



BRANCH LINE

NMRA'S FIRST REGION

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April-June 2007

President's Message

Gene Mayer

It does not seem possible, but I will be completing my second term as Pacific Coast Region (PCR) President during the 2007

convention in Santa Cruz. The past four years have been both interesting and challenging in many respects. We developed a long range plan intended to resolve the region's financial problems and hopefully reverse the decline in membership.

After the new NMRA regulations were adopted establishing a single membership concept we amended the PCR bylaws and adopted a revised budget to conform to the new regulations.

The Board of Directors will meet from 1PM to 5 PM Wednesday May 2. All members are invited to attend.

As this is my last president's message to the membership I will say bye for now, but I offer to help the new administration in any way I can. I hope many of you will volunteer to help your leaders at the local and regional level.

Kolm, Publications Department Manager Gus Capagna and Branch Line Editor Bill Kaufman. Their hard work and enthusiasm helped us at least partially achieve our goals, but more work must be done.

I know the new

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administration headed by Ron Plies and Pat Latorres will come up with new ideas and programs to both halt the downward membership trend and resolve our financial problems.

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I attended the PCR, Layout Design and Operations Special Interest Group (SIG) meet in Santa Clara February 10. The program included a series of excellent clinics by Bill Buckner, Les Dahlstadt, Paul Deiss, Tom Lawler and Bill Kaufman. Buckner described how he and other club members developed a car card and way bill operations system for the Central California Model Railroad Club in Agnew. Dahlstead demonstrated the light weight foam based modules he is using to build his new layout that he plans to move to St. Louis. Deiss described the tubular steel frame work he is using to build a new version of his Los Osos Valley Railroad in Atascadero. Lawler made a Power Point presentation depicting the planning and construction of his 23 x 32 foot Western Pacific layout at his home in Oregon. Kaufman explained his research techniques, operations planning and construction of his new State Belt Line Railroad.

It is truly a small world. When I go some place very often people ask me if I know Cousin Joe or their next door neighbor who has a model train layout. My usual answer is no, but last week one of my wife's ski club friends who was staying at our Donner Lake cabin asked me if I knew her step father Don McCord who had a layout in their spare room. Of course I knew Don who was Branch Line editor in the 1980s.

I encourage you all to attend the PCR 2007 "Sun Tan Special" convention in Santa Cruz May 2-6. The host committee has developed an excellent program including many fine clinics, layout tours, prototype tours of Granite Rock's Watsonville Junction Quarry and railroad shop and hopefully the Portland Cement plant in Davenport. The highlight of the convention will be a Saturday train ride from Santa Cruz to Felton where we will board the narrow gauge train. The awards ceremony will be held Saturday afternoon after the train ride during the bar-b-q at Big Trees Park. For more details read the accompanying description elsewhere in this issue or go to the PCR web site.

As this is my last president's message to the membership I will say bye for now, but I offer to help the new administration in any way I can. I hope many of you will volunteer to help your leaders at the local and regional level.

Gene

HELP WANTED

Your division needs help organizing, planning and conducting local activities. Please contact your division superintendent to offer your help, ideas and suggestions.



HELP WANTED

Several departments and committees need additional manpower. Please contact President Ron Plies or Vice President Pat LaTorres to offer your assistance, ideas and suggestions.

STATEMENT OF PUBLICATION

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VIEW FROM THE LEFT SEAT

By

Dave Connery

Dave Connery, PCR Vice-president

“We have met the enemy and he is us”

As I recall, these words are attributable to the Walt Kelly comic character Pogo, and they probably fit a lot of life. They certainly fit a lot of the model railroad situations I have found myself in and I think they fit our hobby as a whole. A lot of things have changed in the hobby and many of us are quick to blame “them” for the changes we don’t like. The truth is, nearly every change in the hobby is the result of us modelers and the choices we are making. I know it doesn’t seem like the hobby changes all that fast but indeed it has.

While I have been in the hobby as an adult for about 28 years, I thought it would be interesting to look back at the evidence of some of the changes that have occurred over the past 16 or so years. I choose the past 16 years because I seem to be able to find reasonably reliable data from about 1990 to compare with today. Also, it is my perception that the “traditional” aspects of the hobby peaked around 1990, most of us just did not realize it at the time.

What rung my bell on this subject was noticing that in the past few months three of the national model railroad magazines have ceased publication (Finescale Modeler, Mainline Modeler and Model Railroading). All were apparently doing well in 1990. In his last editorial in Finescale Modeler, Russ Reinberg noted the industry had changed and he made the

claim that between 2000 and 2006 50% of the local hobby shops catering to model railroaders had closed. **Wow!** Where are we getting all the stuff we need.

My first contact with the hobby as an adult was from several rather casual visits to various local hobby shops – I guess that won’t happen any longer. Well, in 1990 we

Seems to me we need to concentrate on support for Special Interest modeling, move our activities more toward on-line interaction, measure our success in smiling faces and not number counts and most of all, we need to buy everything we can from the local hobby shop so there is still one there when we are half way through a project and need some item to complete it.

did not buy much on the Internet, in fact e-Bay was not even founded until September 1995, just slightly over 10 years ago. When I checked tonight (February 26th) there are 63,551 items in the Model RR, Trains category I can bid on or buy right here from my computer and do it right now – when all the local shops are closed. These items are in all scales (Z = 711; N = 8,831; HO = 26,757; OO = 537; S = 2398; O = 18,850, Standard Scale = 597; G = 3408, Mixed, magazines = 1553 and Other = 959). It shouldn’t surprise us if people are selling sixty-three thousand model railroad items on e-Bay this week alone, that lots of local model railroad shops are closing.

But we are the ones that are changing our buying habits. If we only buy paint and glue from the local shop and purchase our locomotives and fancy new cars on-line or via mail-order then we have sent a strong signal to the local hobby shop owner it is time to find a new career. Local hobby shops

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were a nuisance anyway, weren't they?

But when I go to my local shops the shelves are crammed full of new products, in fact with all of today's ready-to-run stuff there is barely any room for modeling materials. We really do have a lot of product available. In 1990 the Walther's catalog was 784 pages. My new 2007 catalog is 1032 pages (a 32% increase). Add to this the fact that two of the larger manufacturers who once consumed a lot of catalog pages were Athern and Model Die Casting (34 pages in 1990 and none in 2007) since they were both purchased by Horizon Distributors, a competitor of Walther's. Thus they dropped out of the Walther's catalog but are still available and in fact apparently growing. This tells me the hobby product availability is growing so we have lots more despite the loss of local shops.

At first "Uncle Russ'" claim sounded a bit like "sour grapes". I've always thought the Model Railroader "Directory of Leading Model Retailers" in the back of the magazine was the final word in Hobby Shops. I often take the magazine with me when I travel to find local

shops. In 1990 there were 697 listings. This has dropped to 367 at the end of 2006, a decline of 47%. But Russ said since 2000 so I checked the beginning of 2000 and at that time there were 529 shops listed, which is still a net loss of 31% in just the 7 years!

Well, if three magazines are calling it quits, perhaps they are being out competed by other magazines. In looking at some of the other magazines I regularly read the comparison of number of pages in an issue between December 1990 and December 2006 goes like this: Model Railroader 252 vs. 138, a 45% reduction in pages, Railroad Model Craftsman 146 vs. 130, an 11% reduction, the NMRA Bulletin was 50 pages vs. 62 pages for Scale Rails, a 24% increase. The Narrow Gauge & Short Line Gazette went from 98 to 106, a page increase of 8% and Garden Railways from 70 to 154 pages, and increase of 120%. Some of the specialty logging and narrow gauge magazines I get seem to be surviving just fine.

What all this tells me is the magazines with a special orientation are still popular, and like the hobby, we are rapidly drifting toward special interests and away from general model

railroading. Most magazines establish an "editorial content to advertising" ratio so we can assume that advertising is off and the editorial content (model railroad articles) is being adjusted equally.

Another pattern I am starting to notice is the tendency for magazines to rely heavily on their staff for articles – it seems this is particularly noticeable in Model Railroading and my most recent Scale Rails issues seem to be mostly written by our editor. I think this really takes away from the ingenuity of

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Operations on Dave Parks Layout after the LD/OPS SIG meeting in February

(Continued from page 4)

the hobby and provides a regular rehash of the same standard techniques and ideas – fine for beginners but not of much interest to experienced hobbyists.

I also notice that an ever increasing number of layouts featured in Model Railroader have been professionally built – DUH – I thought this was a hobby – we certainly seem to find plenty of great personally created model railroads to visit at our annual conventions here in PCR and at NMRA Conventions around the country!

