



BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Ron Plies

BOY, AM I ENTHUSED

Have you noticed that this train called the PCR is getting up a full head of steam and has nothing but a clear track ahead? As they say in railroading terms, "We are by the green, high greens ahead so high ball the drag." The region is doing very well from the reports I get from the different divisions. Sierra had a great meeting in May and in all places -- Colusa. Now most people in our region, let alone the rest of the state, do not even know where that town of Colusa is, but 44 of the Sierra Division folk found their way there and had a great time.

Because of the fine work of the Rev. Walter Schedler, who organized the meeting, and the fine leadership of Mr. Jim Long, Division Superintendent, they were able to pull off one of the best meetings for the Sierra Division this year. Help was also given by Dr. Michael Andrews who displayed his beautiful O gauge models of Marysville and Yuba City. Also a fine layout and prototype tour was given that the group really

enjoyed. They have some great things planned coming down the track for the Sierra Division this year, one of them is Rail Fair in Roseville in November.

Congratulations are in order to Sierra Division Director Mrs. Mary Moore Campagna for being selected PCR Person of the Year. This award was given to Mary for all the hard work she has done in front of and behind the scenes for the organization. Thanks Mary. The RED is reporting another fine meeting this last month with so much material they did not have time to get through all of it. The numbers at these meetings have been increasing due to the fine leadership of Mr. Steve Skold and his staff. Director Ms. Carol Alexander from the Redwood Division is a valuable asset to the PCR Board and whose help and direction is greatly appreciated.

The Coast Division just keeps rolling along doing the things that have made them great over the years. Under the leadership of Superintendent John Marshall we are seeing the division growing and are looking forward to our next year's convention at the Fremont Marriott Silicon Valley Hotel, 46100 Landing Parkway, Fremont, CA. Mr. Chuck Mitchell is planning a full and complete program and I know you will not want to miss this one. As a side note, our mid-year board meeting will be at the same hotel in Fremont on Oct. 18th at 1 PM and all of you are more than welcome to attend this or the annual board meeting on Wednesday April 15th at 1:00 PM also at the Fremont Marriott.



El jefe del norte



Mary Moore-Campagna and her well-deserved President's Award

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At the last board meeting we said good-bye to Mr. Kermit Paul, MMR, who has served as the Coast Division Director. He was a valuable contributor to the PCR Board. Thanks Kermit for all your help.

Speaking of conventions, didn't the Daylight Division do an outstanding job of putting together the fine convention we just had in Fresno? Mr. John Houlihan and his staff gave us another one of the fine conventions that the PCR has become known for. Under the leadership of Division Superintendent Pat Boyle and his staff, the Daylight Division is moving right along. Also Daylight Director Doug Wagner deserves a big thank you for all his work. Doug is stepping down from this position, but I understand he is not going far as he has stepped up to take the Division Superintendent's position. Thanks to Mr. Bill Scott our PCR contest Chairman and his faithfulness to the position year after year. We are seeing the contest room filled to capacity and this time we ran out of room! We had new members who came into the contest room and entered their models and took away some nice awards. I am sure we will need more room, and Mr. Chuck Mitchell has said he will do his best to see that we have that at next year's convention. So keep working on those fine

models and plan on bringing them to Fremont.

Another big thank you to Brewster and Sally Bird and their son for the very successful Boy Scout Merit Badge program that they put on Saturday of the convention. With the help of Mr. Jim Long and one other not so important person, me, we were able to pass out 20 railroading merit badges to those fine Boy Scouts. On top of this, Brewster was in charge of the clinic program and did an outstanding job. I hope we can keep up the Boy Scout Merit Badge Program at our future PCR conventions.

Mr. Dennis Stokely has done a great job of getting us locations for our conventions and finding the right people to staff them. We are working on conventions for 2010 in Reno and 2011 in the Santa Rosa area and will let you all know when these meetings are confirmed. Also the next major convention is the National at Anaheim July 13th - 19th. Do plan on making it down there and if you can, bring a model to the contest room, or display only as I plan to do.

One of the divisions that is showing some activity is the Hawaii Division. Under the leadership of Eric Minton we are seeing some

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Division Members of the Year and directors. From left Sierra Division Director Mary Moore-Campagna and MOTY Al Rowe, Coast Director Kermit Paul and MOTY Tom Crawford, RED Director Carol Alexander and MOTY Ed Merrin, and Daylight Division Director Doug Wagner and MOTY Dave Grenier

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promising things. One thing that they did that showed up all the rest of us was in the last election they returned over 50% of their ballots. The general membership does not even come close to this so we can take a lesson from this division and get our ballots in at the next election. Does the idea of a convention in Hawaii interest anyone? Like the little boy in the movie "Angels in the Outfield" stated, "It could happen!"

Why is all this happening, you may ask? It is because people have gotten involved and are keeping this organization moving down the tracks. Whether it be those who are engineers, contractors, brakeman, or "white hats" (that's railroad officials), all are working together to make this railroad work. It takes a lot of different people with a lot of different talents to make it happen and I am sure there are any number of you out there who have the stuff needed to do the job. I have heard, "What do I get for my membership to the PCR and NMRA?" Perhaps a better question would be, "What can I do for the organization?" After all, isn't it more blessed to give than to receive? When teaching criminal justice at a local junior college I learned that the teacher always learns more than his students. So if you wish to get the full benefit out of your membership get involved at the division or region levels, you will always get more out of it than you put into it. I will leave you with this challenge, go up to your Division Superintendent at the next meeting and ask him in what areas he could use some help. After he has picked himself up off the floor I am sure that he will find something that you can do that will fit your expertise. The PCR was left in good condition by the leadership of the past and we are moving ahead on those High Green Signals that we have been given.

Ron Plies
PCR President



Sierra Memories Model Contest 1st Place – Display Open Bob Booth



Sierra Memories Model Contest 1st Place – MOW Edwin Hall



Sierra Memories Model Contest 1st Place – Structure Kit Ron Baker

VIEW FROM THE LEFT SEAT

Pat LaTorres

Well, "Sierra Memories" is now one, and one fine memory it is! Thanks to John Houlihan and his committee for providing a wonderful five days of model railroading and other activities. I again had a chance to renew and reinforce old friendships and to add some new friends to the list. The only real problem with this convention was having too many things to do and not near enough time to do it. I keep thinking of Tony Thompson's clinic on S.P. Cabeese, which he gave twice and I still never got to see it. The first time he presented was opposite the PCR Board Meeting (some felt that I probably should be there), the second time was opposite a clinic on Railroad China given by this Pat LaTorres guy (so again, I pretty much had to attend). As far as I can see, if that's the worst sort of problem that one has to deal with things aren't too bad.

The contest room was also well attended (AGAIN!) And we had some beautiful work to look at in every

category, not just the models. We had twelve Merit awards presented (models that earned over 87 points) and I can say honestly that these were all well earned. In one category the Merit awards went down to fifth place! I'm asking every modeler planning to be at Anaheim to bring at least one entry (model, photo, or crafts) for the contest room – more if you have them. These can be for the contest, for the popular vote contest, or just for display. Take a quick look at the NMRA National site, since the national categories are slightly different than what we have in the PCR. Let's try to fill the room to overflowing.

I also hope that all of you will mark off April 15th through 19th of 2009 for "Rails Across the

Bay", in Fremont. This is looking to be yet another fine gathering of our friends from the PCR (both those that actually live within the PCR and those from as far afield as New Jersey, or Iowa, or Washington). And in between now and then we have a little gathering planned for down in Anaheim for the NMRA National Convention. As I mentioned in my column last month, this will be a great opportunity to become a PCR "Hobo", to share an entire week of model railroading fun with other PCR members and to meet and make new friends from literally all around the world.

What Ron and I would like to do is invite any and all of these specialized groups to share in our activities and have the opportunity to find out that "This is NOT your father's NMRA" and that we all have something to gain by sharing our common interest in things railroad! Just because someone is a "Rivet Counter" and wants to model a car or locomotive as closely as possible, it doesn't make them any less fun to be around. I've always found that learning is a joyous and exciting pastime! -

Two weeks before the opening of Sierra Memories, the 2008 PCR convention, Ron Plies and I were talking about an idea he was mulling over regarding the 2009 convention. His thought was how to involve the Railroad Prototype Modelers (RPM) in our activities in Fremont next year. This brought up thoughts about the concept that the committee for the 2011

NMRA National convention is working on, to have a convention pretty much driven by the Special Interest Groups (SIG's). For those that are new to NMRA, or that have not been that deeply involved with the deeper workings of the organization I'll touch briefly one bit of the history.

The SIG's came about several years ago, when various groups of modelers with a common area of interest started gathering together to focus on their specific subject under the umbrella of the NMRA. Over time, some within the NMRA national organization started to see these groups as some sort of a threat to the "power" of the national and whether intentionally or not, the SIG's began to get pushed away from the NMRA. Some of these

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groups still have fairly strong ties to NMRA, such as the Operations SIG (OPSIG) and the Layout Design SIG (LDSIG). Some groups pretty much broke away from the NMRA and became “friendly” independent organizations, such as some of the specific railroad historical groups, or scale specific groups (N-TRACK). While others actually have developed a serious animosity towards the NMRA, such as the RPM Group (some of whose members get quite upset when they’re even referred to as a “SIG”!). While some of the conflict (both perceived and real) between the SIG’s and the NMRA has come from both sides, much of the initial problem was due to actions on the part of officials within the NMRA national organization. While this may no longer be the case, the damage was done and the perception is still there to be dealt with. What Ron and I have in mind is to start a gentle reconciliation with these groups, working on the local (i.e. PCR and divisional) level. Being both an OPSIG and a LDSIG member and being involved with the RPM group, this is something which is quite personal to me.

Most of you are aware of our involvement with the PCR-NMRA/LDSIG/OPSIG weekend at the beginning of every year. This is a two day meet in Santa Clara where the all three groups get together for a series of clinics on layout design and operations, layout tours, design consultations, and operating sessions. While this is held under the auspices and insurance coverage of the PCR/NMRA, one does not have to be a NMRA member to participate. There are other cases where the PCR has already worked to bridge the gap to these specialized groups. The planning committee for the 2006 S.P.H. &T.S. annual meet in Oakland was pretty much all PCR members. And BayRails, the bi-annual operations meet, is again put together by a group mostly from the PCR.

What Ron and I would like to do is invite any and all of these specialized groups to share in our activities and have the opportunity to find out that “This is NOT your father’s NMRA” and that we all have something to gain by sharing our common interest in things railroad! Just because someone is a “Rivet Counter” and wants to model a car or

locomotive as closely as possible, it doesn’t make them any less fun to be around. I’ve always found that learning is a joyous and exciting pastime! – then again, my mom was a school teacher so I may have been corrupted from birth. By the same token, many of these folks recognize and enjoy seeing quality modeling, even if it’s not of some specific prototype. We all need to learn to NOT take it personally when someone chooses to enjoy this hobby in a manner different than we do.

