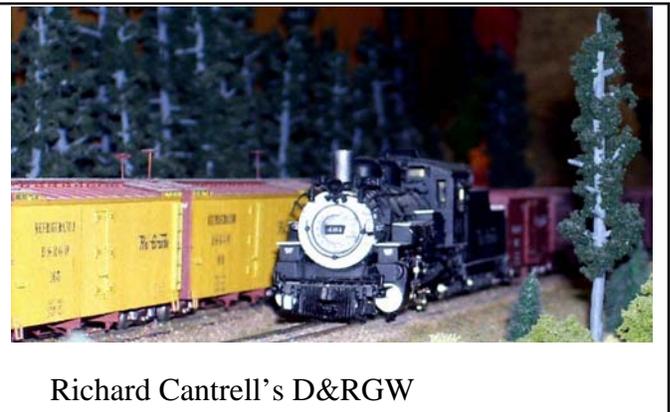
We visited the two model train stores in Tehachapi — Trains, Etc., and Gold Coast Station. Trains, both located on West Tehachapi Blvd. right



A meet on the RRBBRR

across the street from each other.

The first layout this writer visited was Rick Passalacqua's RRBBRR – Rick's Rock Back-Breaking Railroad. Rick's layout is a garden railroad with 3 interconnected loops, with a passing siding on each loop. The layout has 1,000 feet of track, including a 4-looped staging yard in a train drive-in storage shed. Rick operates both steam and diesel over his empire, with 10-foot radius curves.



Richard Cantrell's D&RGW

We then went to Richard Cantrell's HO standard and narrow gauge, the Denver and Rio Grande Western. Richard's layout contains some

(Continued on page 37)



Outside at the Mountain Crossing Restaurant

(Continued from page 36)

impressive scenery, depicting Colorado. The upper level is narrow gauge, while the lower level is standard gauge.

The last stop on our layout tour was John Bell's R&RRR. John states the 4-R's don't stand for anything, he just likes the sound while pronouncing the 4-R's! John's garden layout has 1,050-feet of track in single loop, with an 80-foot siding, 10 bridges and 6 tunnels. Part of the run goes down a mountain river canyon. Part of the layout consists of a loop to drop the elevation of the layout by 5-feet.

John also put on a BBQ for anyone wanting to partake of eating while viewing prototype trains from John's viewing angle above the Union Pacific's "Cable" Siding, just north of Tehachapi. The BBQ meal consisted of ribs or chicken, corn-on-the-cob, hot macaroni and cheese, dinner rolls, green salad, with a dessert of pie and ice cream. Due to the chilling wind, John moved us into his recently completed, large storage building for our meal. Many were amazed at the large amount of G-scale rolling stock John had on shelves in the building. There was also a Christmas exhibit that was ready to be packed and transported to the local Veteran's Hall for display.



Chow at Bell's

Everyone had a great time in the hills.

The next Daylight Division meet will be held February 28, 2009 at St. Paul's Anglican Church in Visalia. Future meets will be held in May 2009 at Marlin Costello's in Fresno, (date to be announced), on August 22, 2009 at Hilding Larson's in San Luis Obispo, and in November at Santa Barbara (date and exact location to be announced).

Daylight Division Holds First Layout Tour

Daylight Division hosted its first layout tour in the Fresno area on Saturday, December 6th. As this is being written on December 1st, the results of that layout tour are not yet known. Layouts scheduled include Steve Silva's G-Scale Pacific Western Rail Corporation, Chuck Harmon's HO-Scale San Joaquin Central, Clay Cunningham's HO-Scale layout, Gary Saxton's N-Scale NYO&W, Bob Sexton's Jackson, Drytown and Sonora, Marlin Costello's HO-Scale Goshen and Goosechase, Ron and Dave Baker's HO-Scale Milwaukee and D&RGW, Belmont Train Group's HO-Scale layout, and Rob Briney's HO-Scale Sierra, Clovis and Western. This reporter will try to file a follow-up report in the next issue of the *Branch Line*.

That's all for now.

Submitted by Chuck Harmon

Northern California O Scale West + S Largest S scale show west of the Mississippi!