Of course, the number of pages in our magazines is not the most important measure – how many copies are they selling? Circulation data is available each year as of the October issue. Here is what I have found. Model Railroader dropped from 199,214 issues in 1990 to 156,885 in 2006, a reduction of 27% (cover price increase of 86%). Railroad Model Craftsman went from 79,105 to 56,999, a drop of 28% (cover price increase of 69%), the NMRA Bulletin/Scale Rails went from 22,906 to 14,133 a 38% decline while at the same time the Narrow Gauge & Short Line Gazette held almost even, 15,617 in 1990 and 15,217 last year for a drop of 2% (cover price increase of 59%) and Garden Railways jumped from 12,992 to 35,601 an almost staggering

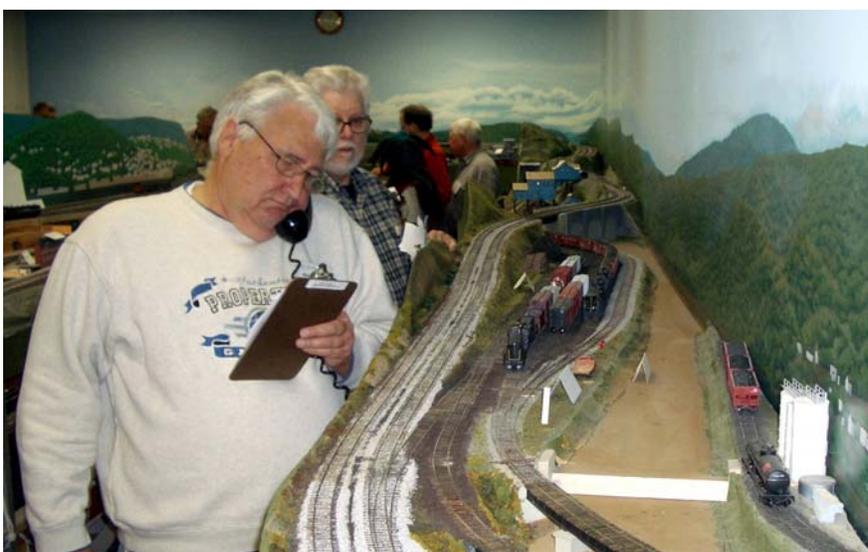
increase of 171% in readership (cover price increase of 99%).

As a reference point, NMRA Membership went from 24,920 at the end of 1990 to 19,274 currently (down 22%) and PCR went from a regular membership of 1310 in 1990 to a current subscription level (the equivalent number) of 603, a reduction of 54%. (Since \$2.00 of regular NMRA members dues goes to the region for all non-actuarial life members [who only generate .50 ¢] so we move the \$2 from NMRA to PCR we see that NMRA dues have increased 109% while effectively PCR rates increased only 33%.

All of the above may sound like a terrible situation, but there are bright points. I pointed out the apparent growth in the number of products available. Think back to the state of the hobby in 1990. The only Command Control system I find advertised is Keller's analog "On-Board" system. I know I was excited to have it on my layout back then. In late 1993 the first US produced DCC system, Digitrax, came on the market. The control revolution had begun and it is still growing. Almost all rolling stock were generic cars in 1990 with any lettering scheme the manufacturers thought would sell.

A small cadre of modelers like Richard Hendrickson and Tony Thompson and

manufacturers such as Al Westerfield and Martin Lofton of Sunshine started to change all that. Now we have so very much more information thanks to the work of these folks and other like Ted Cullotta, who are pressing the frontiers of both knowledge and modeling skill. As an avid reader of railroad books I am astounded at the wonderful information we now have in the way of books with great historical detail, beautiful color photos of today's railroads and amazing modeling information. Just



More Operations on Dave Parks Layout after the LD/OPS SIG meeting in February

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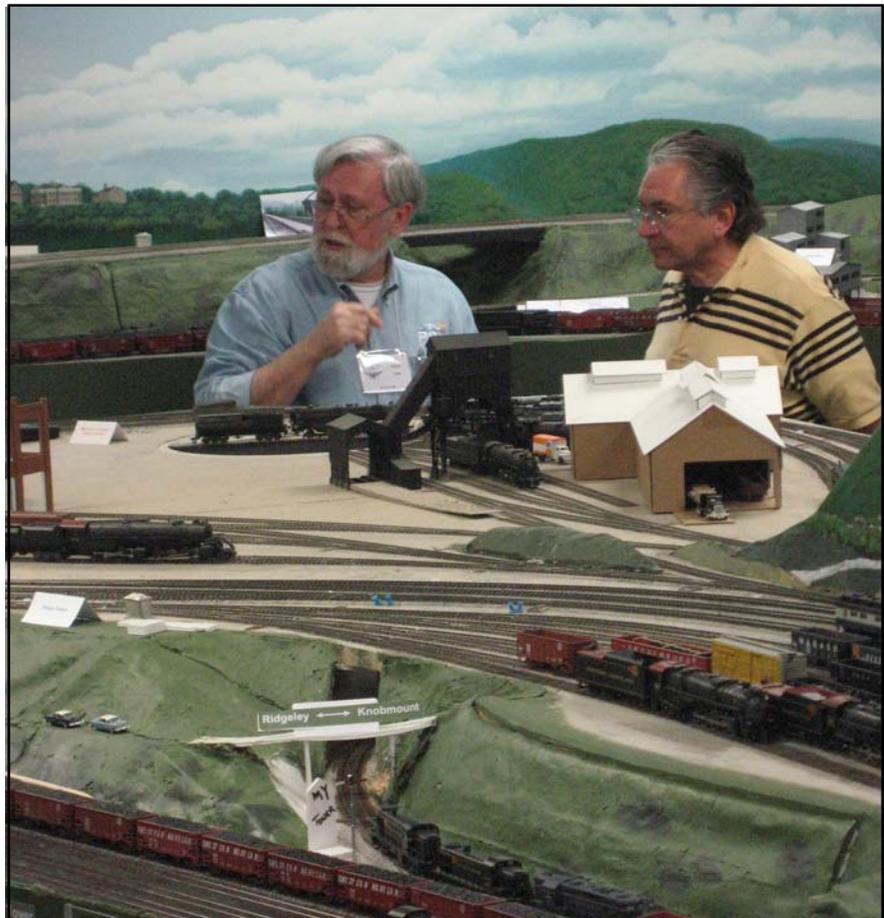
read back over the past decade of “Written in the PCR” articles to realize how much new information is now available to us.

One down side I need to mention is the availability of an on-line magazine index. About a decade ago Accurail sponsored one. After a few years it was taken over by Kalmbach Publishing (Model Railroader) who promised at the time they would continue to list all magazines in the index on an equal basis. I use the index a lot to find articles on topics of interest, it has been a wonderful Internet based resource for me.

Recently I have noticed that while Model Railroader articles continue to appear regularly in the index, about mid-2006 they apparently stopped adding articles from some of their competitors, although they continue to indicate that all magazines are being indexed. They have also stopped publishing most dates of local and regional activities and shows. You can get this on-line but if I’ve got a copy of MR with me when I travel it is nice to be able to check to see if anything is happening where I am visiting. I suppose I should travel with a laptop but I do plan on voting on these issues with my wallet when my current subscription to Model Railroader runs out.

We have some new officers taking the reins of PCR and I am completely confident they will be a great source of direction and energy in the Region. At the same time I hope each of you join me in both fully supporting them and in realizing there is a lot of change that has taken place which they are dealing with. As a group, we modelers have been “voting with our wallet” and the hobby has changed because of what we have been doing.

We can’t change the way we “do” the hobby and still expect those who provide the hobby shops, magazines, products and organizational activities will continue to do everything they have always done the way they have always done it. That is just not realistic. Let’s accept the changes and see how our organization can best optimize our hobby experience. Seems to me we need to concentrate on support for Special Interest modeling, move our activities more toward on-line interaction, measure our success in smiling faces and not number counts and most of all, we need to buy everything we can from the local hobby shop so there is still one there when we are half way through a project and need some item to complete it.



Richard Lake and Sam Romerstein at Knobmount on David Park's Cumberland West During BayRails

WRITTEN IN THE PCR

“How to Design and Build Your Garden Railroad”

by Jack Verducci, MMR

Reviewed by Dave Connery

While this book is published by Kalmbach, it is written by PCR Member and Master Model Railroader, Jack Verducci. Jack is the Dean of Garden Railroading in the Bay Area – he serves as President of the Bay Area Garden Railway Society. He is also the national expert on Garden Railway construction, having written an article on this topic in every issue of Garden Railways magazine for over 10 years. Jack owns a Garden Railway Construction Company and has had a hand in building perhaps several hundred garden railways, most in our Region. In addition, he and his wife Paula have one of the grandest garden railroads, the Crystal Springs Railroad, which covers their front, side and back yard.

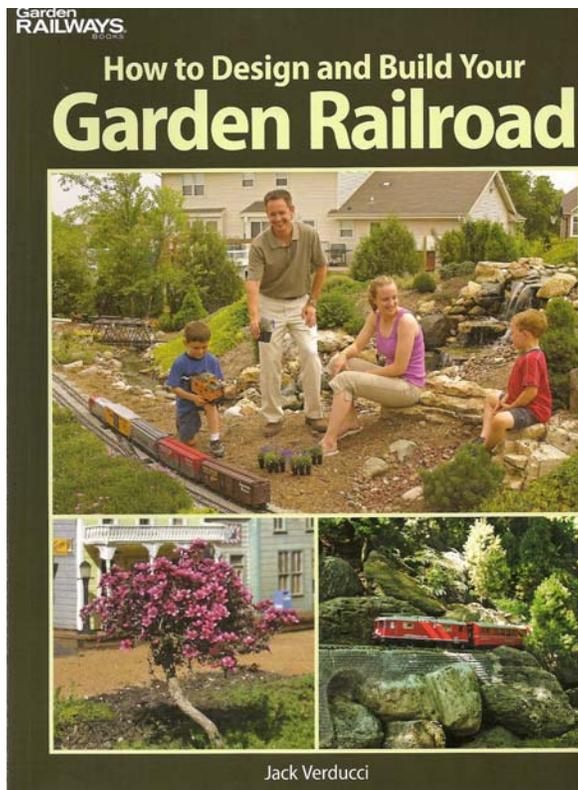
This new book is the bible for building a garden railway and I would say it is required reading for anyone about to undertake the construction of a garden railway. As I read through it I kept saying to myself, “Gosh, I wish I had read this book before my wife and I first built our garden railway”, starting back in 1997. Many of the questions we had when we were first starting are answered. Jack’s writing is clear and straight forward and as you read his words you know he has done this, then done it again, then done it again many times over. His common sense approach and understanding of the pitfalls and reasonable solutions leap off the pages.