So over the next months and years, don’t be surprised if you see us having joint meets with some of these groups. This may be as simple as a one day “Prototype Modelers” meet, to allow everyone to show off the models that they’ve built without the competitive pressures of a contest, to possibly inviting the RPM group to do a track of clinics on one day of a PCR convention – much as we’re already doing with the LD and OPSIG groups today. There are so many different groups of modelers out there right now – On30, Garden Railroaders, Live Steam Modelers (in a wide variety of scales!), N-Track, Historical Societies (S.P., U.P., A.T.&S.F., Logging Industry, B&O, P.R.R., and so many more), that can add to our enjoyment of the hobby if we just open our ears and eyes. Ron and I are asking you to join us in building some bridges, to try and grow our hobby by bringing like minded folks together for the benefit of all. This may require nothing more than saying hello when they show up at our activities and treating them with the same respect and consideration that you would like to have. Thank you for taking the time to listen to my thoughts on this. As always, if you have any ideas on how to make the PCR a better place, or just want to talk trains please feel free to contact both Ron and me. If you see either of us at any regional or divisional event, please make it a point to say hi and let us know how we’re doing.

Until we meet again,

Pat LaTorres

EDITOR'S NOTEBOOK

By Bill Kaufman

“Not your Father’s NMRA” is the pitch that Pat LaTorres is making in his column. PCR is what we make of it. I can get all riled up about what NMRA is or isn’t doing. Somehow not much of my concerns seem to get translated into much action at a national level, but PCR is ours and we seem to be working in positive directions.

First and foremost, the last three or four sets of elected officials really seemed to be committed to being “inclusive.” I don’t mean this in a pejorative, politically correct way. All of our leadership has had a sincere interest in what others are doing in the hobby and how we can relate to them. Without yelling about how “inclusive” we are, we have good relations with the Layout Design and the Operations folks. It has helped that we have a number of the movers and shakers in these organizations locally, but they could well have gone off and done their own thing without us.

What we have gained is strong threads at our conventions done by knowledgeable people and opportunities for operations weekends and advice on developing layouts.

Similarly, without making an issue of it, two of our four Directors and the winner of our President’s Award this year are all women. Admittedly it is a combination of circumstances and we are not overrun with women and minorities, but PCR is open enough that this is something that happened with no fuss.

Overall the PCR is in touch with the Narrow Gauge folks, the FREEMO people and the ntrak guys.

I am much encouraged by the willingness of the current leadership to try to crack the toughest nut, the RPM. There has been a lot of animosity there. Personally, I have no idea why and don’t want to know. But they seem to have things that would be good for us.

Is there work to be done? You bet ‘cha! But it looks like we will continue on based on the idea

that anybody who is interested in the hobby is not only welcome here, but we’ll go looking for you.

Some of the various interests of our members are scattered throughout this issue. Here and there are some of the winners of the contests at the Sierra Memories convention at Fresno. Dave Connery checks in with not one, not two, but three different products in his “Made in the PCR” article and comes right back with a review of a beautiful book on the Key System.

There is all the usual post convention blow down plus Steve Wesolowski’s first effort to get us to come to the next one. Ed Merrin and Harold Mentzer check in with the first article I have ever seen on Harold’s very nice Bellena Bay Railway & Navigation Company. Jim Providenza reports in on his efforts to run a holiday schedule during an operating session on the Santa Cruz Northern.

John Sing has been off playing with the 1:1 narrow gauge stuff in Germany. He sent us some quite handsome pictures. Seth Neumann gives us a report on the activities of the Special Interest Groups and we get all the usual reports from the divisions.

I do want to point out on page 33 a chance to do good works and have fun all at the same time. An unofficial group is having a food drive and layout tour. We really might want to do both.

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MADE IN THE PCR

Three Products Made in the PCR

Review by Dave Connery

The area on my HO layout I have been working on recently is Virginia City. This scene sits high in a corner of my layout and now includes the roundhouse, turntable, passenger depot, passenger car shed, dual water tanks, sand house and wood fuel shed. When I complete a few mines this small area will be stuffed full of Virginia City details, but where is the city? This has been bothering me for some time, while I have modeled many of the key railroad sites in VC, there was no sign of the town, which is mostly located up the hill from the railroad and mine facilities. In several photos of the passenger depot the backs of buildings on “C” street on the hill above the depot are visible. I got to thinking by using some reduced size building flats on a hill behind the depot would help provide the city to my “city” area. While browsing through some N scale kits at Just Trains I noticed an N scale kit for a row of tenement buildings.

Northeastern Scale Models produces laser

cut craftsman structures in HO and N scale. The kit I had in hand was titled Earl Smallshaw’s Tenement Row. I remember seeing an article about creating these buildings in HO by Earl in a Model Railroader article several decades ago. The fronts of these buildings with their external stairs and porches were almost identical to the looks of the rear of several of the buildings in the photo of the VC depot. I used the kit to provide a series of N scale building semi-flats (about 15 N scale feet deep) for placement on a ridge I created directly behind the passenger depot, in the approximately 1 ½ inches between the rear of the depot and the wall. By using the various structure wall parts and cutting them into different shapes I created a row of 8 structures. I added a fence similar to the one in the photos and I suddenly had credible proof that the town of VC really existed. The lessons here, check products in other scales – they may offer you just what you need – and don’t be afraid to change kits and use things in ways different from how they were designed. NorthEastern Scale



Northeastern Scale Models’ Tenements in Virginia City

Models, Inc, 3030
Thorntree Dr. #5,
Chico, CA 95973 Tel
(530) 896-0801

In the past I have reviewed several products by Rio Grande Models, all based on West Side Lumber Co. prototypes. Owner and PCR member Eric Bracher, MMR & HLM, started out building kits of Colorado narrow gauge Maintenance of Way equipment back in

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1970. He now has a very large catalog of models in HO, HO_{N3}, Sn3, On3 and On30 scales. Over the past several years Eric has released a number of unique Virginia & Truckee models, with more on the drawing board. These are all craftsman type kits that include wonderful metal castings, laser cut wood parts and all needed strip wood, plastic details and wheels. All you need to add is glue, paint and couplers. The kits come with super instructions that include well done drawings and a brief history of the item being modeled.

Each of these kits is a great deal of fun,

a coal loader built by the Central Pacific and used by them as well as building these for other railroads including the V&T.; second row left to right kit #3113 flat for moving Narrow Gauge equipment; #3114 30' Detroit flat car, #3096 24' Kimball flat car; third row left to right #3097 water car 1, #3099 outside braced ventilated boxcar; #3088 water car 2; fourth row left to right #3104 hay box car; #3119 ex. C&NW 40' boxcar and #3123 caboose 24. Rio Grande Models, PO Box 4463, Santa Clara, CA 95056, FAX (408) 867-0322

www.riograndemodels.com, e-mail RGMModels@aol.com.



Rio Grande Models back row: hay box car; ex. C&NW 40' boxcar and caboose 24#. Middle row: water car 1, outside braced ventilated boxcar; and water car 2. Bottom row, three flat cars: flat for moving Narrow Gauge equipment, 30' Detroit flat car, and 24' Kimball flat car. By itself in the front: coal loader built by the Central Pacific.

although they do require some rather precise modeling as they include superbly correct details. The laser cut wood parts are a thing of beauty and fit perfectly. White metal trucks and metal wheels are included in each rolling stock kit. The directions lead you step by step through the construction. Most cars take 3 or 4 evenings of pleasurable modeling, I always make notes on the directions and check off steps as I complete them so when I take a break I know where I am in the process and what still needs to be completed. For this review I have included 10 models that will help all V&T modelers fill out their roster. In the accompanying photo in the foreground is kit #3121

One of the most creative modelers and manufacturers in the hobby is Joel Bragdon of Bragdon Enterprises. Joel is educated as an artist and spent much of his early work years in the chemical/ceramics industry – a great combination for a modeler. Known for his Geodesic Scenery, weathering powders, resin casting clinics, trees and expansive line of rubber rock molds, he has recently debuted two new products. With the unlikely names of Merlin's Wood Wizard and Professor Plumb's Purple Potion, these are two new items to add to your repertoire of weathering materials.

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Merlin's Wood Wizard is a product for weathering unfinished wood. I did some test samples on strip basswood and sheet balsa, comparing Merlin's with three different Alcohol mixtures I had on my modeling desk (with Brown Shoe Dye, with India Ink and with a mixture of Brown and Black Shoe Dyes). First, Merlin's does not smell like alcohol and seemed to dry slower and to warp the balsa slightly – where the alcohol mixture did not. I therefore assume it is a water based product but it does have a faint and somewhat “chemical” odor to it. The directions suggest you get a gray tone if you do not shake the bottle before use and a brown tone if applied after shaking. I did both and found they produce very appealing effects. The unshaken color is a grayish-tan, not quite as gray as with the India Ink solution and after shaking the more brownish color is a slight bit to the gray side of either of the mixes I have that include the Brown Shoe Dye. I will definitely keep this on my modeling bench.

Professor Plumb's Purple Potion Precision Paint Peeler is, as you might expect, a rather thick purple fluid reminiscent of slightly melted Black Raspberry ice cream. You first under paint or stain the model with the color you want to show through the peeling paint. When dry you randomly spread some P P P P P P on the model (I used an acid brush to make splotches). After drying for a few minutes you paint over the model with the finished color. Once that is dry you simply rub your finger over the surface, peeling off the paint and P P P P P P leaving a realistic peeling paint appearance. I have been using rubber cement

for a similar result for years so I did side by side comparisons on both sheet Balsa and sheet basswood. Instead of rubbing the rubber cement off with my finger I pulled it off with masking tape. Both products yielded substantially similar results and both work well. The advantage of the P P P P P P is that it is easy to see where you have applied it (the rubber cement is clear) and it is highly unlikely you will be using a color similar to the P P P P P P for your under painting. I like this stuff and it will also stay on my modeling bench.

Each of these products comes in an 8 oz. polypropylene jar and each sells for \$12.00. Bragdon Enterprises, 2960 Garden Tower Lane, Georgetown, CA 95634 (530) 333-1365 www.bragdonent.com.