There will be clinics on topics such as making trees and creating your own decals. Ken Reiter, the electronics guru for Ed Loizeaux will do a presentation. A panel discussion about layout planning, operation, and maintenance by S, Sn3 & O scale layout owners.

The BASS club's modular layout up and running (DC & DCC) – bring your equipment to run on the layout, a Digitrax control system will be available. Equipment must meet NASG standards.

The McKenzie brothers' fantastic Sn3 logging layout including the realistic and beautiful trees they teach you to make in their clinic.

Offsite layouts include:

- Ed Loizeaux's S & Sn3 scale NYC:
- Arden Goehring's S scale UP Sherman Hill:
- Don Harper's Sn3 Harper Valley Railroad
- We also hope to have Mike Schwab's Sn3

San Juan Central Railroad.

Convention info:

January 29-31, 2009, Hyatt Regency Santa Clara, 5101 Great America Parkway, Santa Clara, CA 95054, 800-233-1234

Admission: \$30 at the door.

<http://www.oscalewest.com/osw2009.html>

Coast Division Layout Tours 2009 Schedule

The 2009 Coast Tours will be the weekend following the Coast Division quarterly meetings. The preferred distribution of tour maps is on-line and free. Hard copy map sets are available only by preordering from a member of the Coast Tours committee (contact below). The hard copy map packet cost is five dollars per tour weekend and distribution is at the Coast Division meeting preceding each tour weekend.

March 14 – 15, 2009 - Monterey Bay and Salinas – Robert Bowdidge, coordinator

June 13 – 14, 2009 - North East Bay - Andy Schnur, coordinator.

September 19 – 20, 2009 - South East Bay - Bob Osborn, coordinator.
North Beyond the Bay - Ernie Simard, coordinator.

December 12 – 13, 2009 - North West Bay - Pete Cressman coordinator.

North Beyond the Bay includes Napa, Solano and Sonoma Counties. Other tours outside the Coast Division boundaries are being planned. Please let us know if you would like to have your layout on a tour. There are no minimum layout standards, just an accurate description of what you have.

Coast Tours Coordinators:

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

Please Send Us Your Email Address

We are assembling a data base of PCR and Coast Division email addresses. The use of email is much faster, less time-consuming, and a significant savings over using the US Mail. Please help us assemble this data base by sending an email with your name and the words "PCR Email" in the subject line to Steve Williams at spwilliams@gmail.com. We hope to do all tour notices via email and the web sites. The email address database will be only for the use of PCR and Coast Division event communications and not distributed to any third party

Tours and Operations at "Rails Across the Bay"

There will be many opportunities at the April 15 – 19, 2009 PCR convention in Fremont for layout touring, operating and hosting. See www.pcrnmra.org/conv2009. Thursday, Friday and Saturday layouts within 25 miles of the convention will be on tour. Wednesday and Sunday afternoon layouts of any distance can be open for tour for attendees in transit to/from the convention. Operating sessions will be available throughout the convention. If you would like to have your layout on tour, contact Bob Osborn or Don Marenzi. If you would like to host an operating session or sign up as a guest operator, contact David Parks.

Rails Across The Bay, PCR 2009, News

Steve Wesolowki

PCR 2009 volunteers are working hard planning more fun for RATB, April 15 to 19th, 2009. Late Breaking News: Marriott Fremont Silicon Valley reduced our PCR 2009 special room rate to \$79/night (plus taxes), \$10 less than before, a savings of 11.2%. Even more reasons even locals should consider staying one or more nights to avoid traffic and enjoy more convention. Plus, a full breakfast at the hotel is only \$10.00 for registered guests.

For even more Saving\$, Early Bird \$85 Registration until January 31st. First Timer Registration for those whose last PCR convention was 2003 or before is \$75. Recognizing our many busy spouses, a Banquet Only fare of \$45 was added for spouses only. Of course, a Full Spouse fare of \$70 includes the Banquet. The \$45 One Day Fares do not include Saturday's Banquet and guest speaker (to be announced later). For the most current information visit our website: www.pcrnmra.org/conv2009

So, finish your taxes by 14 April & enjoy train fun Wednesday the 15th, when PCR 2009 begins with layouts to visit On Your Way to Fremont, and great clinics and operating sessions to attend. Layout maps and operating session information will be available to all those who are pre-registered. Wednesday is not just a travel day, it also provides you more time to meet & greet old friends and make more new friends.