The book covers everything and starts with

finding room for a garden railway and planning your outdoor pike. Jack shows the tools you will need to use and all the techniques that will help speed you on your way to getting it right the first time. He has developed a fool-proof set of techniques for a garden railway, which if followed, will produce a great outdoor railroad every time.

He covers the work of re-grading the area, building a solid roadbed, trackwork and significant scenic features like tunnels, retaining walls and bridges. He also covers plants and structures for your outdoor railroad and has a chapter on developing water features, an especially appealing aspect of many garden railways. There is a chapter on dealing with dilemmas (Jack’s euphemism for operating problems) and one on garden railway maintenance. At the back of the book is a listing of sources for the products used in the book along with listings of many of the major equipment and material suppliers.

The book itself is beautiful, with over 185 wonderful photos and diagrams, all in full color and printed on quality paper. Although I have been active in and interested in garden railroading for over 15 years I learned a lot from reading the book and really enjoyed the time I spent at it. The book is 96 pages and is published by Kalmbach Publishing (who also publishes Garden Railways magazine). I got my copy at a local hobby shop for \$19.79.



MADE IN THE PCR

Scenic Details from the Workshop of J. David Duncan

Review by Dave Connery

You probably have not seen products from the Workshop of J. David Duncan unless you have been attending local GATS and now Great Train Expos – that is where you will find the smiling proprietor and his selection of several neat details in a wide selection of scales. The three products I purchased and will review here are U.S. flags and poles, Burma Shave Signs and Billboards. Actually this encompasses most of the current product line, but of course there is a lot of diversity in just these three lines.

The flags and poles come in at least five different sizes (maybe more). There are flags useable in Z through G scale. In addition to the different scales, Mr. Duncan has flags in each size for the 1912 to 1960 era (48 star flags) and the 1960 to present era of 50 stars.

The poles are white styrene with a gold ball on top. The flags are printed on a thin tissue so the printing shows evenly on both sides and very fine thread is used for the flag rope. The flags appear to be waving in a light breeze, not hanging flaccid nor standing straight out, as in a gale. The tissue flag and appearance of a wave is nearly animating.

Beginning in 1925 and extending until 1963 the Burma Shave company conducted a famous advertising campaign using somewhat silly slogans on a series of four, five or six signs and placed along side highways in the lower forty-eight states (apparently except Arizona, Nevada, New Mexico and Massachusetts), the final words of the ditty always being “Burma Shave”, their product. These signs came in two color combinations according to Mr. Duncan, each combination being used in alternate years; red with white lettering and orange with black lettering. The signs in his line are the orange with black lettering, which he indicates he determined were much easier to read in scale

sizes than the white lettering on red. He has about 5 different slogans available. The set I chose reads: “He saw”, “the train”, “and tried to duck it”, “kicked first the gas”, “and then the bucket”, “Burma Shave”. These are a great detail that helps identify the era you are modeling and will be an instant nostalgia reminder to older drivers from this era. By the way, this advertising campaign was fabulously successful for its time.

Another traditional advertising media which is still with us, although not nearly as common today, are roadside billboards. Mr. Duncan has a wealth of these signs, again done in many scales (of course a large sign in N scale is a very small or more distant sign in O scale). The signs are both for commercial products of many eras as



well as signs that Mr. Duncan has developed himself – some with a wry humor to them. The signs themselves are all printed in clear and bright colors. They come in a bewildering array of styles from simple posts holding the signs to very fancy lattice work bases. Some have non-working lights hanging over their faces. All the sign supports

are painted in the Hunter Green commonly used for these signs. Check these products out at the next show you attend or better yet, stop by and see Dave Duncan during the Swap Meet at the Santa Cruz Convention, I am sure you will find something that will fit perfectly on your layout.

The prices vary among the many different scales and iterations of these products. I paid \$9 for my HO 48 star flag, \$10 for the set of 6 HO Burma Shave signs, \$7 for the N scale Pepsi Billboard and \$6 for the HO scale Coke billboard. The mailing address for The Workshop of J. David Duncan is located at 849 Almar Ave., Suite C235, Santa Cruz, CA 95060, phone (831) 459-7762 and e-mail jdduncan37@aol.com.

EDITOR'S NOTEBOOK

By Bill Kaufman
(with apologies to Bill Schaumburg)

Personally this has been a very interesting modeling time. I signed up to be part of the operations scheme at two pretty operations oriented events, the LD/OP SIG weekend and BayRails. Neither of these are places where pretty cars going through pretty scenery is going to count for much. Two real heavy duty criteria. First, the State Belt had to work. Almost a "Zero Defects" level. Pushing locomotives through dead spots and rerailling most of the cars again and again when they jump the tracks at a particular spot just isn't going to cut it.

It not that people are going to judge. They are very kind and forgiving. I'm personally going to be embarrassed at the fifteenth car that needs help. (it is not that I am that good a craftsman, but it gets in the way of the session) One thing I have found is that a common standard, in my case all cars have metal wheels and KD #5s and 40' boxes weight just under 4 oz, makes everything predictable. "If some car makes it through that crossing every car will." Any less surprises that way.

Second, it had to be interesting. I know there are people who love following the lights on big CTC controlled layouts, but that is a candidate for the national yawning festival for me. I do have a scheme I am playing with borrowed loosely from Chuck Hitchcock, but based in the way that the State Belt really operated. There is a Chief Clerk who, in this case, represents the freight departments of the SP, the WP, the ATSF and the NWP who generates the switchlists. He fusses with the car cards and waybills. The two crews only have a handful of switchlists from each of these companies.

Over the course of the three months before BayRails, I had monthly operating sessions. They

were great. They pointed out what didn't work and where I had to beat problems to death. The Belt ran almost flawlessly for BayRails.

On the other hand, I couldn't keep from tinkering. The most innocuous was that I built a whole bunch of buildings. The State Belt ran partially in canyons of brick buildings and I began to build them. Just lots of Walthers modulars and Design Preservation wall modules. I did build one building with a spur into it and had to add a turnout and a spot to the operational scheme. Jim

Providenza had offered to scratch build a crossover for a place where I couldn't find a reasonable commercial product. That opened up a new operational destination with two spots.

I found a built Walthers car float on eBay. Now I could actually change car floats instead of just turning cards in mid session. It was a mixed blessing. I had to generate 17 more era appropriate cars. (I got some of them prebuilt off eBay and upgraded them to my standard rig.) I also had to rig

up some scheme to swap the floats without dropping the whole rig on the floor. Tap Plastics built what I needed complete with alignment pins, but it wasn't cheap.

This all began to require new car cards and new way bills, and "by the way" the name of the next yard in the Southern Pacific is "Mission Bay" and I probably should change destinations to that. Fortunately I have done the whole thing as a combination of Word and Excel so mostly the changes involved folding, taping, and pasting new car cards and waybills.

I think most of you know that I think that Operations is one of the cutting edges that is

I found a built Walthers car float on ebay. Now I could actually change car floats instead of just turning cards in mid session. It was a mixed blessing.

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PCR Loses a Master

by Dick Stark

The world of model railroading has lost one of its lifetime members and so has the PCR. Bill Kennerley was a model railroader of extraordinary ability who was willing to help younger modelers learn the skills necessary to create a miniature world for enjoyment and pleasure. Bill told me when he bought his house he looked at the basement and his wife looked at the upstairs. Bill built an excellent representation of the SP from Oakland to Sparks over Donner Pass in O Scale. The track plan for this layout, his second one in the basement, was drawn by John Armstrong and featured in the May 1972 Model Railroader titled Sierra Pass Revisited. This layout is one of the earliest multi-level layouts ever published.

Bill was in his early 80's (I think because he would never reveal his age, he said it wasn't important). Emmy, Bill's wife, told me he was 81 when he passed away. Bill was a true USC football fan and major league Baseball season ticket holder and when he attended a game he always had his scorekeeping book and kept track of every play.

Bill's interest in sports was a part of his life; Bill was a high school football coach in the Central Valley before becoming an elementary school teacher in Martinez and a referee for high school games. For years after he could be seen working on his model railroad in a black and white striped referees shirt in his basement.

Bill worked as a fireman for the SP in the closing days of steam and almost all of the

engines on his layout are listed in his fireman's logbook. Bill worked as a school teacher during the day, and then worked on the 4 to 12 shift in the evening for a number of years and boomed around the SP full time in the summer from EI Paso thru Northern California and Nevada, Bill spent two weeks firing on the SP narrow gauge in the Owens Valley when the regular fireman went on vacation.

Bill qualified as an engineer before being cut off by the layoff of firemen due to law changes in California in the early 60's, and because of this he never got to mark up as an engineer. Bill wrote a

series of articles about his life and experiences as a railroader in and around the Bay Area in the NMRA Bulletin.

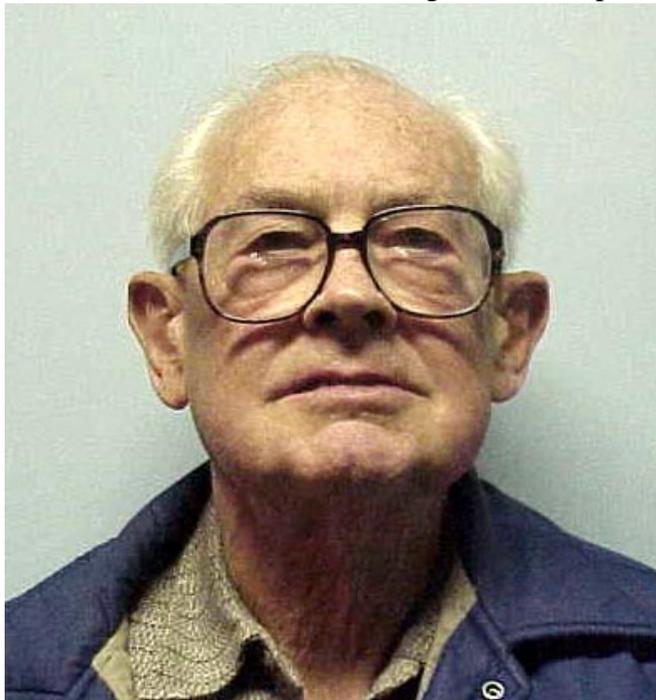
We became friends and railroading buddies over the years. Bill was already NMRA Master Model railroader number 67 when we met in the mid 70's.