Joel's Potions

WRITTEN IN THE PCR

Railroads of Nevada and Eastern California

Vol. III: More on the Northern Roads

Written by David F. Myrick

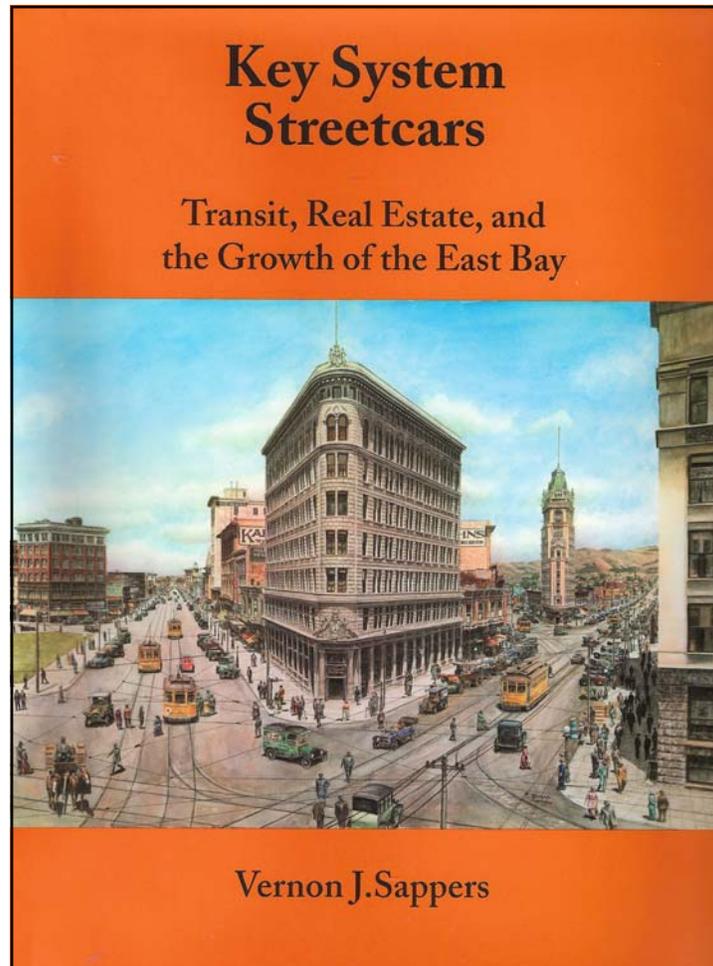
Reviewed by Dave Connery

The author, Verne Sappers, lived his entire life an aficionado of the Key System. This book was in the works when he passed away in 1995 and was completed by his friends in the Bay Area Electric Railway Association. I had an opportunity to meet with Mr. Sappers once about a year before his death, we had an enjoyable day and lunch with Bob Hannah while determining the best location for much of Dr. Ed Scudders railroad library. Most of the items went to the Western Railway Museum at Rio Vista Junction – where Sappers volunteered. When I first heard of this book I thought it might be a rework of information in the two volumes of *The Key Route* by Harry DeMorro but I learned that originally Sappers and DeMorro intended these as companion pieces. There is no duplication whatsoever – this book concentrates strictly on the Key System street railways while DeMorro's books capture the trans-bay ferry and railcar operations.

This is a really impressive book (more appropriately a tome). It is 480 pages packed full of information and especially photos and maps of the East Bay streetcars that were a significant part of

the Key System. I started out to read the entire book, but after about 150 pages I gave up on trying to read and make sense of everything and concentrated on each of the photos and their superb captions. There are 778 photos in this book (45 in color) and they are the real jewel here. The book starts with a history of the system, from its beginnings as a series of horse-drawn companies that blanketed the Oakland area in the mid to late 1800's, the development of cable car lines in the hills, through electrification and eventual amalgamation under the leadership of Francis "Borax" Smith. The portrayal of Smith in this book leads me to believe he had a less important role in the

East Bay transit system than I had previously believed – I think his fame preceded his accomplishments in Oakland, which centered around his real estate endeavors. The story ends with the demise of the Key system streetcars in 1948 when the last of the routes was converted to buses under the direction of National City Lines – a front company for bus, tire and gasoline companies who were buying up street car lines and converting



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(Continued from page 11) Written in the PCR

them away from electric rail service.

The history is followed by a route by route section that describes each street car route with both map and time line of important events and then includes several dozen photos taken on the route at different times in the route's existence. The book ends with a chapter on the facilities and a final chapter on all the various types of equipment used on the system and some appendices on specific issues and cars. I am totally enthralled with the photos in the book. It is an absolute gold mine of information on what things looked like in the span from the 1890's to the end of the 1940's. While these photos are specific to the urban and suburban areas stretching from Richmond to Hayward, they provide an immense amount of information for the modeler of any city and environs in any era during this 60 year period. For example, I was surprised at the number of cars on the streets of Oakland in the 1910's to 1930 period. I have a scene of Reno on my layout and feared I might be putting too many autos on the streets but from what I see in Oakland, I still have lots of vehicles to model. The buildings, the plethora of interesting signs, the dress of street people, workers and patrons, the existence of extensive aerial wires and poles, and the variety of vehicle types are all things I will continue to study in these photos for application to my own modeling. Surprisingly, there was little information on the Real Estate and Growth aspects of the East Bay as indicated in the subtitle. That was just fine with me – the book concentrates on what I was most interested in.

This book is naturally a must for anyone who models the Key System or any other East Bay railroad scenes for that matter. It is a gold mine for traction modelers and enthusiasts in general because of its completeness and as noted above, a trove of information for the period modeler before 1950. The book is published by Signature Press, 11508 Green Road, Wilton, CA 95693, (800) 305-7942, www.signaturepress.com and is listed for \$70.00.



Sierra Division Summer Picnic

August 9, 2008

Western Railway Museum

5848 St Highway 12
Suisun City, CA

Starting 10:30 AM

\$10 fee to enter the park, good for
the train rides and all activities

Sierra Division will supply a BBQ lunch
for all.

All PCR members welcome, all divisions

Please RSVP so we know how much food
to get.

RSVP to Jim Long

530-676-1798 or jimclong@sbcglobal.net

ACHIEVEMENT PROGRAM

Statement of Qualifications

By Jack Burgess, MMR

One requirement of all of the categories of the Achievement Program is completion and submittal of a Statement of Qualifications, or SOQ for each application. The basic SOQ includes a description of the work accomplished by the modeler in compliance with the category requirements, and possibly a witness affidavit by two or more NMRA members affirming that the work listed was completed. In some cases, the SOQ must be accompanied by other documentation listing how the category accomplishments were completed.

No one likes paper work, especially when it is related to a hobby effort and doesn't seem to contribute to his or her hobby skills. Paper work is often stated as the sole reason for not participating in the Achievement Program. (Sound familiar? I have heard the same comments as an excuse for not entering the modeling contest!)

However, without this documentation, there is no way to know what a modeler has done, especially when there are certain standards for participation in the Achievement Program. The Achievement Program is designed to encourage better modeling, increase a modeler's overall skills, and to recognize outstanding work. It is not a program to simply indicate what a modeler has completed – the work must stand above the norm. If a modeler really wants to participate in this program, he or she needs to take the few minutes necessary to complete the required documentation.

Most SOQs are quite simple. For example, the Master Builder - Cars certificate requires that you build eight operable scale models of railroad cars (with at least four different types of cars represented, each one super-detailed, and at least four of which are scratch-built) and you must score at least 87 ½ points on four of these eight models. On the SOQ, you must list these eight models by description (B&O 40' boxcar, etc.) and

provide documentation that you received at least 87 ½ points on half of them. The easiest way to satisfy that requirement is to enter them in a divisional or regional modeling contest which uses the standard NMRA scoring system. The model contest judging forms easily satisfy this documentation, listing the amount of work done, listing the super-detailing effort, etc. At Divisional meets and Regional Conventions, models can be entered for scoring purposes only and not in the actual competition if desired.

Some AP categories, such as Master Builder - Scenery, also require that you document how you satisfied the category requirements with a description of the work completed. This can be in a simple outline form if desired.

If you are struggling with completion of the documentation phase of an AP Certificate, let me know and I will provide samples of other applications to help you.

A number of models in the Model Contest at the recent Fresno PCR Convention were awarded scores of 87½ points or more, earning Merit Awards for their builders. Three Merit Awards were presented to Karen Keifer in the Structure category and three in Freight Cars and Passenger Cars categories to Giuseppe Aymar. (Giuseppe subsequently submitted copies of these Merit Awards with his Master Builder – Cars SOQ.) Merit Awards were also handed out to Bob Wirthlin (Structures), Bob Booth (Structures), Brice Benson (Structures), Jim Providenza (Steam Locomotives), Mark Schutzer (Steam Locomotives), and Steven Wesolowski (Freight Cars).

I am happy to announce that Seth Neumann has been awarded an AP certificate for Chief Dispatcher and that Ted Stevens has been awarded an AP certificate for Association Volunteer. Our Vice President, Pat LaTorres, has

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HIGHLIGHTS

BOARD OF DIRECTORS & ANNUAL BUSINESS MEETINGS

THE BOARD OF DIRECTORS met on April 30 at the Ramada University (hotel) in Fresno, the first day of the 2008 PCR Convention “Sierra Memories.” Board members present were President Ron Plies, Vice-President Pat LaTorres, Secretary Rich Kolm, and Directors Kermit Paul (Coast), Mary Moore-Campagna (Sierra), and Carol Alexander (Redwood Empire). Various Department Managers and Committee Chairpersons were also present. See the PCR website for more details about this meeting.

- **Finances.** Treasurer Larry Altbaum’s written report included financial statements and minor adjustments to the previously-approved FY 2008 Budget. He reported that PCR is financially healthy, and by continuing sound financial planning will continue to be so. The report includes his response to the Board’s October 27, 2007 discussion of the management of PCR’s financial accounts and assets.

He again noted that there is still room in the budget and in the Region’s assets for any one-time projects worthy of Region support. All Division Directors are encouraged to discuss this with Division officers and all other members.

- **Election of Division Directors.** Jim Providenza, Chairperson of the Ballot Committee, submitted a written report on the ballots received. John Houlihan (Daylight Div.) and Rod Smith (Coast Div.) were elected as new Directors. Carol Alexander (Redwood Empire Div.), Mary Moore-Campagna (Sierra Div.), and Eric Minton (Hawaiian Div.) were re-elected. They all took office later in this meeting, under New Business.

- **Conventions.** Dennis Stokely, Manager of the Convention Department, discussed the status of upcoming PCR conventions. The **2009 Convention “Rails Across the Bay”** will be hosted by Coast Division at the Marriott Hotel in Fremont in April. Chuck Mitchell is the Chairperson. The website is

www.pcrnmra.org/conv2009 and registrations are being accepted. The Board approved the **2010 Convention** in the Reno/Sparks area, hosted by Sierra Division. The dates and convention hotel are still under consideration. Raymond Rich is the Chairperson. The **2011 Convention**, hosted by Redwood Empire Division, is proposed to be a downsized convention (like 2000) because there is no reasonable hotel venue in that area and the NMRA National Convention will be in Sacramento that year. The **2012 Convention** may be a joint convention with Pacific Northwest Region, perhaps in Medford, Oregon.