On Thursday there will be even more wonderful clinics to attend and layouts to visit. Currently a NUMMI Auto Plant tour is being planned, and Niles Canyon Speeder rides (for a small donation). More Speeder

rides may also be available Saturday. We're also currently working on a US Steel plant tour for Thursday, if it can be arranged. Plant tours are among my favorite activities, but for many reasons can be hard to arrange, so keep your fingers crossed, and keep checking our website for current information.

On Friday, we've planned (for an extra fare) a Niles Canyon Railway Steam Train ride which includes a guided shop tour, along with enough time in Brightside yard to photograph everything there, which is a lot of train stuff. After riding a Niles Canyon Railway Steam Train my first time last month, I believe everyone should really enjoy this ride through historic Niles Canyon, where Charlie Chaplin and many others made hundreds of movies before Hollywood began; the winding track provides many chances to photograph the train, in addition to special photo ops being planned: Some Big Fun! And, Friday will also have plenty of clinics and layouts to enjoy, operating sessions, and a Swap Meet in the evening to find and buy more train stuff to take home; More Fun!

On Saturday, after the Hobo Breakfast (if you are up that early) there are more clinics to attend and layouts to tour, even a Boy Scout Railroad Merit Badge program is planned, along with more operating sessions and Contest Judging opportunities.

Saturday Evening's Banquet is an opportunity to visit with your friends and enjoy our guest speaker, followed by the "Meet the Builders" event in the Contest Room so popular in Fresno, where you can



(Continued on page 40)

(Continued from page 39)

get answers to your questions about how they built their models.

Sunday Morning features our Annual PCR Members' Breakfast Meeting (yes, Breakfast is included!), where remaining Door Prizes are also distributed. After our meeting ends, there are layouts to see and operating sessions to enjoy on your way home. (It's not over even when it's over!)

In addition to all the above, there are many Special Interest Group activities planned, which you can expect more information about in the next issue of *Branch Line* from those in charge of planning them.

There is also a complete Non-Rail schedule of events coordinated with the Rail activities scheduled which includes activities in Historic Niles and Ardenwood. You can also expect more information on the Non-Rail activities in the next *Branch Line*.

Of course, one of my favorite activities, the John Allen Timesaver Switching Contest will be available. Working the Timesaver taught me the fun of operating trains and adding to my enjoyment of building trains. We plan to have a Timesaver layout more available to enjoy giving people a chance play with and learn about it without being timed. We want to encourage more enjoyment operating and switching trains. Volunteers will be around to answer questions.

Unfortunately our plans to offer a 2009 Convention Car collided with very significant cost increases. Given the excessive cost per car to produce, we've decided to work on generating decals, hopefully in multiple scales, to allow you to customize a car in your favorite era, style and scale.

Expect more information in the next *Branch Line*. Meanwhile, keep working on contest entries and feel free to volunteer to help with PCR 2009. Many Happy Trains to you until we meet again in 2009!



Redwood Empire Division Report

By Steve Skold

RED was saddened by the death of long-time member Don Cabrall on Oct 15th. He will be remembered by his exquisite Hessel and Lone Pine RR and the many hours of operation enjoyed by many.

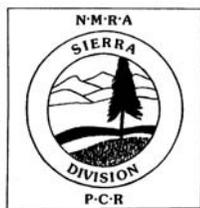
Monroe Hall in Santa Rosa was the venue for the Fall RED meet on November 15th. Dick Couden gave us a run down on the Hobby Expo in Petaluma on February 21, 2009 from 9:30 AM to 4:00 PM at the Petaluma Community Center at 320 North McDowell Blvd. It will include model railroading, RC planes, ships and cars. More in the January *Callboard*. Admission is free.