Bill invited me over to visit his layout and that was when I started losing interest in HO. Bill and I spent many hours building his layout. It was time to

start building scenery on the layout but he always had a reason why it couldn't be done at that time, I need more station signs, snow depth markers, trees and I would say build them, and he did. Finally, he ran out of details to build and we started slinging mud. Bill learned to enjoy scenery building, but his true model railroad love was building passenger cars.

Bill built a total of seven full length

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(Continued from page 10)

completely detailed passenger trains in O scale that included the Coast Daylight, the City of San Francisco and several secondary SP passenger trains. Many of Bill's cars were scratch built and were NMRA national contest winners. Bill's love of passenger cars and his love of model railroading extended beyond his individual needs. Bill went through the Pullman car names by class such as the Lake Class and all the others, found the common second names. Bill put this list together and it was produced in decal form for all of us to use by Walters in HO and O scale way before anyone had a computer to do name sorts with.

Bill attended all most every NMRA national convention in the summer. He would spend weeks planning the trip and then Bill and Emmy and their children Donna and Jim would travel by train to the convention and rent a car to tour the historical locations and museums in the area around the convention and attend a baseball game if possible, then take the train home again Bill left behind his wife Emmy, a son and daughter Jim and Donna, three grand children Laura, Leigh, and Natalie and one great-grand child Madison. Bill was devoted to his family, railroading, his hobby model railroading, and teaching children.

The PCR will miss this Master Model Railroader and the input, skill, and experience that Bill brought to the PCR. Bill will be remembered as an all around good guy and gentleman who could give and take a joke without being offended. Hew was a past Coast Division Superintendent and the Division and Region will miss him.



(Continued from page 9)

driving the hobby right now, so I am pleased that by little ops sessions (5 people at a time) have gone well. There are other reports in this issue on the LD/OP SIG weekend in this issue along with various pictures of people operating. If you want to try operating Dave Parks seems to be the Perpetual Chair of operations sessions for the SIGs and for the PCR in general. Ask him to sign you up for something.

One of the other things I truly enjoy, and make no secret of, is conventions. The Suntan Special has a bunch of articles and pictures, including stuff on the layouts and Prototype tours. It should be a great convention.

Some how being our potential new Vice President and having a wonderful new squeeze, Ronnie, is making an honest man out of Pat LaTorres. This issue has the first of a two part series on a layout he is actually building. There are pictures to prove it. (Now if we can only do something about the jokes.)

The usual suspect also appear. Dave Connery has, in addition to his swan song, reviews of a book and a line of accessories. Jim Providenza continues to chronicle his round robin, and Jack Burgess talks about the Volunteer AP. Ron Plies' membership column is actually John Sing talking about the worth of the PCR.

Ed Merrin writes about Fate, Destiny and the Art of Model Railroading. Just the title alone brings class to the rag.

Read! Enjoy! I'll see you at convention.

Bill

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

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

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

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

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

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

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

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

The bottom line—keep track of those hours of service to the hobby! The easiest way to do this is to obtain a Record Form and have it signed by your local AP Chairman at the time or

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Travelin' About:

Visiting the Historical Pioneers of our Hobby

By: John Sing, Coast Division

Many model railroading pioneers laid the foundations for all of us in our hobby. Two historical sites / clubs that are still alive and vibrant today that you can visit with a reasonably short driving distance from Newark Airport in New Jersey, are:

- The Model Railroad Club, Inc. in Union, NJ
- The Model Railroad Shop, Piscataway, NJ

Here's a couple photos and a short historical appreciation.

1. The Model Railroad Club, Inc.

In testimony to USA model railroading pioneer Paul Mallery, (one of the earliest MMRs and author of over 300 articles/ books), the club that he started still vibrantly lives on as a living testimony to his contributions to our hobby.

Now named The Model Railroad Club, Inc., it's located in a purpose-built building in Union, NJ (about 10 miles from Newark Airport).



Detail of engine facility

You can visit their exquisitely completed and detailed 1st phase 40' x 40' HO layout on any Tuesday evening (operations night) 7-10pm or Saturday afternoon 1-4.

You can see more of this historic club at their website: <http://www.tmrci.com>



Overview of layout

1. The Model Railroad Shop

The Model Railroad Shop in Piscataway, NJ (about 20 miles south of Newark Airport), is one of the birthplaces of USA model railroading. This train shop was started on January 2, 1933 by pioneering model railroad manufacturer Howell Day of 'Red Ball Line' fame, and has been in *continuous* operation in the same building since that time. It is one of the oldest (if not the oldest) and most historic continuously operated model train shops in USA:

You'll find the shop continues to be well stocked and continues to carry

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Fate, Destiny, and the Art of Model Railroading

By Ed Merrin

Most outsiders would consider our hobby on the light side, a kind of protracted childhood. In fact, we usually enter the hobby in childhood. But how much of our passion is by chance and how much is part of predetermined fate?

Take my experience. It started out innocently enough. There I was, at about age 12, grappling with my growing realization that the Lionel trains I had been immersed in since I was very small just didn't match up to what I was seeing in the *Railroad Model Craftsman* and *Model Railroader* magazines that I was able to scrape up money for from my allowance. I didn't have many issues, but those that I did have were read over and over, from cover to cover. The black and white photos contained in them made my stuff look pretty primitive.

One big problem was the track. No longer could I ignore that ugly third rail. Yes, there were those that attempted to mollify its effects. They stuck extra ties between those weird black metal things and added ballast and scenery in the hope of blending it into a more general railroad landscape. They used Gargraves flex track and turnouts, with wood ties and a flattened and blackened third rail that was hopefully less noticeable. Lionel even came out with its own "Super O" track. Their track had ties with an unrealistic hump in the middle to hold the less obvious third rail high enough for the little rollers on the bottom of the locomotives to reach. And the outside rails were still shiny metal tubes that didn't look anything like real train tracks. I finally had to agree with my American Flyer loving friend Howard Stein (without actually admitting it to him) that all these attempts were failures.

There I was, at about age 12, grappling with my growing realization that the Lionel trains I had been immersed in since I was very small just didn't match up to what I was seeing in the *Railroad Model Craftsman* and *Model Railroader* magazines that I was able to scrape up money for from my allowance.

Lionel track was just bad!

We had just moved to a new house after dismantling the 8 x 8 foot garage layout that my friends and I had spent long hours with after school and where I had learned to install layout

wiring for the first time. The time for setting up a new layout in our new garage had arrived, but it didn't make sense to put together something that I was already unhappy with. So I approached my father, who was the one responsible for getting me into this mess in the first place, and confided in him my desire to switch to HO scale trains. We both went down to the hobby shop in Hollywood that served us faithfully as our train supplier. Dad solemnly proclaimed to the proprietor, "We've decided to make a change," as if the occasion was as monumental and serious as

dropping out of medical school.

We came back to the store with all of the Lionel stuff in boxes. There was my Fairbanks-Morse Trainmaster in Lackawanna livery, the Santa Fe warbonnet F3 set, the NYC Hudson, and numerous pieces of rolling stock, freight and passenger equipment included. There were the stations, the operating crossing gates, spinning beacon lights, log and coal loaders, milk car, cattle corral, oil derrick, and so on. There were signals, billboards, bridges, and trestle bents to raise the track so it could cross over the tracks below. There was the big double handled transformer. There were the switch tracks with the rotating red and green lights on top of the motors. And of course, there were piles of sectional track, all with the offensive third rail.

The deal was simple. The storeowner

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appraised all this equipment. Now, if I remember right the value set was \$100 (in 1958 dollars of course). I was then free to select any HO equipment in the store that would add up to the same figure. This was easy for me because I had been ogling all the HO merchandise inside the glass cases for many months. In fact, I had already made my choices. They included a Mantua Pacific, in kit form, with accompanying streamlined passenger cars. There were various reefer and boxcar kits, some pot metal and some wood. Add to that a track cleaning car that looked like a boom car with a little metal tank to hold the cleaning solution. For track, I had also made up my mind. No snap track for me. I wanted True-Scale milled roadbed with ties so I could spike my own brass code 100 rail in. My magazine reading had influenced me to insist on 36-inch radius curves.

There was also a die cast, unpainted GE 44 tonner. It appealed to me, I know not why. It became a star on my new layout; for one thing, it ran without complications, whereas I was totally unable to assemble the valve gear on my Pacific, making it look kind of silly. That made the 44 tonner the easiest to photograph as well, since I didn't have to arrange the scene to hide any missing parts. I had to paint it, of course, by brush. The only paint colors I had besides brown, gray, or black was a kind of reddish/pink shade and white, so they became my railroad's colors.