- **Non-Rail Activities.** Mary Moore-Campagna, Manager of the Non-Rail Department, said she is trying to move non-rail activities out into the Divisions. She also said the Department needs another source of funding besides the convention registrations each year.

- **Hawaiian Division.** Eric Minton, Division Director, submitted a written report asking for any suggestions for “encouraging and waking up the Division.” There are only 20 members in Hawaii, scattered over several islands, and most of the members are over 60.

- **NMRA 2011 Convention.** Ray deBlieck, General Chairman, said he is close to a contract with the NMRA. The Convention Committee has been formed and has met. PCR is not a party in sponsoring the convention, but individual members of PCR are involved.

- **The next Board of Directors Meeting** will be in Fremont on Saturday, October 18, 2008. The details and agenda will be posted on the PCR website prior to the meeting.

THE ANNUAL BUSINESS MEETING was held on May 4 at the Ramada University (hotel) in Fresno, the last day of the 2008 PCR Convention “Sierra Memories.” President Ron Plies presided and 70 PCR members were present. Drawings for

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Travelin' Around – Live Steam Narrow Gauge Eastern Germany

By John Sing, Coast Division

I've been traveling a bit on business again, with little time to be at home and model. However, on May 6, 2008, while attending a business convention in Dresden, Germany, I was able to visit one of the narrow gauge (750mm) German steam railroads that still in use daily 2-10-2T's that were manufactured in 1954 the former East Germany. Several of these steam railroads still run in the formerly Communist area, for tourists, for railfans, and local transport. I visited one near Dresden in the Saxony , called the "Lobnitzgrundbahn".

You can find out more info on Google using search word: " Loessnitzgrundbahn " or, use Google to translate this web site:
<http://www.loessnitzgrundbahn.de/>

Here are a couple shots I took on May 6, 2008! The 2-10-2T's have 31" main drivers. The track looks just like full-scale N scale track (i.e. really heavy rail, despite the narrow gauge):



Photo by John Sing 2008
All Rights Reserved

And here's a good website for a little bit of information about this small town near Dresden, where this Saxony narrow gauge steam still runs:
<http://en.wikipedia.org/wiki/L%C3%B6%C3%9Fnitzgrundbahn>



Photo by John Sing 2008
All Rights Reserved



Photo by John Sing 2008
All Rights Reserved

Here are a few other URLs with photos of these narrow gauge East German live steam railways:
http://www.railfaneurope.net/pix/de/private/narrow_gauge/BVO/steam/ng-a-1761-jp.jpg

(Continued on page 16)

(Continued from page 13) **Achievement Program**

been awarded AP certificates for both Model Railroad Author and Association Volunteer. Congratulations to all three of you!

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 39.

(Continued from page 14) **Board of directors**

door prizes were part of the meeting.

- **Summary.** Secretary Rich Kolm summarized the April 30 Board of Directors Meeting (see the highlights of that meeting).

- **Conventions.** Dennis Stokely, Manager of the Convention Department, summarized the status of upcoming conventions. John Houlihan was commended for a successful and enjoyable "Sierra Memories" Convention, with a thank you to the hotel for their support and cooperation.

- **Announcements.**

- Mary Moore-Campagna, Manager of the Non-Rail Department, extended a thank-you to those who donated their handmade afghans and quilts to a local group.

- There was a reminder about the Layout Design/Operations SIGs program at the NMRA Convention in Anaheim in July.

- Ed Liesse invited PCR members to the 2008 PNR Convention at Chilliwack, BC June 12th to 15th.

- Sierra Division is one of the five sponsors of International Railfair on November 8th and 9th at the Placer County Fairgrounds in Roseville. There is free admission and a Saturday night banquet for those who volunteer to work at the event.

- **The next Annual Business Meeting** will be at the 2009 Convention in Fremont. The details and agenda will be posted on the PCR website prior to the meeting.

(Continued from page 15) **Travelin' Around**

http://www.railfaneurope.net/pix/de/private/narrow_gauge/BVO/steam/ng-b-1761-jp.jpg

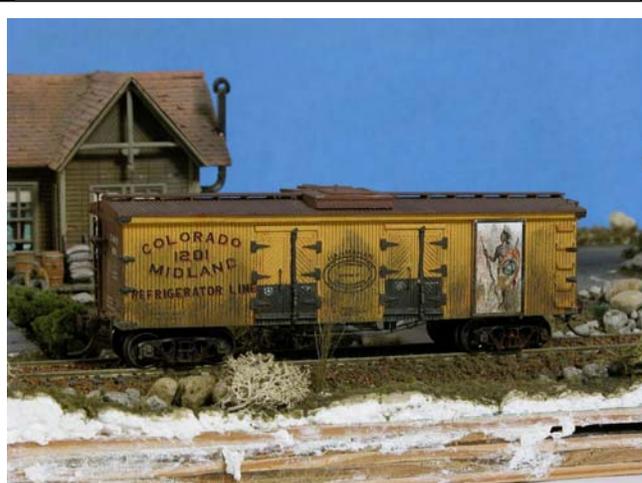
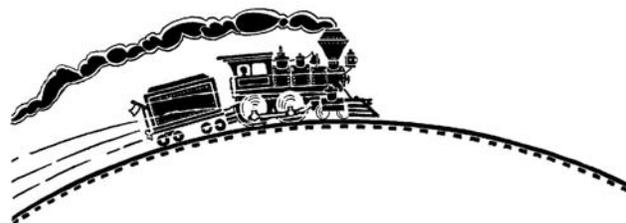
http://www.railfaneurope.net/pix/de/private/narrow_gauge/BVO/steam/ng-e-front-jp.jpg

http://en.wikipedia.org/wiki/Image:Radebeul_Loessnitzdackel.jpg

<http://petersrailwayalbum.fotopic.net/p17739950.html>

Dresden itself is an incredible story... the rebuilding and progress in the past 8 years is amazing. The area around Dresden is now known as "Silicon Saxony".... 63 years after the war here, it was a time for me, of deep reflection on the profound lessons of history.

Not surprisingly.... It was some NMRA contacts that helped me find this far-away place and this 2008 narrow gauge Live Steam. Thank you one and all, and I hope these continuing adventures provide evidence that the real value of NMRA membership is so much in the people we meet, and the sharing



Sierra Memories Model Contest 1st Place – Freight Car Kit – Ron Baker



Sierra Division Report

By
Bob Warner

On May 10th, 45 model RR enthusiasts descended on Colusa for our Spring meeting. Walt Schedler and his crew put together a great meeting. John McKenzie gave a clinic on making trees and Dave Haehn's clinic was on building assembly with emphasis on various glues. After a short business meeting, we visited the Colusa Narrow Gauge engine facility and a disassembled SP engine (#2706, a class C8). The Narrow Gauge facility is mostly all there, but held up by trees and hope. The plan for the SP engine is a complete restoration and of course the "if" part of that is funding, time and labor.

The next part of the meeting was to two layouts in Colusa. Richard Hosmer has the beginnings of a fine S Gauge Tin Plate RR. This equipment is rare S scale that runs on O gauge 3 rail track, and was only made for two years by American Flyer. The second layout was Walt Schedler's 24' x 42' SP Shasta Div. in HO. A good start has been made on what will be a 3 level layout. The first level was mostly complete so we were treated to a long SP Daylight. With the provided map we then drove to Yuba City. We visited the Western Depot Hobby Shop where some found

treasures and then had dinner at the local Home Town Buffet.

After dinner we had two more layouts to see, Rick Oswood's freelance SP HO on level 1 and Lionel 3 rail O Gauge on level 2. Both systems



were running and although scenery was still in progress it was a very nice layout. Gene Kuhn hosted the final layout. This is a 40' x 40' SP HO depiction of the Roseville yard and run up to Donner Summit. It is very impressive with a huge Roseville roundhouse and yard filled with engines and cars. He also has memorabilia from many current and

fallen flags. The sad part is that he is dismantling this layout and moving to a new house. Hopefully the RR will return at its new location.

So, this exciting meeting finally ended and we all started for home after a "very" full day of big and little trains.



Thunder in the Mountains: A Railroad Odyssey

Ed Merrin and Harold Mentzer

As usual, July meant fogged in days in Bellena Bay, the coastal terminus of the Bellena Bay Railway & Navigation Company, or BBR&N. Only four years prior the rails connecting this windswept, cold Humboldt County port to Redding and the Southern Pacific were completed, a turn of the century engineering miracle. Since then, a steady flow of freight trains had been laboring up into the coastal mountains to the mountain town of Loraine City; where trains had to be turned before resuming the climb up the rugged pass to Alta, sitting high on the ridge of the mountain chain. From there it was easy going through towns like Breedon, Gordon, Shasta City, and then down to Redding and Sopac Junction.

The railroad is struggling, trying desperately to make good on the sacrifices of its investors. Hopes remain high, and there is even optimism that someday the connection at Eureka Junction might actually be extended to its namesake, or at least close to it. Most of the business was coal, brought in by ship to the British Columbia Colliers, Ltd. Wharf. Lumber and tanbark are also important



Past the engine house at Bellena Bay is a shallow tidal back-water called China Slough; most of the Chinese residents of this encampment are employed at the Swedish-American Fish Packing Company or the railroad.

commodities moved by the BBR&N.

This morning, things are busy and hectic as usual. Thru Freight 104, a unit coal train, had actually departed on time, at 6:00 am. It was followed ten minutes later by Extra 160, the "Mill Turn," on its way to service Pacific Coast Redwood Company at the town of Southpaw, a little over three miles east of Bellena Bay. That is only the beginning for the yard crew, however. At 7:35 Train 15, the "Mixed West," or "Down Milk" should be arriving from Loraine City, where it had been scheduled to leave at 6:15. That would put it right in the middle of preparations to get Extra 150 on its way; the dispatcher wants it out by 8:00. And a half-hour later Number 2, the Valley Flyer, is scheduled to begin its daily passenger run to Alta. If that one is delayed there will be hell to pay. As if that wasn't enough, the Mill Turn, now Extra 161, is due to return to Bellena Bay right in the middle of all this. If luck goes its usual way it will be stuck out on the main while 15 drops its milk car off at the Cartwright and Sons Creamery complex. No wonder the long-time Bellena Bay yardmaster, H. Corbett, Esq., has silver hair. If they get through this at least there will be a break of sorts until they have to prepare Extra 131 for an 11:25 departure.