PCR Prexy Ron Plies had a few words about the recent PCR mid-year board meeting as did Director Carol Alexander. Terry Strom advised us about another show next September at the Sonoma County Fairgrounds. There will be articles about this in the next couple of *Callboards* also.

We had a show and tell program with 6 different models and photographs with the proud owners giving details of how they were put together. After a break, we did door prizes with Jim Nightengale of Kelseyville winning the Sumpter Valley print of the narrow gauge articulated engine # 251 by John Coker. Bob Korte of Redwood City won the book *Classic American Railroads*.

Harold Mentzer did a clinic on Culverts and had several different versions for display and a three page handout with references. Culverts are a nice way to break up the short distances required by the small areas most of us have for modeling.

The next meet will be in Napa on February 21st at the Napa Club. Nominations will be due for Superintendent and Chief Clerk and the election ballots will go out with the *Callboard* for the May meet. O-Scale West is coming up Jan. 30 and 31 which will enable you to get home in time for Super Bowl Sunday on Feb 1st. You can contact me for information on time and place.



Sierra Division Report

By Bob Warner

Carson City Fun

The Sierra Division meeting in Carson City, NV on Oct. 11th started out on a cold 34 degree morning at the beautiful Nevada State RR Museum. Snow had fallen the previous day, overnight and in the morning The museum has beautifully restored engines and cars, many from the Virginia & Truckee RR. More, including a McKen car (#22) that is nearing its final work, are in an adjacent car barn in various stages of restoration. There is also a new, very nice HO layout with typical Nevada mining scenery.

After the morning at the museum we drove over to Mills Park where we were welcomed by the Carson City Railroad Association which provided free rides on their outdoor train. The association is responsible for the HO layout at the Museum and, additionally, also has an HO/N scale large layout in the Snack Bar Club House. In the Club House we were treated to a delicious lunch of BBQ hamburgers and hot dogs along with beans, macaroni salad, drinks and dessert paid for by the Sierra Division. Some 35-40 people were in attendance. We all tried to squeeze into the club house since the outside temperature and wind made quick work of any hot food or drink.

At 12:45 Superintendent, Jim Long, opened the business meeting. Many thanks and rounds of applause were given to Carson City Railroad Association and the individuals that locally helped to make this meeting a success. Mary Moore-Campagna, our PCR Board member said that at the upcoming Board meeting they were proposing to buy two more Media Projectors, so that each Division could have one for local meeting use as well as for PCR conventions. Jim announced that the Sierra Div. Banquet will be held in January at a location and date to be decided. He also spoke about the 2010 PCR convention (Silver Rails) sponsored by our Division on April 28-May 2,

2010 in Carson City. The committee would like to have a convention car for sale. An HO Southern Pacific 40' double door box car, with a cost of \$8 to \$18 was proposed to the membership. It will come with a convention logo decal that can be used if desired and some decal numbers for modeling multiple cars. N scale cars may be available if possible. This was moved, seconded and passed.

Jim had registration forms for the 2009 PCR convention in Fremont and asked all members to attend and consider doing a clinic. On October 31st & November 1st & 2nd High Sierra Hobbies has set up a fine tour of layouts in the greater Reno/Carson City area.

Jim Long would like to see the Division. set up its TimeSaver layout at Train Shows throughout our region and any adjacent areas. This would help to publicize our division and hobby. The TimeSaver will be set up at the International Railfair in Roseville on November 8th & 9th. Since this is our yearly fund raiser, Mary had sign up sheets for the two areas that the Division is responsible for, Ticket Sales and the TimeSaver operation. People who work at least one hour get a free 2 day entry to the show and a free banquet ticket for Saturday night. Please consider helping out your Division next year. The show is always the second weekend in November.

A number of lucky attendees then received door prizes and the meeting was adjourned. We then drove up to Virginia City for a ride on the Virginia & Truckee RR. They have expanded the trackage and we had a beautiful, but cold ride out to the current end of track past the Gold Hill Station and the huge glory hole and filled in trestle. We all then headed home under fairly clear, but still cold skies.