As I got a little older, say 13 or 14, I began scratchbuilding some structures out of wood and cardstock. The first one was a station from a magazine article. Then I saw a prototype photo in a magazine of a kind of diesel fuel tank, rectangular in shape, sitting on top of a wooden structure. It looked so great I decided to build a replica of it and sat it down on a spur track, right next to a warehouse I "imagineered" somehow. I then got out my trusty 35 mm camera and shot some photos. I posed my 44 tonner next to it as you can see in the picture opposite:

Wouldn't you know it, the years went by. I stopped working on the layout as I advanced through high school and spent time focusing on baseball, cars, and girls. I tore the layout down

and dumped it as I entered college, packing the locomotives, rolling stock, and my favorite structures in a cardboard box stuffed with shredded newspaper. I carted that box with me through school along with my then large collection of model railroading magazines, but never looking inside the box or cracking open a magazine. Eventually I left it all behind for someone else to throw out when I moved to the East Coast and rarely gave the box and its contents another thought.

Many years later, about 1990 to be exact, I was living in Marin County and became involved again in model railroading. My new railroad friends introduced me to the idea of following an actual prototype, so I began to research the local railroad, the NWP. I'm now in the process of building my third NWP layout, including its little sister the Petaluma & Santa Rosa in the mix. The time frame was 1958-1960 when the P&SR, lo and behold, used GE 44 tonners. Of course, they have shells of plastic instead of die cast metal and are black and orange rather than pink and white. This was all dictated by the prototype I was following.

At least so I thought. Until one day my wife told me about a man who knew a friend of hers who had old train magazines to get rid of, and was I interested? I agreed, and I came home one day to find a large cardboard box full of them on our front steps. As I sorted through them I entered



a time warp. Many of them were some of the same magazines I used to have, and I was astounded at how vivid the memories were of

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what those articles once meant to me.

Oops. On page 37 of the March 1959 Model Railroader was the very picture that had inspired my fuel tank model. My jaw dropped when I read the caption and found that the picture was taken in Petaluma, on the P&SR. I then rummaged through my copies of the Northwestern, the magazine of the Northwestern Pacific Railroad Historical Society, and found another picture of the tank on



page 4 of the Spring 1992 issue. This shot, unlike the one in MR, has a 44 tonner sitting beside it. Thanks to Fred Codoni, the photographer, I can show it here:

Apart from the fact that I had exaggerated the size of the tank, the resemblance of the two photos is astounding. Now I assure you that as a boy of 13 or 14 living in the San Fernando Valley I was not aware that the NWP or the P&SR existed. It would be at least another twenty years before I ever heard of Petaluma. And I would have had no way of connecting the fuel tank picture in MR with 44 tonners because there wasn't one in the MR picture and the accompanying article doesn't say anything about them.

So what do we make of this. Is it just coincidence, chance? Or was it predetermined in some great cosmic script that I was destined to model the NWP and the P&SR of the time period corresponding to my first efforts. Ultimately, it makes me wonder what this model railroading thing really is. Do we have any choice but to continue?

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another official. For open house events, you may also be able to use the official Convention Program as verification of your service to the hobby.

Once you have accumulated a total of 60 certified TUs, complete a Statement of Qualifications and submit it!

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

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on the tradition of this shop, thanks to the dedication of current owner Jack de Rosset. In my two visits there, he's been a most gracious, talkative host.

<http://www.themodelrailroadshop.com/history.htm>

And you can see an online photo tour of my October 2004 visit:

<http://rides.webshots.com/album/200901352cViCvv>

The Model Railroad Club, Inc. is very active in NMRA and would be happy to welcome you as a visitor. One of the best benefits of membership in NMRA is the people you get to meet, the information that you get to share, and the things you get to see.

Membership Development

By Ron Plies

My article for the Branch line which is John Sing's testimony of the value of belonging to the PCR/NMRA.

Ron

Joining the NMRA - Value and My Experience

I think NMRA is, like most organizations and things in life, a good value if you know what it is about, and how to use it. I think that NMRA overall is a good thing, and frankly, the hobby we enjoy today is built upon what NMRA started doing way back a long time ago.

I have found that at least in the Bay Area of California, the current NMRA and specifically the local Division and Region acts as a collection point and venue for some very very good modeling, getting to know local modelers, contacts, information. Admittedly, Coast Division of Pacific Coast Region and the Bay Area of California has a good level of membership and participation. Given that, NMRA acts as a reason for many of the local 'traditional' model railroaders to get together at the quarterly meets and the local regional convention.

It did take me a little bit of time to get to know the people. But over time I kept participating, showing up, and they could see that I wasn't a here today - gone tomorrow guy, and I started to make a few contacts and acquaintances. Then NMRA started to flower for me.

As a result, I basically know a whole lot more about what goes on in model railroading for the San Francisco Bay Area and also in my various business trip landing spots. Many more acquaintances and friends than I would have otherwise, with many pleasant chance encounters.

By participating in the local Show and Tell, just like our virtual Sunday Night Foto Fun, I found that I was pushed myself to do more and better, I met others doing the same, and at the quarterly meets that was one way I started to get to know them, and they got to know me. My

modeling has improved, in a similar manner to the way that Sunday Foto Fun helps us improve.

The day to day value of NMRA is really in the local Divisions and Regions. If you're lucky enough to have an active Division/Region in your area that you live, to me that is real value of NMRA, as you have an excuse/venue to get to know other modelers, form friendships and relationships, see what is going on locally, and thus, enjoy the hobby more.

If your local area doesn't have that many members, I can understand how the value is not so obvious.

NMRA today has a lot of what I'll call 'traditional' modelers, by that I mean that the core membership are the serious modelers who come from a background of a lot of serious model building or serious operations; hence many of those longtime modelers tend to be longtime NMRA members. Many HOers and O scalers for that reason.

At least locally, I've found many of these modelers are great modelers (and good people as well). Locally, most of those modelers tend to model the transition era, steam and diesel, and most of them model in HO with a fair O scale representation. Given the demographic that most of them are longtime (i.e. older, more established) types, the N scale contingent is small - but certainly, every time I've displayed my (hopefully) decent N scale modeling, everyone has always appreciated it, and they always say things like "Boy, N scale has come a long way!".

Any kidding about the small size of my N scale models has been good-natured and friendly.

We have some great Z scale participation from time to time as well.

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Tales of the Santa Cruz Northern **Renaissance Man (er, Group)**

By
Jim Providenza

I sometimes like to think of myself as a Renaissance Man, at least in terms of model railroading. You know, like Michelangelo Buonarroti, or maybe Leonardo da Vinci, able to do it all. Not quite at their level or course, but in the vein of what is discussed in history classes! Not interested in just one aspect of the hobby, proficient across the board.

I was sitting at the work table this evening, filing down a new frog rail for the east switch at Dougherty's - the one that Morgan worked so hard on. Unbeknownst to all of us, we mixed in two frog rails of slightly different heights - no end of grief and so it has to be fixed. As an aside, an interesting problem as I hope to avoid taking the whole frog apart - can I substitute just one frog rail, leaving the other frog rail and wing / closure rails intact and in place?

As I worked on the switch I ran through two consecutive but interrelated trains of thought. The first was how much I like handlaying track (certainly not something that inspires a large following these days) and how in fact I am pretty good at it. I'm particularly proud of how well I can build crossings, especially double curved ones. I patted myself on the back... maybe twice.

But... honesty made an appearance (I hate it when that happens!) and I recalled as how Morgan had rebuilt the east switch at Dougherty's with some eyeball civil engineering from Scott because I couldn't get it right. So, I might be good at the physical aspects of handlaying track, but I have to admit I still have a lot to learn about the engineering involved!

As I continued writing I thought of the pride I take in the articles I have written, either here in the Branchline or in other publications. They cover a wide range of topics. To that extent my writings at least are similar to those a renaissance model railroader might write. But, honesty abounding it seems, I have to admit that there is

very little of what I write or give clinics on that is not based on the solid foundation others have built.

It is the same with the Santa Cruz Northern. While the original SCN was one of the very first double deck layouts built (1977 - 78, at about the same time as Jim Hediger was building his first version of the Ohio Southern), I built it only because I didn't have the space for a single deck layout and John Armstrong said it would work. The fact, as I learned later, that his work was only theoretical and he had no idea if it would work in practice, is immaterial. John was "The Godfather of Layout Design"; what he said was gospel and must be true. And it was!

The SCN itself has always been a test bed, and a learning tool. A joint effort for sure. And, more importantly, it is the better for it. What began three issues ago as a "short" (Hah!) article on work on the SCN developed into a three part description of how the Northern California Nameless Group Round Robin functions; along the way I made mention but did not really elaborate on how each individual adds to the experience and knowledge of the group. How we, mostly unconsciously and in small bits and pieces, and fits and starts, keep raising the bar within the group. If I can't get a switch right, Morgan or Scott can help out. If I have a thorny scenery problem I call on Bill. If it is electrical, Ernie. And so it goes with each member of the group. And each time one of us does something for one of the others we all benefit.

The whole is somehow greater than the sum of the parts! What some of us cannot do, or choose not to do, or know that others can do better, we can ask others to do. We hopefully learn how to do whatever it is, but maybe not. In some cases, natural ability and inclination give a clear advantage. In either case, the work does get done,

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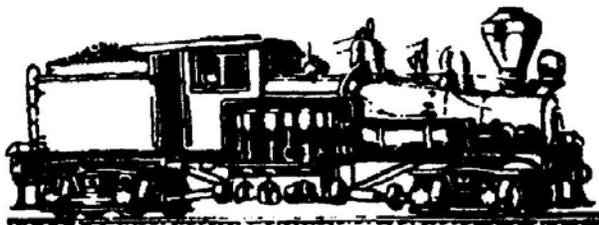
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and better than it would have otherwise. I learned from what Morgan did, observed carefully how he and Scott spent the necessary time to work out the perfect geometry for the troublesome switch – and hopefully I’ll be able to lay out a switch better next time.