Meanwhile, twenty-three miles east and up where the air is thinner life is not much easier for the Loraine City crew. They had sent out Train 15 on time at 6:15 but are about to be caught in a pincer, with trains arriving literally simultaneously from two directions. Train 104 is set to arrive about 6:40 at Perry Creek Junction, where an interlocking tower guards the entrance to the Loraine City yards. By timetable, the yardmaster has sixty-five minutes to have the train turned and send it back to the Junction for its climb to Alta and beyond. Meanwhile, Train 21, the Mixed West, is coming in at the same time from the other track at the junction, having originated at Alta. If they can clean that up they can count on two more arrivals

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from Alta, Extra 153 at 9:00 and Extra 131 at 9:30. From Bellena Bay will come the Valley Flyer and Extra 150 in quick succession at 9:20. All four of these trains require turning before being sent out through the Junction to their destinations. If these maneuvers aren't handled right, the entire railroad could become clogged up for the rest of the day.

At one time the BBR&N interchanged at Loraine City with the three foot gauge Loraine City & Williamsburg Railroad Co., a carrier of precious ores. But the mines had been depleted and the LC&W had stopped operations the year before. Whether it would ever start up again was anyone's guess, but today the yard crew was just as happy to not have the added aggravation of dealing with them.

While the yardmasters are furiously juggling trains and schedules, someone has to keep track of all those trains out on the single tracked mainline. Fortunately, there are sidings at most of the major towns. These include Southpaw, Nomi Bluffs, and Portuguese Flat (home of the Schimmian Shake Company) to the west of Loraine City, and Covington (location of Henniger Mill) and Iowa Springs to the east. The job of directing lower class trains into sidings falls to the Dispatcher, who often incurs the wrath of impatient train crews stuck in the middle of nowhere to wait for orders to come in



A view of the yard throat at the mountain town of Loraine City. In the distance is the stamping mill, now still, that fed ore to the LC&W.

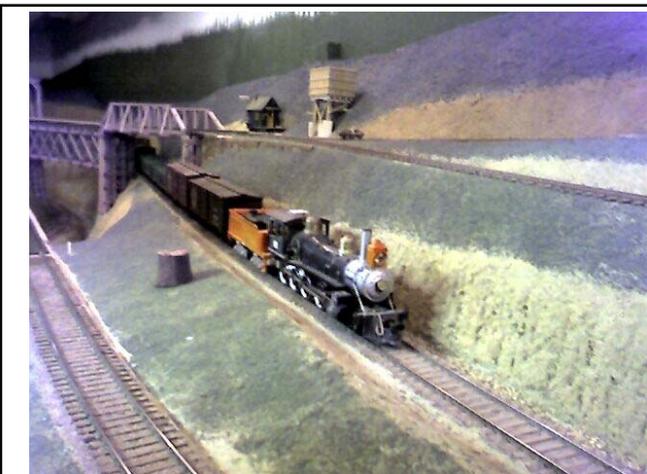
on the telegraph. Sometimes they must sit while another train is "working" the town ahead of them.

The main goal of the dispatcher, yardmasters, and operating crews at this point is to somehow make it past the morning. But that goal won't give them much of a break. A full timetable was already in place to run trains from noon through into the evening.

To keep things going on a railroad like this requires equipment and people. From the equipment side, the financial backers have stacked their hopes on a mix of second hand and brand new, state of the art motive power. Rolling stock is equipped with the latest brake and safety equipment, and the telegraph is top notch.

The operation of the line, they felt, couldn't be left to the locals, who were a primitive bunch, to put it kindly. Instead, the BBR&N contracted with the Sonoma County Hi-ballers. These fellows know their jobs, although they demand a lot of benefits and special treatment. Usually a bowl of chocolate chip cookies keeps them reasonably quiet and focused. With any luck, and their help, the BBR&N will survive.

The HO scale Bellena Bay Railway & Navigation Company was conceived and built by Harold Mentzer in Napa, California and is operated monthly by the Sonoma County Hi-ballers.



High stepping Extra 153 knocks at the door as it approached Perry Creek Junction from Alta. The track coming east from Bellena Bay is on the left. On the right is the recently abandoned three foot LC&W.

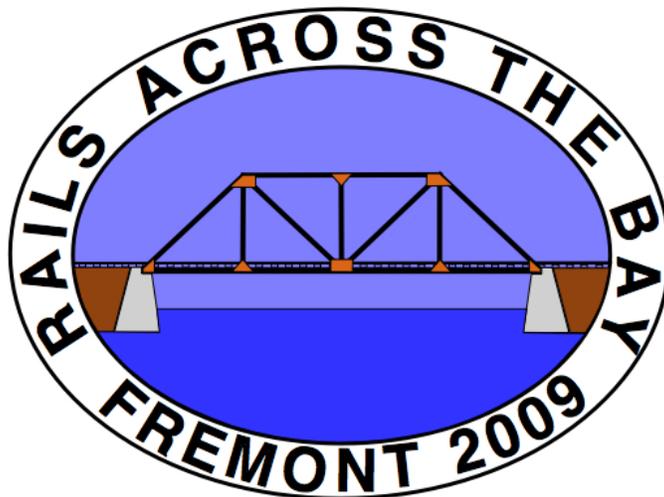
Rails Across the Bay

By

Steve Wesolowski

It seems just days ago I was enjoying Sierra Memories in Fresno, another fun PCR Convention with Clinics, Layouts, Operating Sessions, Proto Tours and a wonderful variety of Models, Photographs and Crafts to enjoy, even a Hobo Breakfast and a PCR First: a Melodrama for banquet entertainment. Hey, it WAS just a month ago by the time you read this! Robin & I were lucky enough to attend. Thanks to ALL the Wonderful Volunteers who contributed to our fun times learning & meeting together with friends, both new and old. As far as I could see, all their hard work was superb, and everyone who made it was glad they came: Thanks for the memories, friends.

Today, as PCR 2009's Publicity person, I encourage you to attend Rails Across the Bay, April 15-18, 2009 in Fremont. If you want to enjoy ALL of next year's gathering, finish your 2008 taxes before the 15th, or you may miss the 1st day of Rails Across the Bay at the Fremont Marriott Silicon Valley hotel: Not advisable! You can always visit <http://www.pcrnmra.org/conv2009/> to learn more, but our preferred room rate is \$89/night (plus tax) until March 27th, 2009. I encourage everyone to stay at least one night: avoid traffic & enjoy more. For Reservations call 1-800-228-9290 or online at <http://marriott.com/sjcsm?groupCode=nmrnmra&app=resvlink>. Our Early Registration is \$85 until 1/31/09 (\$99 after that): all full Registrations include our Saturday Night Banquet with Guest Speaker. Our 1st Timer Discount Registration is \$75 (if you've missed the last 3 conventions),



Spouses \$70, Youths \$50.

Our convention theme reflects the Bay Area's rich urban & interurban railroading history Across the Bay Area (and beyond): the ship, bridge & land based (especially rail) passenger & freight transportation which built and sustains our lives.

Maybe you heard: May 27th was the 71st Anniversary of traffic on our Golden Gate Bridge: both before & since May 27, 1937, there was plenty of freight and passengers traveling across & around the bay in all directions to many destinations both in our area and the rest of the world beyond.

As a South Pacific Coast NG-er, I know

even that short lived road moved passengers and freight using steam locomotives, ferries and even horses on one branch: transporting families and fun-loving singles from San Francisco and the East Bay to and from Santa Cruz on Suntan Specials, lumber to build (and rebuild after the '06 quake) San Francisco and other cities, fresh fruit and other food. And, the SPC RR is but one of many examples of Rails Across the Bay, among them SP, WP, Santa Fe, SF's Muni and BART, to name only a few.

Our Convention Committee is encouraging & recruiting clinics and other fun activities about our area's rich Railroad (and other modes of transportation) History. I encourage any PCR members with knowledge of and interest in our area's transportation history to contact our Clinic Chair Jim Long, about possibly presenting a clinic

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on any local subjects related to our theme, whether local short lines, rail-based industries, or other subjects-- the possibilities are too many to list.

Currently we are planning (at additional cost)

Niles Canyon Speeder Rides on Thursday and a Niles Canyon Railway Steam Train on Friday. More fun stuff is being planned and worked upon, including a Convention Car; I'll say more when I have more to say. Read my columns and check our website for updated information:

<http://www.pcrnmra.org/conv2009/> --I know we all just wanna' have fun! I'll write more about other convention offerings in the future. Today I want to address our longest lead item: contest entries.

Because we only have 10 months (!) until PCR 2009, I encourage everyone to begin building models, printing photos & working on craft entries for PCR 2009 now, because none of the fine entries I saw in Fresno were accomplished overnight.

Most anyone who has been to a PCR convention since 2002 may know I've entered my models & helped judge at every convention but Redding (oops! I missed that). I've always entered models to become a better modeler: the feedback I've always sought and usually received has helped me improve my modeling skills, such as they are. Every one of the many mistakes I've made has taught me something which improved later models. I have a long path to become the better modeler I want to be, but I can see most years I've learned more and my modeling is improving. I enjoy building models, taking pictures, and learning how to make crafts with the new skills I learned.

I've also learned how to build better models by working with others trying to fairly and consistently judge others' models, photos & crafts, and I continue learning how to better applying our judging criteria. I was inspired to write about

Our convention theme reflects the Bay Area's rich urban & interurban railroading history Across the Bay Area (and beyond): the ship, bridge & land-based (especially rail) passenger & freight transportation which built and sustains our lives.

entering contests by another volunteer who mentioned he is planning to enter his very first model for judging next year. He had questions about filling out the forms. I told him to fill out his form while he builds his model, and to bring it to a

Division Meet before April 15th for one or more other modelers to review.

He judged in Fresno & saw some problems with a couple entries being harder to judge because the entrants provided much more on their entry forms than judges had time to

evaluate. I know filling out model entry forms concisely and completely can be more difficult than building the model for some of us, especially modelers who want to explain everything. I mentioned recent Scale Rails MMR articles on modeling, and that all entry forms, rules and a couple of excellent articles are on our website at <http://www.pcrnmra.org/pcr/contest/contest.shtml>. I also offered to review his entry forms at a Coast Meet, and what I learned I'd left off my contest entry forms in Fresno that would have helped others judge my model; info which may not have been omitted IF I had filled my forms out BEFORE the Convention instead of during Fresno 2008.

So, get started now on your contest entry or entries for PCR 2009, to allow time to complete them, write them up and still have time for someone else to review your forms and suggest how you can be clearer and more concise. Both entering and judging have taught me everyone (including me) can improve at entering contests so their models, crafts and/or photos receive their best score & fairest judging. I know when others look at your models, crafts and photos, they always see something you don't and can miss something you believe is important you maybe forgot to mention.

If for whatever reason(s) you prefer NOT to have some work judged, you can always bring

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The Convention You Will Never Forget is now a memory.