Bob Warner, Chief Clerk

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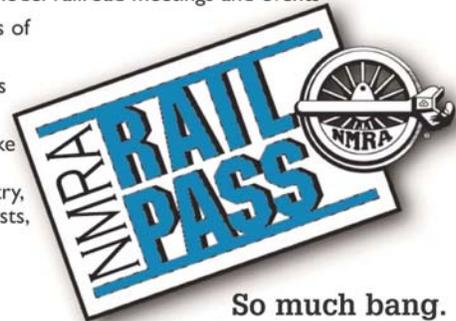
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*Rail Pass offer is good in the U.S. only and is for new members and those who have not been NMRA members for two years or more. Individuals can only join at Rail Pass rates one time; membership renewal will be at the regular membership rate. Rail Pass members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a New Member Pak.

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The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Club Info

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

ANTIOCH MODEL RAILROAD CLUB

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

Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

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

E-mail: BobLewis1@sbcglobal.net.

BAY AREA Z MODULE COOPERATIVE

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

Contact: Robert Ray pray59@sbcglobal.net

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

CARQUINEZ MODEL RAILROAD SOCIETY

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

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

Web: www.CarquinezMRS.org

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the

Humboldt County Fair Grounds Commercial Building NW corner, Ferndale. Contact: Ron Plies, 707-725-9063 Mail: P.O. Box 950, Fortuna, CA 95540

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

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

GOLDEN EMPIRE HISTORICAL & MODELING

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

GEHAMS web: www.gehams.com

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

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

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line,

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(Continued from page 45)

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

Nn3 ALLIANCE

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

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

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

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

SACRAMENTO MODULAR RAILROADERS

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

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

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SAN LUIS OBISPO MODEL RAILROAD CLUB

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

Email: info@slomra.org. Emailing list: groups.yahoo.com/group/SLOMRA. Jim Keating 805-458-8734

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

SISKIYOU MODEL RAILROAD CLUB,

located at the Yreka Western RR Depot, 300 East Miner St., Yreka, CA 96097. Passenger operations, and club layout open, begin June 7, Wednesdays thru Sundays. at about 10:00 am. Meeting Night is Thursdays at 7:00 pm. Exit 775 from I-5. Info Glenn Joesten, 530-340-2537 or Tom Brass, 530-842-4921, or email glenn476@4fast.net

TIDEWATER SOUTHERN RAILWAY HISTORICAL

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

TRI-CITIES MODEL RAILROAD CLUB

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

WALNUT CREEK MODEL RAILROAD SOCIETY

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

WEST BAY MODEL RAILROAD ASSOCIATION meets at the former baggage building near the Menlo Park Railroad Station. The address is 1090 Merrill Street next to the tracks. The club meets every Wednesday from 7-10pm. Business meetings are on the second Wednesdays of the month and operating sessions, open to the public, are on the fourth Wednesdays. There are O, S, and HO Scales on a large layout. Our Annual Christmas Show is held on the second weekend of December. Admission is free.

Donations are greatly appreciated. Contact: West Bay Model RR Association 650-322-0685 and visit our web site at : home.earthlink.net/~pesce/westbay.htm