As part of the run up to getting the SCN back into operations mode, I had to solve a really vexing scenery problem. In laying out the new spurs for the Beroldingen Lumber log train we had cut out a major portion of a hillside. All that was left was the top of the ridge and a tunnel portal. The new hillside had to drop about 10 inches from right to left, was only about 4 to 8 inches in depth, and had to disguise the exit of the new mill track-
age into hidden staging without blocking access to a ground throw. Exit Jim (who had thrown up a couple of blocks of previously used insulation foam to hide the gaping hole in the backdrop and the scenery base) and enter Bill. An hour and a half later the basic land foam was in place – though Bill reminded me several times that you could not support even something as light as foam insulation sheets on thin air and I would have to add some supports at some point. Amazing!

Well, I’m finishing this up about two weeks after I wrote the paragraphs above. In that time period I have hosted two very enjoyable op sessions on the SCN. Reflecting on what I have said, I realize that it is true. Joint efforts make each of us better and lead to better layouts. I am a “renaissance modeler” only because of the joint efforts of our round robin group. And that is a real good thing.

Oh, that frog rail? Yes I was able to cut out the culprit rail with a cut off disk in my MotoTool and solder in a new one in without taking the whole switch apart. And it worked.



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Locally, here is one event, that shows what a lot of NMRA can be like when it's at it's best:

<http://homepage.mac.com/jacobsen/LORM2007/>

This is a superb NMRA Divisional web site in St. Louis area:

<http://www.gatewaynmra.org/>

NMRA has gone through a lot of changes and challenges. Like any volunteer organization (or any big organization for that matter), it takes time and can't happen overnight. The current national leadership is doing a good job of morphing an all-volunteer organization towards the current needs and demands of the model railroading world.

One example is the NMRA web site is a lot more up to date and current and attractive than it was even one year ago: <http://www.nmra.org/>

In a nutshell, because I have been a consistent active participant, and because the local Division / Region is active, NMRA has been great for fellowship and inspiration and thus has been fun. Like any organization, it's the local personalities that determine how valuable the membership is. If I'd just joined but never went to a meet or wasn't visible, or had the local membership or leadership not able to be strong, then the NMRA benefits would not have been visible to me.

If you're in USA, you can get a trial NMRA membership for just \$9.95 for half a year to try it out. Even before that, in most cases, you can go to the local meets for free or practically free as a guest, don't have to belong to go to most of those.

Bottom line: for us normal members, NMRA value is really about fellowship and meeting other modelers, and all the good things that might happen from there. But all in all, I've found that NMRA can be a great centralized forum to expand your horizons.

I think it's worth checking out to see how you like the local NMRA membership and leadership, and you decide for yourself from there. We all just want you and all of us to have fun.

Life is too short to do it any other way.

John Sing

TOWER LUMBER COMPANY

(Part 1, The Dream)

By Pat Latorres

As I write this, I am looking at the opening flurry of construction of a new model railroad. In the interest of sharing this experience, I'm inviting you to join me in my journey as the railroad moves from paper into the real world of hear and now. This will hopefully be the first of a number of articles telling the story of the growth of this railroad, both in the fictional world (where is this railroad and how did it come into being) and in the real world (follow along as we move from paper to bench work, track and scenery). Letting each of you join in the joys and trials of its birth and growth.

To help lay the foundation, I guess I should go back to the beginning, in the dark, dark past. Like many of the modelers in my age range (early to mid fifties), my introduction to this hobby started with either Lionel or American Flyer trains back in the 1950s. In my case it was an American Flyer set which arrived under the Christmas tree when I was seven or eight years old. I remember this set being around through fourth or fifth grade, when it was replaced by a

slot-car set, which was not an uncommon occurrence in those days. I vaguely remember some Athearn HO trains passing through my life in the same time frame and then I pretty much moved away from trains until I was out of high school.

Sometime shortly after I graduated from high school I got lightly involved with N scale, but this lasted only about a year. Then I put trains aside until late 1980, when I found myself wanting to get involved in the hobby more seriously. In early 1981 I joined H.O. Model Engineers, a club in Oakland which was an off-shoot of the East Bay Model Engineer Society and the rest, as they say, is history.

Over the next number of years I got more and more involved with the accurate modeling of trains and found myself drifting more into prototype modeling. I tried to build one small home layout while living in a duplex in Alameda, but the result was quite a bit less than satisfactory. Being forced to move out of that

location actually was a favor, in that this initial railroad was dismantled and I was allowed to put my mistakes behind me and move forward.

While many plans were drawn up over the next few years, they never got off of the drawing board, mostly due to lack of appropriate facilities (too small, rental units, etc.). Well that all started to change this past May (2006), when Ronnie (my fiancée) and I landed a new two car model railroad room with attached house in



I tried to get Ronnie to take a picture of him asleep under the layout, but he insisted on this.

-editor

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San Leandro (it's nice when your partner also enjoys model RR operations and trains in general).

The initial thought was that the garage would make a perfect home for a double deck model of the Espee in Oakland, from Adeline St. down into mid-San Leandro, in the 1955-'56 time period. After spending some time getting household projects rolling, we realized that we'd need to get some major rehab work done in the garage before any railroad construction was going to get underway. So that project was placed on the back burner for a while. The problem is that after waiting this long, I was getting fed up with waiting and wanted to start building SOMETHING !



Someone must tell Pat that this will not win him many votes in the scenery contest.
-editor

Enter On30. This scale may be one of the greatest steps in model railroading in the past ten years (second only to the advances in DCC). A scale where there are hardly any rules, only guidelines. From the perspective of an HO modeler it's an even greater gift, one can model in two scales while using the same gauge track. Since I got back into the hobby I've had a strong interest in logging and branchline railroading – the second locomotive that I purchased way back in 1981 was one of the early Riverrossi Heislars.

Looking at the study (read second bedroom) in our new home, I realized that three twelve foot walls, along with four to five feet of the fourth wall would provide a nice location for an eighteen to twenty-four inch deep shelf railroad – and again I stepped onto the steep, slippery slope ! Once I realized that the idea was workable I started purchasing the basic equipment for a small logging operation and immediately started to place pencil to paper. And yes, I did say “pencil to paper”, I'm one of those old phartes that learned drafting back in the dark ages and have never been happy with any of the model RR CAD programs that I've tried.

At the same time I stumbled across two rather

interesting Yahoo groups, “On30” and the “On30 Conspiracy”, both of which encouraged my journey to the dark side. What ended up on the drafting board is a small railroad based on the many logging operations in Northern California in the early to mid twentieth century. To complete my fall into the abyss, the weekend after New Years I purchased 35 six foot long 1 X 4's to convert into the bench work for the new railroad.

What has emerged from the drafting table is a basic narrow gauge logging operation, with a branch off to a small mine of some sort (off scene staging). I should have a fairly complete plan of the lower level of the railroad in the next installment. We start directly to the left of the door entering the room, actually behind the door. In a narrow space behind the door I'll have a section of O scale standard gauge track leading onto the railroad to provide an interchange with the “outside world”. Along this same wall will be an eight and a half foot long, by 24" deep yard, with a two stall engine house along the back side at the far end and the edge of a small log dump on the front edge of the shelf at the near end.

The railroad will continue along the next wall

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with an 18" deep shelf running the length of the wall. Excluding the depth of the yard module, this will be approximately ten and a half feet long. The main segment of the railroad will begin climbing at five to five and a half percent immediately upon leaving the yard, with a diverging branch descending at about the same rate shortly after leaving the yard. This diverging branch will quickly depart from view and proceed to a two or three track staging area below the ascending section of the railroad along the third wall of the room. The ascending mainline of the railroad will terminate at a small logging camp about eight feet out along the third wall which will wrap around the corner onto the fourth wall.

A thought which has been growing in my mind is to work a series of switch-backs up along this last wall (about four to five feet of usable length) until railhead height is above the closet door and then build a continuous run around the entire room at that height. This would allow for another logging camp somewhere "farther" out away from the yard. More on this as more pencil lines appear on the paper.

The railroad is owned by the Tower Lumber Company, a logging concern based in the foothills of the southern Cascades, or the northern end of the Sierra Nevada mountains near Westwood, California. The time frame being modeled is in the early 1950's as the postwar housing boom has increased the demand for lumber, which has allowed the railroad to add a few diesel locomotives to their fleet to supplement the older Porter, Shay and Climax locomotives in their roster. Also, in 1951, at the height of the Korean conflict a large deposit of a rare, valuable and strategically important material – unobtainium – was discovered on property owned by the company, which has now started mining operations to bring

this material out for the United States military. The only other known source for this material is at the Pink Lady Mine, located to the north and east of TLC's property. Hopefully this will guarantee some long term security for the company.

In my next installment, I'll touch a bit more on the design process that I used for both the model railroad and the "real" railroad on which it is based. These articles will also force me to keep construction moving forward, so that I'll have something to write about in the future. Right now I've got the first three modules attached to the walls, so things are actually moving forward. My goal at this point in time is to have all of the bench work in place by the end of summer. Additionally, I'm hoping to have all of the track down in the yard at Wellington, CA – a small town slightly north and east of Westwood – and have the beginnings of scenery in place around the yard. If luck is with me, I may even have the steel gang working their way out of town towards Camp One. We'll just have to wait and see.

Until then, keep modeling and enjoy the trains.



Ed Sarbor, Dave Parks, and Pete Cressmat negotiate a meet on the Silicon Valley Lines as part of BayRails

**Conventions
Applicable
to**

LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

It's been a busy first quarter for the SIGs in the Bay Area! We've had two big events as well as the usual operations on the local layouts.