John Houlihan

Who can forget:

- Fresno Area Rapid Transit? (There is a rumor that a station is slated to appear on a Fresno layout.)
- The villain and the heroine in the "Perils of Patience?"
- 22 layout tours?
- The first showing of the on-going PCR convention car exhibit?
- Yellow cross-bucks?
- Van tours to Mariposa?
- Operation on the Goshen and Goosechase?
- Yosemite, Mount Sugar-pine logging railroad?
- A door prize for each person?
- The Hillcrest and Wahtoke Railroad?
- Ed Mathaney's Iris?
- 22 Boy Scout railroading merit badges?
- Quilts?
- Waiting for Eggs at the Sunday morning breakfast?

Some of the e-mail comments that came to this writer were:

Dave Grenier, convention webmaster and company store worker wrote, "As for the convention, the #1 question asked of me was, 'Did they put glue on your chair before you sat down?' I was at the company store/registration table nearly



the entire time, except for judging contest entries or attending 3 clinics: Bob Pethoud's on switching, Bill Scott's on contest judging, and my website clinic. I had an enjoyable time nonetheless. I didn't go on any layout tours until Sunday after leaving the hotel."

Dave also offered these statistics:

- We sold 9 South Bay Historical Railroad Society commemorative cars, including 2 shipped to Annapolis, MD.
- I gave out 23 handouts for my website clinic, printing some after the clinic because I ran out! If I hadn't been judging the contest Saturday morning, I would have presented it again, as I received several requests to do so.
- We received 188 door prize donations.



Walt and Carolyn Schedler wrote, "Both my wife and I thought the convention was great. We especially thought the layout tours were the best ever. We did both self-guided tours and bus tours. Again, good job to the whole staff."

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From convention chairman John Houlihan we heard, "I hear the echoes from the recent past of the great time everyone had at the convention. The number and quality of the clinics was astounding. NMRA national is asking for the clinician list to add some of our clinics to the Anaheim meet.

"The contest entries were a delight to view. A number of first timers showed some exceptional modeling skills. The Victorian and Bungalow houses were exceptional. The display models showed some exceptional skill. I even got to run the SP Mt-4's on my layout.

"The Boy Scout merit badge program exposed young modelers to the opportunities in the field of model railroading. The talent of the actors in "The Perils of Patience" was truly believable.

"All of this good reporting could not have happened without the dedication and effort of all the committee chairs and their helpers that made it happen.

"Being able to have a great time at conventions during the past 50 years made it all the more enjoyable to put on this convention. I can hardly wait until 2014."

Registrar Doug Wagner tallied 153 registered attendees.

John offered this supplement to his first e-mail, "Sierra Memories 2008 went by so fast, I missed all the action. Did anybody have fun? With all the committee chairs doing the work, I just stood around waiting for problems to develop and look for a solution to them. I missed visiting a lot



of great layouts and all of the great clinics. All I heard was how much fun everyone was having. Thank you, convention attendees for all you did to make this one a success.

"Next year's committee can use your help. Ask any of the committee members what you can do to help, even if it for a few hours or a few ideas. Keep working on those models for the contest or just for display."

See you in 2009.

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models, photos & crafts for Show and Tell so both you and others will still learn something. I put a couple of Nn3 flatcars in Show & Tell at Fresno to illustrate how well stamp pad ink may be used to 'paint' wood models: those models weren't ready for judging, but I wanted to share this technique with others.

I also entered a stool in Crafts which I'd reupholstered to make it more comfortable, which I also had added various model tool holders to, to demonstrate some ideas for improving our modeling comfort and efficiency. I received some good feedback, and have made some improvements since then. All of us can learn from each other. Please bring your work to share, and you'll probably learn, too.

Steve Wesolowski

Tales of the Santa Cruz Northern

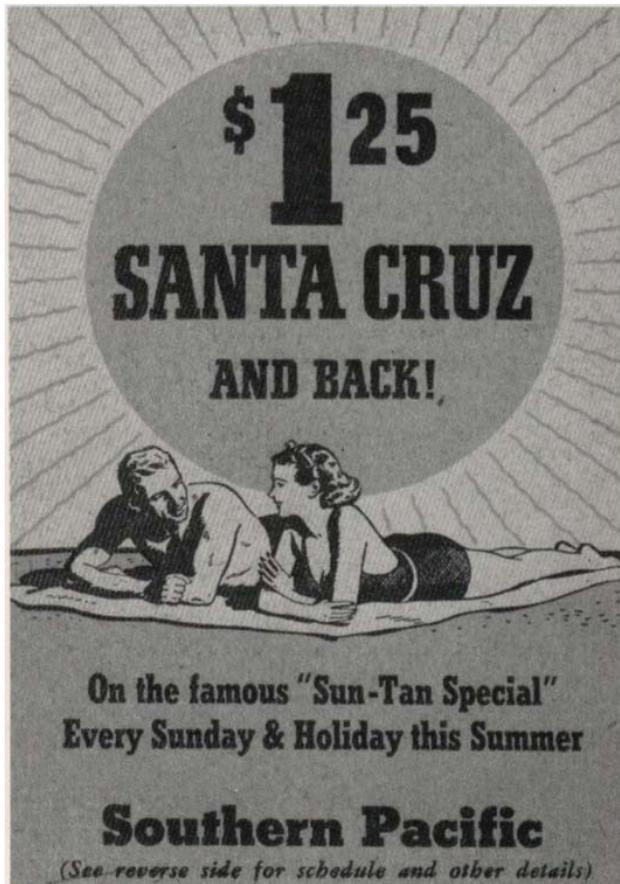
Jim Providenza

Memorial Day

The beginning of Summer! Beach time!! And, if you are a fan of local railroading history, the Sun-Tan Specials! Books; photos of trains, copies of advertising posters... After the turn of the last century, the trains to the beach in Santa Cruz were the province of the Espee. In the late steam, early diesel era that meant long trains of Harriman coaches. But the South Pacific Coast in its day was a real competitor for summer weekend picnic and beach traffic. The SCN should continue this tradition.

And thus when I determined that the next feasible date for an SCN op session would be on Memorial Day weekend I started thinking. Last year we did this, but only to the extent of flipping the directions of our daily passenger train, No. 33 and No. 34. You wouldn't think a single train could cause such hate and discontent! Deadhead passenger movements to get equipment where it needed to be, yard space allocation, conflicting movements across the mainline were only part of the equation. We (read Dispatcher Dave Clemens) had to create a whole set of train orders and make multiple copies – annulling the regular schedules for No. 33 and No. 34, creating running orders for the passenger extras, you get the idea.

How about this year we see if we can run a fleet of Sun-Tan Specials? I figured we would use the regular coaches off 33 and 34 for one section; could we scrounge up enough to put together a



second section? They had to be shorty cars, the SCN ROW won't accommodate 85 footers with any great reliability unless they have been fine-tuned to the layout. When I sent out the op session notice I asked who had appropriate rolling stock they could bring. I had already talked to several likely suspects at PCR Fresno (a great convention by the way if you didn't get there) and Tony Thompson said he thought he had several Harriman cars that would work.

As I was waiting for answers to the crew call I talked with Mr. Clemens about a second Passenger Extra (in correct TT&TO

terminology) – he agreed it would be possible but suggested that, since it was a holiday weekend, maybe the Cement Train wouldn't be running? Devious fellow that he is, Dave was looking for a little breathing space across the single track. I allowed as how that seemed reasonable. He could plan on it.

Equipment offers began to pour in and I told Dave to run with it. He started working up his orders and sent me a set. They looked good as far as they went, but there was another wrinkle. "Uh, Dave, we're going to need some slow orders... we are doing track work at both Fall Creek Jct. and between the west switch of Mac St. Yard and SP Xing. 10 mph between mileposts... New crossover switches being installed at SP Xing are spiked for through routes... men and equipment by

(Continued on page 26)

(Continued from page 25)

the tracks between Mac St. and SP Xing... Got all that?"

Dave didn't even bat an eye. He knows my feeling about such things as situation cards – which is that we don't need them on the SCN. We have enough “stuff” to deal with based on what really happens on the SCN. – as long as we try to deal with said “stuff” in a prototypical manner. So he knew that I hadn't dreamed up the need for the slow orders “just to add some spice” to the session. The trackwork is real and trains do need to proceed with caution through the two construction zones. All appeared under control on Friday the 23rd – let's see, we need a dozen copies of the slow orders, 7 copies of the annulling orders, 4 copies of the PSGR XTRA running orders – email and Kinko's to the rescue.

Comes the day, and, low and behold, more passenger equipment shows up than expected. Tony, Cyrus, Dave, Steve and Linton came through in spades. “We can run a *third* PSGR XTRA, right Dave?”

More orders, more copies of previous orders, a new line up to put out at 4pm... are we running any trains yet? Sign folks up on the call board; “Clock's on!” Chaos gives way to some semblance of order, things start to move. Equipment failures sideline some equipment; other cars are pressed into service.

Verne Alexander working as the Mac St. Yardmaster calls – he has 34 cars to go up the hill – 10 in excess of the limit for the westbound drag. He has the power from the Cementpede he can use, and a spare caboose (where did he find that, anyhow?) “Hey Dave, we can fit in a second section of No. 271, right? (Dave is always after us to run the drags in two sections instead of using helpers.) Oh, and the FC&A says

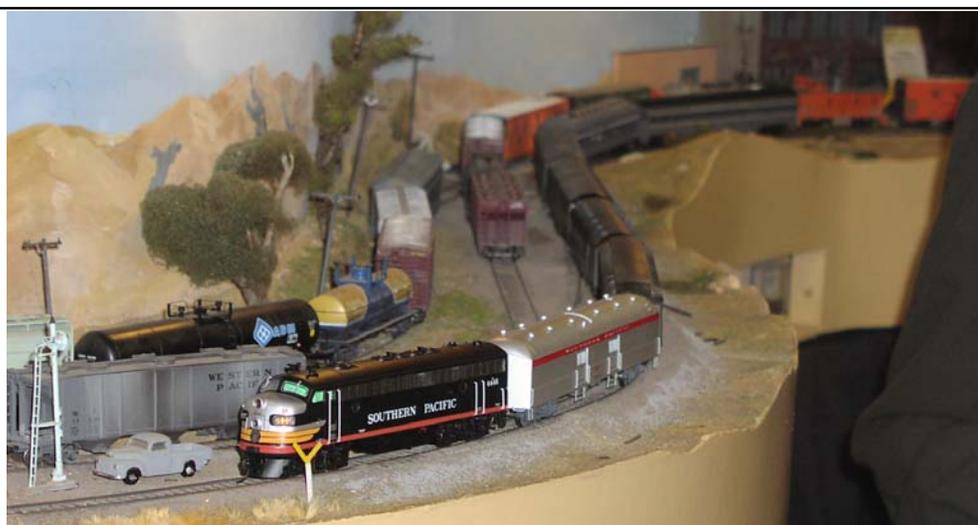


Extra 803-A East ready to leave Zyante

they do have a log train to run this evening. Yeah, I know, that's what I told Beroldingen, but he said the heck with the holiday, they have logs to cut!”