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

CALLBOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)			
• President	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Vice-President	Pat LaTorres	(510) 317-7456	duhnerd@pacbell.net
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Rich Kolm	(510) 538-8973	IronhorseK@comcast.net
• Director, Daylight Division	John Houlihan	(559) 435-0874	oscalejohn@gmail.com
• Director, Coast Division	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Director, Sierra Division	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
• Director, Redwood Empire Div.	Carol Alexander	(707) 537-8108	carolnma@msn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz
ADMINISTRATION DEPARTMENT			
• Manager	Ron Plies, MMR	(707) 725-9063	ron@ronpliesinsurance.com
• Budget & Finance Committee	[President, Vice President, and Treasurer]		
• By-Laws & Manual Comm. Chair.	Dave Connery	(925) 735-0134	deconnery@aol.com
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
• Honors Committee Chairperson	Ray deBlieck	(510) 521-9778	RaydBCS@aol.com
• Storekeeper	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Audit Committee Chairperson	Dennis Stokely	(925) 828-1990	stokely4@aol.com
MEMBERSHIP DEPARTMENT			
• Manager	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Member Services Chairperson	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Asst. Member Services Chair.	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Membership Promotion Chair.	(vacant)	---	---
• Member Aid Committee Chair.	Rod Smith	(510) 657-3362	Railgeezer@aol.com
• Education Committee Chair.	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coord. Chair	Dave Parks	(650) 961-7644	bearwestern@comcast.net
PUBLICATIONS DEPARTMENT			
• Manager	Gus Campagna	(415) 990-3777	campgus@earthlink.net
• Editor, <i>Branch Line</i>	Bill Kaufman	(415) 491-0543	whk58@pacbell.net
• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org
CONVENTION DEPARTMENT			
• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
• 2009 Fremont -- Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• 2010 Reno/Sparks -- Chairperson	Raymond Rich	(775) 358-8571	ray@ritch.net
• 2011 Santa Rosa -- Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com
CONTEST DEPARTMENT			
• Manager (see Div. chairs below)	Bill Scott	(559) 298-7715	vallyflyer@aol.com
ACHIEVEMENT PROGRAM DEPARTMENT			
• Manager (see Div. chairs below)	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyr.com
NON-RAIL ACTIVITIES DEPARTMENT			
• Manager	Mary Moore-Campagna	(415) 672-4806	marycmoore@campagna.com
DAYLIGHT DIVISION			
• Superintendent	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Chief Clerk & Paymaster	Suzanne Paff	(559) 645-5145	suzanpaff@comcast.net
• Editor, <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
• Contest Chairperson	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Membership	Doug Wagner	(661) 589-0391	carldw@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net
COAST DIVISION			
• Superintendent	John Marshall	(925) 461-0206	ntrak@sbcglobal.net
• Chief Clerk	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Paymaster	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Editor, <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Contest Chairperson	John Sing	(650) 372-0765	singj@us.ibm.com
• Achievement Program Chair.	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Membership	(vacant)	---	---
• Member Aid (Key Contact)	Rod Smith	(510) 657-3362	Railgeezer@aol.com
SIERRA DIVISION			
• Superintendent	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Chief Clerk	Bob Warner	(916) 772-7502	bwarner1@softcom.net
• Paymaster	Al Rowe	(916) 961-9911	hofunar@aol.com
• Editor, <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 872-3894	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net
REDWOOD EMPIRE DIVISION			
• Superintendent	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Chief Clerk & Paymaster	Ed Merrin	(707) 542-3620	edmerrin@earthlink.net
• Editor, <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net
• Contest Chairperson	Giuseppe Aymar	(707) 584-1477	Giuseaymar@aol.com
• Achievement Program Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
• Membership	Gus Campagna	(415) 990-3777	campgus@earthlink.net
HAWAIIAN DIVISION			

Hawaiian Division offices and positions are currently vacant.

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

January 24 & 25, 2009 - 8:30 A.M. to 10:00 P.M., Bay Area Layout Design & Operations Weekend,

January 25, 2009 - 10:00 A.M. to 4:00 P.M., Open House and Layout Runs, San Luis Obispo Model Railroad Association, Oceano Depot, Oceano, CA.

January 29 to 31, 2009 - 8:00 A.M. to 11:00 P.M., O Scale West Meet, Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA

January 31, 2009 - All Day - Daylight Division Layout Tours - Santa Barbara area,

February 28, 2009 - 9:30 A.M. to 6:P.M., Daylight Division Meet, St. Paul's Anglican Church Hall, 120 N. Hall St (@ Center St, Visalia, CA.

March 7 and 8, 2009 - PCR Coast Division Layout Tours - Monterey Bay and Salinas.

March 14 & 15, 2009 - All Day - Daylight Division Layout Tours - Bakersfield area,

March 19 to 21, 2009 - BayRails 2009

April 15 to 19, 2009 - Rails Across the Bay 2009 - PCR Convention, Marriott Fremont Silicon Valley, 46100 Landing Pkwy, Fremont, CA.