The biggest event was PCR/LD/OP SIG meet at the South Bay Railroad Historical Society on March 10 and 11. Over 100 attendees from all over the country participated in clinics, panels, group discussions and used consulting services at the Saturday program. We had five excellent clinics from the following presenters:

Les Dahlstedt	How High is the Layout? How Deep are it's Scenes?
Bill Decker	20 Years of Operations Organizing
Tom Lawler	WP Keddie
Paul Deis	SP Coast line from San Luis Obispo to Paso Robles in 1949
Harry Wong	Operations with The Free-mo Modular Standard

The clinics may be viewed on the SIG Meet website at <http://homepage.mac.com/jacobsen/LORM2007/>

In addition we had "Birds of a Feather" sessions where attendees could follow up with the presenters and discuss other topics of interest.

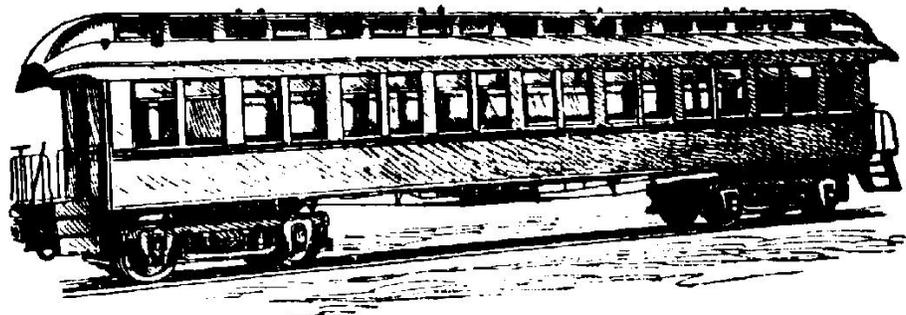
Byron Henderson organized the consulting program as well as the design challenge and a panel "What is 'Good Enough'."

David Parks organized layout tours Saturday evening and Operating Sessions on Sunday. Over 60 attendees took part in the operating sessions. Many thanks go to the owners who opened their homes to us!

No sooner had the layout owners cleaned up from the SIG Meet, than BayRails was upon us! A committee of owners and operators organized an operating weekend that ran from March 8-11. Over 60 operators participated (plus the layout owners and their regular crews), 39 of whom were from out of the Coast Division. BayRails attendees operated on as many as 4 layouts (out of 20) over the long weekend, with the option of attending Winterail on Saturday instead of operating. We also had bonus session on Sunday, hosted by the Silicon Valley Club.

In addition to operating, we had a clinic program on Thursday evening featuring Tony Thompson on SP Packing Shed operations and Harry Wong, reprising his Free-mo clinic. Friday entertainment consisted of tours of 13 layouts.

In May we'll have a strong SIG track at the Suntan Special: there will be an LD/OP oriented track on Thursday afternoon followed by SIG meetings in the evening (all are welcome). David Parks is organizing Operating Sessions for the Suntan Special (contact bearwestern@comcast.net). Also the newly added tours (Granite Rock and Davenport Cement) are great examples of rail served industries, so you can get lots of good ideas for your aggregate and cement trains!





All Aboard: The Suntan Special is Departing the Station Soon!

Steve Wesolowski, Suntan Special Publicity

Time is almost up: Register Now!

If you haven't registered before you read this for PCR's 2007 Suntan Special, 2-6 May in Santa Cruz at the University Inn & Conference Center, your time to register is fading fast. Maybe on the bright side(?), if you've read my reasons in April 2007's Railroad Model Craftsman why especially this PCR Convention is worth attending, this will be the last advert you read from me, something I'm sure some of you will be glad to hear. I know there are some good reasons for Registering so late, and I hope you make it aboard. I'm sure you'll enjoy the four train rides Saturday, several excellent Clinics, and many World Class Layouts, but only if you attend.

Please check our website, <http://www.pcrnmra.org/conv2007/index.shtml> to Register online and for any updates even after receiving information in the mail after registering, until you arrive in Santa Cruz. You can also use our website to order Suntan Special items, like Shirts, Hats, HO Granite Rock Hopper Convention Cars, all of which you can pick up in Santa Cruz when you arrive.

"Late Breaking" Tour news

As I write this March 15th, detailed descriptions of our Thursday AM Granite Rock Quarry tour, Friday PM Davenport Cement Plant tour, and the History of the Loma Prieta RR Hiking Tour are on our website & how to sign up for them: bus tours may be full by the time you read this; seats are limited. The Loma Prieta Hiking Tour will be a half-day guided exploration of the Aptos Canyon area where over 140,000,000 board feet of lumber were harvested in the second half of the 1800s using railroads and other logging methods and tools. This tour promises to be an interesting, invigorating and refreshing hike in the vicinity of the epicenter of the 1989 World Series earthquake

Non-Rail Activities

When you read this, there should be more information on our website about the Friday Non-Rail Tour and other activities. I've heard that tour includes a local chocolate factory, which also means some Rails want to go along! -- Non-Rails are given Preference & I expect it to be fully subscribed. But, I'd think IF some Rails behave, maybe their Non-Rails will bring back samples, which may sweeten their time enjoyment of the evening train movie classics together. As a Family Convention, those train movies (especially with chocolate) may be as romantic as the evening train back from Roaring Camp Saturday, in PG rated terms, of course.

As usual, the PCR Rail Art & Craft contests also provide everyone the opportunity to enjoy the multi-media creative efforts of mainly Non-Rails. But, I also encourage any Rail registrants who may want to enter to do so. Model Railroaders are a very creative and talented group; I bet I'm not the only Rail who's hand laid track, builds models & also can sew & enjoy other arts and crafts besides those generally used in Model Railroading. I hope some Rails enter some of their own talented works of art in these contest categories -- a possibility worth considering.

Layout Tours and Clinics

Layouts which will be Open to Registrants for visiting are posted by the day they're open on the website, but I wouldn't be surprised to see updates there also. Another reason to register early is registered attendees will receive more information in the mail, including directions to those layouts open Wednesday, to facilitate visiting them on your way to the convention.

There are Clinic descriptions with the presenter's names also on the website. I'd expect some

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updates to Clinic information as our convention's daily schedules firmly set in Hydrocal, Bragdon foam, stone or plaster. As they sang: "Life is Change; how it differs from the rocks" -- Jefferson Airplane, 1968 or so.

As the first PCR convention I've helped participate in planning, I'm both excited & pleased how well our planning in its final weeks is coming together. I'm excited at how much fun everyone there should have.

Contests & Judging

We are in the last days or finishing models, photographs and other works of art to enter in contests. I hope everyone brings & enters some of their best work for the rest of us to enjoy. Judging is always more fun the more quality entries in every category there are to make deciding upon the best a closer contest. I encourage filling out entry forms at home: don't miss any clinics or other Special Fun filling them out there -- plus neatly typed, printed or edited forms are easier for judges to read than my handwriting ever will be.

Maybe only three entries in each category earn First, Second and Third Place ribbons, but everyone entering "wins" by enjoying building a model you keep enjoying, plus every entry teaches those of us who see it something new. It may surprise you, but I often learn as much or more from models that don't earn ribbons as from those which do. For instance, the scores on models often turn out differently/lower & higher than what I expect; learning why also improves my modeling when I usually because they were built more carefully than some more complicated models, so don't think you must enter the most complex model to win. I enter models in contests to become a better modeler: sometimes they get me to finish a model I've been wanting to build awhile, sometimes I also earn a ribbon, I always learn.

I also encourage you to consider Judging: it also helps you become a better modeler. Don't worry, new judges always work with experienced judges, using written guidelines & often bring fresh perspectives that improve judging. Try it!

You might like it! Judging IS Fun, plus you get fed!

More Fun in the Sun: Door Prizes!

Our convention committee came up with a fun Door Prize idea. PCR is fortunate so many fine businesses donate door prizes every year. Winning a door prize is always fun, even more so when more people win one too: we all enjoy winning.

Over time, some of us win a kit or other modeling item in the 'wrong' scale, or something we haven't/won't build/use,.

We figured many Suntan Special registrants probably have at least one new/never built kit or other new/unused hobby item they won't ever use they either won, or bought planning to use it, but plans change so it never will be used.

So, we decided to offer every Suntan Special Registrant who wants to Donate a new/never built kit/other new or unused hobby item they won't ever use to "Recycle" it as a Door Prize, when they pick up their Registration packet.

We suggest limiting Recycling to one item for those who want to participate, our idea being to distribute the Recycling fun to everyone who wants to participate. Our original idea is we hope to draw a registration number for each Recycled Door Prize when it is received, so if this idea proves popular, we won't have a storage problem. However if someone wanted to Recycle two old/new Fine Scale Miniature kits, or a couple gift certificates, our Registration Desk volunteer may accept both, but they may also refuse any donation too large or which they believe would not be an acceptable Door Prize for any reason.

After all, remember there will be Swap Meet, primarily for anyone who has several items they no longer want.

Once again: Donating for Recycling any Door Prize item is Purely Voluntary. It is NOT Required of Any Suntan Special Attendee. We suggest something new and useful but Not Very Large. This is an idea we want to try out we believe should be fun.

With our convention Swap Meet, PCR Division Auctions, Online lists, eBay, etc, there are many

(Continued on page 30)



The Suntan Special Layout Tours

Steve Wesolowski, Suntan Special Publicity

Attendees at this year's PCR Convention will have the opportunity to visit wonderful layouts in all the major scales, N to Ride-on. The layout tours are all self-guided, no buses will be provided but if you don't have wheels with you, you should have no problem finding someone at the convention you can ride along with. Here is the plan.