As always, such changes in an op session format create their own stress points and show the need for more work on my part. It really is time to work up Time Table No. 9 and I certainly need to issue it before our next holiday session – it will show No. 33 and No. 34 as running weekdays instead of daily. Motive power needs attention, and I wonder where I can get a fleet of Harriman subs for occasional use?

By the time the session was done, and foreign cars were returned to “interchange”, we had run 19 trains – about one and a half times the usual number – and Dave had written 29 train orders. We were all seriously busy – and had some seriously good fun! The grab shot of X SP6446W at SP Xing says it all – a little heavy on the baggage cars, but otherwise very similar to the my mental image of a Sun-Tan Special. Thanks, Guys!



Second (or possibly third) Sun-Tan extra waiting at SP Xing

LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

First of all, some readers have commented to me that we're always covering the same people in this column. This is true because the core Bay Area operating group is 20-50 people, who tend to run at the same layouts. I'd like to hear from other operators who don't overlap with the folks and layouts I've been covering and get your activities in this column, and more importantly, get you involved in some of the other activities! If you read the column but don't operate and want to, give me a call or send me an email and we'll set you up with one of the local owners so you can join the fun!

The big PCR operating news was the Sierra Memories convention in Fresno, at the beginning of May. Local coordinator Tom Sciara put together a great operating program featuring 5 layouts:

- Rob Briney, Clovis
- Marlin Costello, Fresno
- Chuck Harmon, Fresno
- Ed Matheny, Tulare
- Jim Neill, Madera

26 operators used 50 operating slots (some, like myself, ran more than once) at a total of seven operating sessions. I had the opportunity to dispatch at Marlin Costello's Goshen and Goose Chase on Wednesday night, run the Tehachapi local on Jim Neill's Tehachapi Pass on Friday night and Yardmaster in Bakersfield on Ed Matheny's fine layout in Tulare on Sunday. Special thanks to Wayne Wood who gave me a ride down to Tulare Saturday AM!

Thursday we had the traditional all-day SIG track consisting of the following clinics:

- Bill Kaufman – The State Belt Railroad, Beginner's Operations

- Dave Clemens – IMR&N Operations
- Jim Providenza – Agent Operator
- Seth Neumann – Model Railroad Communications

followed by LD and OP SIG meetings Thursday evening with about 25 people attending.



Seth Neumann

Other Design and Ops related clinics included:

- Gary Sexton – Big Dreams/Small Space
- Dave Connery – Modeling a Western Shortline
- Brewster Bird – Track Planning for Beginners
- Chuck Harmon – Switch lists in Excel
- Robert Pethoud – Switching: the Heart of Operations
- Tony Thompson – Realistic Car Card Operation



In other action, three of us (Ray DeBlick, Alan Cooper and I) also journeyed to Indianapolis in early April to participate in Central Indiana RailRoad OperationS (CIRROPS). About 70 operators from all over the US joined us. Ray and I traveled with a group of 4 other operators from Illinois and Colorado to two layouts in Bloomington and two in Lafayette. The quality of the layouts was outstanding and the operators were good. Combined with hour long drives to the layouts, it was truly "OP 'til you drop!"

CIRROPS is an OP SIG sanctioned event and is open to all OP SIG members, CIRROPS is on a three year rotation with groups in Fort Wayne (Three Rivers) and Michigan (Great Lakes

(Continued on page 28)

(Continued from page 27)

Getaway). I got to dispatch on two layouts, one was an excellent UP through Wyoming and Utah using a CTC machine and another D&RGW through Utah under TT&TO. Then I got to yardmaster on two others, very satisfying! Watch the OP SIG list and the DO for announcements of OP SIG meets. A North Carolina meet is being held over Labor Day weekend.

Regular operator Dave Parks has assembled a team of coordinators who are reviving the much-missed Coast Division layout tours, the first of which will be June 14 and 15. These tours are a great opportunity to get out and see what others are doing with their layouts and should give you a lot of ideas about how to design yours. They are also a great opportunity to get involved with construction and operating groups. Just ask the hosts who are always happy to talk about their layouts and usually want to recruit some talent.

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

SIG Calendar:

- Annual PCR/LD/OP SIG meet for 2009 at the Santa Clara Depot on the bye weekend between NFL playoffs and the Superbowl.
- BayRails 2009, March 19-21, 2009 – more next column
- Rails Across the Bay, Fremont, April 15-19 2008

That's it for now!



Daylight Division Report

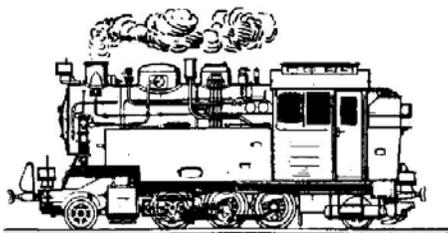
By Doug Wagner

Daylight Division sponsored the 2008 PCR Convention in Fresno, Sierra Memories 2008, on April 30 through May 4. A short business meeting was held on Wednesday April 30 immediately following the PCR Board of Directors meeting. The only business conducted was approval of the minutes of the previous meeting and paying the bills.

A short discussion was held about the next meet, to be held in Santa Barbara. Meet Coordinator, Bruce Morden, provided more details a few weeks after the convention. He is attempting to arrange for our meet to be held August 23rd at South Coast Railroad Museum (Goleta Depot). Bruce e-mailed, "The museum does not open until 1PM officially but we will start our meeting as usual at 10AM. Instead of a series of clinics we may have a tour of the historic building, the business meeting and the white elephant in the morning before lunch. [We'll] break for lunch and then when the museum officially opens we can split up and ride the train and the handcar, (there will be a slight charge for this) followed by passing out maps to the usual layouts. There has been some progress on several of the layouts, some of which will be on tour during the NMRA convention in Anaheim in July."

The museum is located at 300 North Los Carneros Road, in Goleta. This is about two miles from the Santa Barbara Airport and about one mile from the Goleta train station. To find out more about the museum go to their web site at <http://www.goletadepot.org>.

More details will be provided in the next issue of the *Daylight Observation*.





Coast Division Report

By Tom Crawford, Chief Clerk

The meet, held on June 1, 2008 at the Computer History Museum in Mountain View, was attended by 80 members of Coast Division, 7 members of RED and 6 Sierra Division members. There was 1 first timer. Our Coast attendee list is dropping and our Sierra and Redwood attendance is growing. Hmmm....

There were two clinics. The first was "What I've Done on my Layout," by Seth Neumann. The second was "Basics of DCC" by Mark Guirres. Additionally, Ted Stephens spoke about the Boy Scout Railroading Merit Badge Program and Jerry Littlefield had his steadfast group of model railroad roundtable participants.

The business meeting was called to order at 12:07 by John Marshall.

Chuck Mitchell discussed the status of the 2009 convention. Things are moving along well. Dennis Stokely talked about future conventions. The 2010 convention will be in Reno-Sparks April 27 to May 1. The 2011 convention will be in Santa Rosa, but will be abbreviated because of the National the same year. The 2012 convention will probably be a joint convention with PNR in Medford. The 2013 convention will be back in Coast Division, but no location has been determined. Rod Smith introduced himself as our new Director, and let everyone know to contact him with any issues we had with PCR.

Charlie Getz noted that at the Anaheim convention the NMRA Board will meet. One of the things they will discuss is the way our National conventions are run. People are saying they are just too expensive, and as a result, attendance is dropping while attendance is growing in other model RR groups, such as the National Narrow Gauge Convention.

Charlie also said that the NMRA Museum

in Sacramento has \$500,000 in the bank, none of it out of our dues.

Jim Long said that the Sierra Division will be sponsoring a BBQ picnic at the Western Rail Museum near Suisun on August 9. Entry fee to the museum is \$10 per head. The picnic is free. Here is the link to the Sierra Division calendar page for this <http://www.pcrnmra.org/sierra/events.htm>. Jim is also looking for clinicians for the 2009 convention. If you have a clinic you'd like to give, contact Jim.

Jim also noted that the Tug of War (TOW) is back. He had it in the room for a demo. The idea is that you pit your favorite engine against the competition and see who gets pulled across the line.

Seth Neumann presented a check for \$125 to the Coast Division, which were the proceeds from the Operating and Layout Design SIG Meet.

Steve Williams reported that the Coast Division layout tour's first weekend will be June 14th & 15th (Jack Burgess will be open the evening of June 13.) To get the maps to the tours, you need to go to the site <http://www.pcrnmra.org/coast/layouts-on-tour-june.shtml>

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

Structures:

1st Hilltop Station, HO, by Ken Martin

Traction:

1st Burlington Gas-Electric, HO, by Ken Martin

2nd A Street Car Named Desire, HO, by George Freisleben

The category for the September meet will be "Steam Engines," "Diesel Engines," and "Passenger Cars."

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

1st Stan Keiser; Davis Depot

2nd Ronnie LaTorres; Keddie Wye

3rd Pat LaTorres: Fairfield MOW building

(Continued on page 30)

(Continued from page 29)

The category for September will be "Prototype Steam Locomotives."

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

1st Place Brake Person: Dave Faulkenburg 5:05

(promoted to Senior)

2nd Place Brake Person: Norm Morris 5:29

(promoted to Senior)

3rd Place Brake Person: John Sing 8:32

1st Place Senior Brake Person: Tom Crawford 4:00

2nd Place Senior Brake Person: Steve Wesolowski 6:31

3rd Place Senior Brake Person: Norm Morris 8:18

We have added the Expert Class, which we once called Conductor, which is the 7 car problem

1st Place Expert Brake Person: Dave Loveless 8:59

2nd Place Expert Brake Person: Tom Crawford 10:00

We had 11 door prizes. (3 donated by Bill Burket). We also had 3 raffle prizes, each for \$50, plus the book "The History of North American Rail" by Christopher Chant.

Our next meeting will be September 7, 2008 at Buchser Middle School in Santa Clara.

June 14 & 15, 2008

Layout Tours

See Website <http://www.pcrnmra.org/coast/layout.shtml> for details

September 7, 2008

Coast Division Meeting

Buchser Middle School

1111 Belomy St

Santa Clara

Photo Contest: "Prototype Steam Locomotives"

Model Contest: "Steam Engines", "Diesel Engines" and "Passenger Cars"

September 20 & 21, 2008

Layout Tours

See Website for details

December 7, 2008

Coast Division Meeting

Computer History Museum

Hwy 101 at Shoreline Avenue

Mountain View

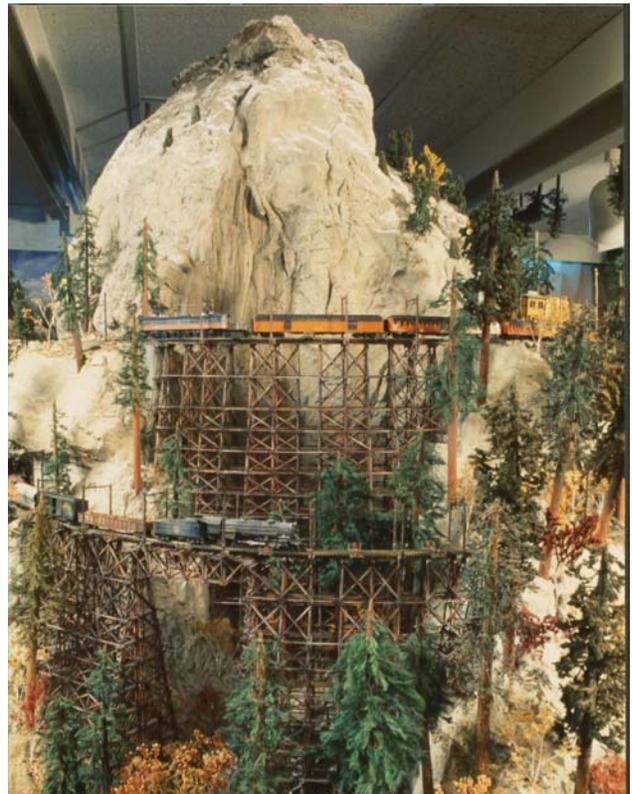
Aloha

NMRA Members of the PCR Region, Hawaii Division, are you interested in seeing Hawaii Modelers active again with the NMRA?

I am trying again to stir a modeling Ohana and revive the Hawaii Division. With our Islands this is a challenge. I live on Oahu and so does Roland W. Rasmussen, who has indicated he is interested and beginning to explore the Prodigy system. I personally am familiar with Digitrax DCC having stepped up after wearing out my Zero1 System many years ago.

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

Eric



Contest winners Sierra Memories May 2008



Sierra Memories Craft Contest 1st Place –
General Original - Chair Steve Wesolowski



Sierra Memories Photo Contest 1st Place –
Trains in Action Mark Schutzer



Sierra Memories Model Contest 1st Place –
Display Novice Paul Johnson



Sierra Memories Model Contest 1st Place –
Structures Novice Karen Keifer (Merit)



Redwood Empire Division Report

By Steve Skold

We had another successful meeting at Monroe Hall in Santa Rosa on May 17th just after the PCR Convention. We had about 30 people to watch Pat LaTorres' clinic on railroad photography and the McKenzie Brother's clinic on making trees. Carol Alexander was announced as the winner of the election for RED Director. We also announced our intention of bidding for the 2011 PCR Convention which will be a mini-convention as the NMRA National will be held that summer in Sacramento. There was a display of prize winners from the PCR Convention but unfortunately we did not have time to go over them individually. Mary Moore-Campagna was there with her sandwiches, cookies, and drinks. Morris Budge was the lucky one that day as he won both the Special Door Prizes; the \$25 gift certificate to the Loose Caboose in Napa and a book.

RED did a good job of getting awards at the contest at the Fresno PCR Convention. Giuseppe Aymar won Best of Show for his Santa Fe wheel car. Brice Benson won the favorite model award for his Sturgeon Saw Mill. Giuseppe also got first places for Freight Car-Open and Passenger Car-Open. Brice Benson got first place in Structure-Open. Jim Providenza took first in Steam Locomotive-Novice, Jim McKenzie took first in Module-Group. In Photography; Ed Merrin took a first and two seconds and Steve Skold took a first. Last and certainly not least in my household, Carol Skold took a first in Railroadiana with a train quilt.

RED members had a good time at Fresno and especially enjoyed the Melodrama put on by Mary

Moore-Campagna and Steve Wesolowski and his friend Robin. A synopsis of the convention should be in other pages in this issue of the Branch Line. A lot of the funny things that went on are in the category of you hadda' be there.

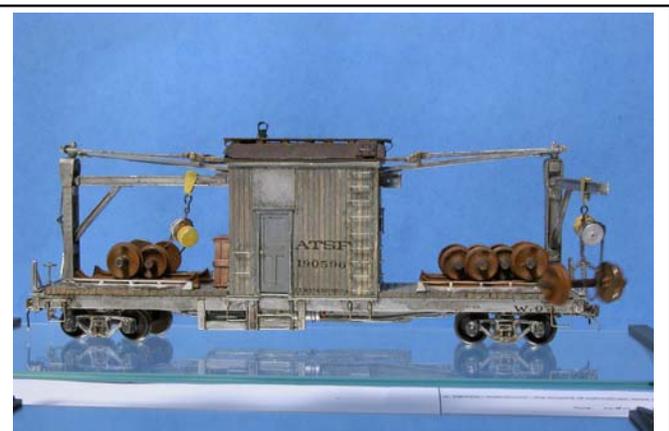
Our next meet will be at the WestSide Farms of Ron and Pam Kaiser between Guerneville and Healdsburg on Saturday, August 16th. Bring things

to BBQ and something for the table. RED will provide ice and soft drinks. There will be a hay ride for the kids and lots of farm animals to see. Ron's version of the Western Pacific will be running in his air conditioned room (this can be important at this time of year).

The Fall Meet will be at Monroe Hall in Santa Rosa on Saturday, November 15th. Doors will be open at 1 PM and the meeting will run until

5 PM. Program in the next Branch Line. If anyone has any questions, I can be reached at SandCSkold@aol.com

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Sierra Memories Model Contest Best of Show!
Giuseppe Aymar (Merit)

South County Garden Railroaders

Invite you to the 14th annual

Garden Layout Tour

to benefit the

“St Joseph’s Center & Community Pantry”

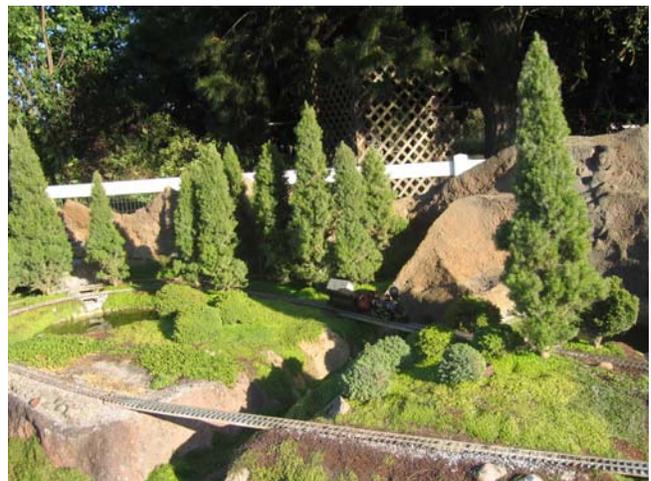
on SATURDAY, August 9, 2008 from 9AM to 4PM



Visit 12 model railroads running thru some of the most unusual backyard gardens in Morgan Hill, San Martin, Gilroy and Hollister. Please bring non-perishable food [canned goods, pasta, cereal, etc] to donate [cash or check to “St Joseph’s Family Center” or “the Community Pantry” also gratefully accepted] and pick up a guide book at the All Aboard Junction train store at 8355 Monterey Street, Gilroy [behind Cottage Floors] Call Pat [846-8841] or Dale [848-1440] or Email

[“dalemcanally@verizon.net”](mailto:dalemcanally@verizon.net)

or Dave [842-1843] for more information.



GOLDEN STATE MODEL RAILROAD MUSEUM, EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

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

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

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

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

General Information

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

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

East Bay Model Engineers Society Celebrates 75th Year

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

Sierra Memories
Photo Contest Best in
Show – Ronnie LaTorres



Sierra Memories Model Contest 1st Place –
Steam Open Mark Schutzer (Merit)

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Fill out this form, include your payment of \$9.95 (U.S. funds only) and mail it to: NMRA - Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Or sign up online at www.nmra.org.

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Check Credit card

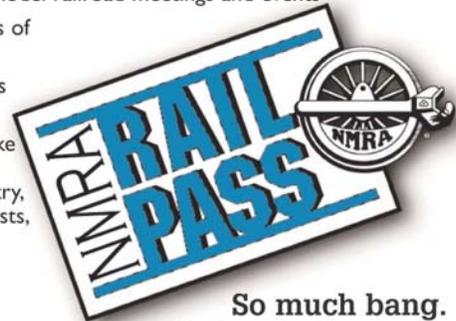
Credit Card # _____

Credit Card Exp _____

Signature _____

*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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- Get admission to local model railroad meetings and events
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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) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-322-7955; John Spelce in Martinez, 925-228-3279; or Ken Lunders in Cupertino, 408-777-9572.

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Central 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

(Continued from page 37)

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

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 web sight at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

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

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



CALLBOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)

• President	Ron Plies	(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	john@irishtracklayer.com
• Director, Coast Division	Rod Smith	(510) 657-3362	Railgeez@aol.com
• Director, Sierra Division	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
• Director, Redwood Empire Div.	Carol Alexander	(707) 537-8108	carolma@msn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz

ADMINISTRATION DEPARTMENT

• Manager	Ron Plies	(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	BobPCRCD@aol.com
• Asst. Member Services Chair.	Jim Long	(530) 676-1798	jimlong@sbcglobal.net
• Membership Promotion Chair.	(vacant)	---	---
• Member Aid Committee Chair.	Rod Smith	(510) 657-3362	Railgeez@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@pcnmra.org

CONVENTION DEPARTMENT

• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
• 2008 Fresno -- Chairperson	John Houlihan	(559) 435-0874	john@irishtracklayer.com
• 2009 Fremont -- Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• 2010 Reno/Sparks -- Chairperson	Raymond Rich	(775) 358-8571	ray@ritch.net

CONTEST DEPARTMENT

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

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

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

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

COAST DIVISION

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

SIERRA DIVISION

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

REDWOOD EMPIRE DIVISION

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

HAWAIIAN DIVISION

Hawaiian Division offices and positions are currently vacant.

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

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

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

August 9, 2008 - 10:30 am - **Sierra Division Summer Picnic**, Western Railway Museum, 5848 State Highway 12, Suisun, CA. \$10.00 entrance fee. Good for train rides and all activities.

August 9, 2008, 9:00 am to 4:00 pm - **14th Annual Garden Layout Tour** to benefit St. Josephs Center & Community Pantry,

August 16, 2008 - **Redwood Empire Division Summer Picnic Meeting**, Ron and Pam Kaiser's Westside Farm, Healdsburg, CA

August 23, 2008 - 9:00 am to 5:00 pm - **Daylight Division Meet**, Location: TBD

August 23, 2008 - **Sierra Division Meet**, Carson City, NV

September 20 & 21, 2008 - **PCR Coast Division Layout Tours.**