On Wednesday we have 12 layouts open for your enjoyment. We plan on mailing a set of maps with open hours and descriptions for Wednesday to all those who are registered by April 15th, so get your registration form in if you have not already done so. This will allow those heading to the convention from the north to stop



Mike Laine's V & T

and visit these layouts on their way to Santa Cruz. All the layouts on Wednesday are in the San Jose and Silicon Valley area. The layout hosts on Wednesday include Joe Green, Mike Laine, Ed Loizeaux, Howard Lloyd, Howard McKinney, Seth Neumann, Gary Schrader, Gordon Searle, Tom Shumard and Ray Turner.

On Thursday we will be visiting layouts to the South and East of Santa Cruz (Watsonville, Salinas, Gilroy, Hollister, Seaside). On this day layout hosts include Chuck Catania, Kevin Hill, Kevin Hurley-Dave Loveless-Ed Sudyka layout,



Detail from the Free-Mo groups modules

the Monterey & Salinas Valley Railroad Club, the Santa Cruz Railroad Historical Society, Mark Stearns and Joe Visintine. On Friday the layout hosts will all be in the immediate Santa Cruz area and include Guy Cantwell, Dave Duncan, Duane Hyer, John LaBarba, the Northern California Free-Mo group, Ed Patrone, Mike Schwab and Jim Vail.

On Saturday we will not have any layouts open, as everyone will be on the trip to Roaring Camp. Then on Sunday we end the convention with more layouts in the Silicon Valley area for your enjoyment on your way home. These include



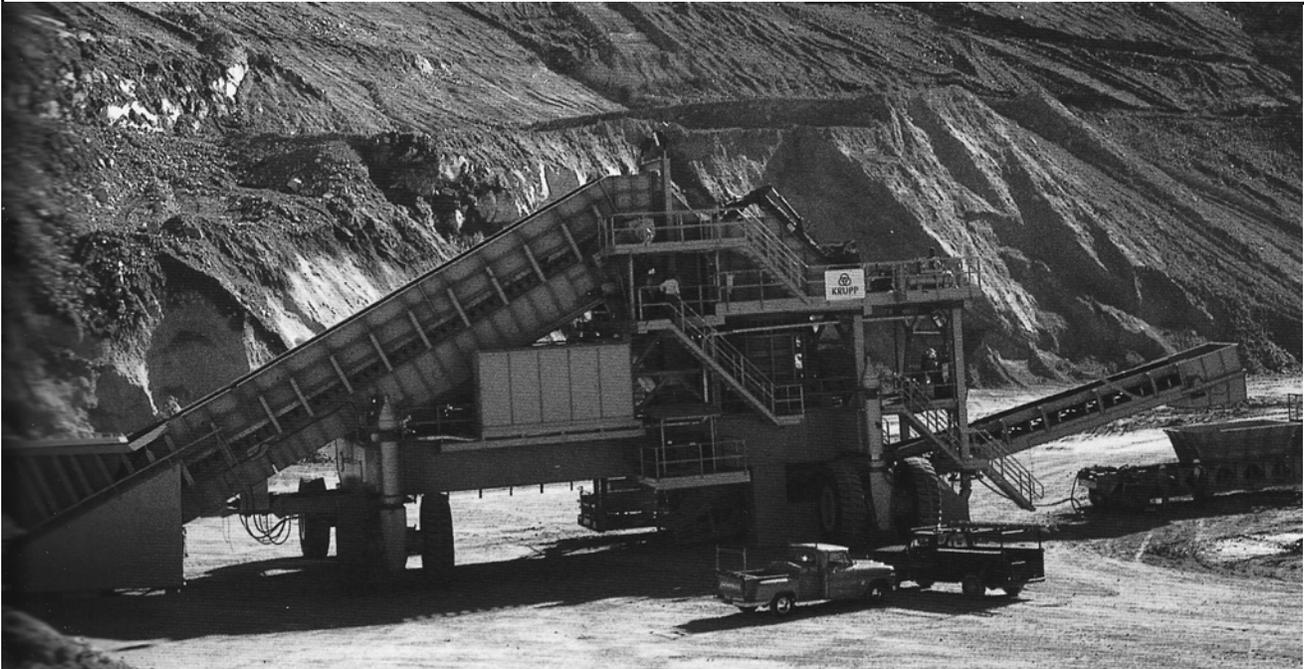
Joe Visintine's layout

(Continued on page 30)



The Suntan Special Prototype Tours

Steve Wesolowski, Suntan Special Publicity



Attendees at this year's PCR Convention are going to love the two special prototype tours we have arranged. Both companies we will be visiting have been operating for over 100 years at the locations we will visit, both rely heavily on rail transportation, both are in the extraction/construction industries and both are huge, with lots of detail to model.

On Thursday morning we will visit Granite

Rock, a truly immense gravel quarry and asphalt plant to the south at Aromas. Granite ships out approximately 100 car loads every day (a special train that runs at night is dedicated to the plant) and they have their own locomotives for in-plant switching. By the way, the UP (ex-SP) Coast Line runs through the property on its way between San Jose and Los Angeles. The company has a large fleet of their own cars and uses plenty of cars in

the interchange fleet. These Granite Rock cars are the basis for this year's convention car. The quarry itself, which we will tour by bus, is out of all proportion to human beings and we will get a chance to see the quarry, railroad and asphalt operations up close. This is an industry that can fit on every layout – the products from here rarely travel more than 100 miles – this is an on-line ship-



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per and delivery so both ends fit on many model railroads. It will probably be possible to stay on the bus for the entire tour but there will be opportunities to disembark the bus for closer views. If you would like to get up close and personal wear clothes and sturdy shoes that will stand up to this environment. Photography is permitted.

On Friday afternoon we will venture to the CEMIX cement plant at Davenport on the beautiful coast, north of Santa Cruz. This plant is again spectacular and here cameras are also allowed. You will learn about the plant, how cement is made and see the operation of all aspects of the production. We are timing this visit in the hopes of catching the train that services this location. A portion of all product is shipped out in rail cars. In addition, a regular supply of coal enters the plant in railcars to provide the heat for the kiln that runs around the clock. Unloading these coal cars is a job for the in-plant loco-mobile. Some walking and stairs are a part for this tour so you should wear sturdy, low-heel shoes. Obviously cement production is dusty so dress accordingly and include a long sleeved shirt and long pants – the plant is directly on the coast and parts of the tour are in a normally cold wind on even the warmest of days. Participation by mobility challenged attendees will be very difficult.

Each of these tours requires pre-reservation

and



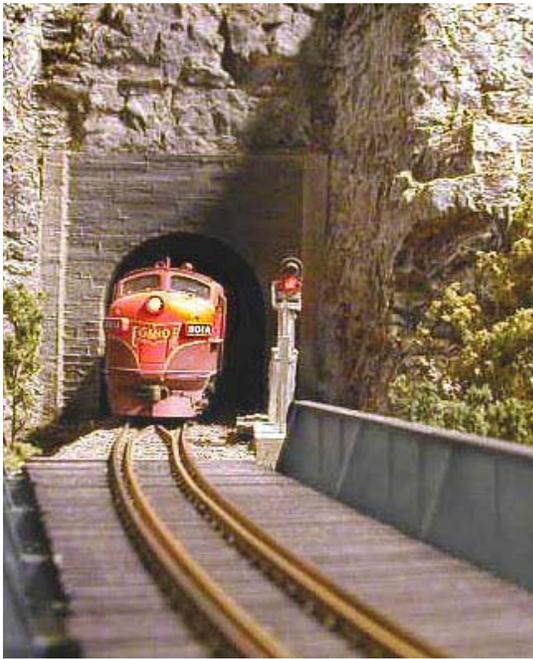
each costs \$20 to cover the cost of the bus. Participation on these tours will be by bus only. You can sign up either using the Registration Form included in this issue of the Branch Line or print out the form from our web site or sign-up on line at pcnmra.org/conv2007/. We expect these tours will be very popular so they are limited to Convention Registrants and we recommend signing up as early as possible to assure a seat on the bus. All seats will be “first come – first served”.



(Continued from page 27)

layouts hosted by Ed & Rich Abate, Bob Brown, Ed Loizeaux, Howard McKinney, Al Modine, Seth Neumann, Dave Parks and the South Bay Model Railroad Club.

We have a few added layouts we expect to get final confirmation on in the coming weeks and several of the above locations will be showing more than one layout, often in different scales. As a result there will be 4 N Scale layouts, 4 HOn3 layouts, 17 HO layouts, 1 Sn3 layout, 1 S layout, 1 On30 layout, 3 On3 layouts, 2 O layouts, 7 G or Fn3 layouts and one 2 1/2" to the foot live steam layout. Truly, there is something for everyone. Descriptions, open hours and maps for Thursday, Friday and Sunday will be available when you pick up your registration materials at the University Inn and Conference Center.



(Continued from page 26)

other channels for anyone who has one or several model items no longer wanted. Some of you at the last PCR Convention's Sunday Business Meeting may recall I announced near the end of the meeting a corner of the room where attendees could swap door prizes won they couldn't use, but we hope this will work out even better.

I hope to see you in Santa Cruz at the Suntan Special having Great Fun!



Redwood Empire Division Report

By Steve Skold

RED's winter meeting was held on February 24th at the Napa Model Railroad Club. There were 18 people in attendance. First, business was conducted as nominations were accepted for the positions of Superintendent and Chief Clerk/Paymaster. Steve Skold was nominated for Supt. and Ed Merrin for Chief Clerk. Gus Campagna then resigned as Director. Nolan Alexander was nominated and elected to fill the remainder of Gus' term as Director.

Ron Plies did a clinic on researching the Northwestern Pacific Railroad and using the research for modeling. He belongs to the Eel River Valley model railroad club which is doing the NWP in modular form. Gus Campagna followed up with a power point presentation on NWP buildings that could be easily modeled. The final part of the program was the video by Paul Scoles on Advanced Scenery Techniques.

The Napa Club had several members operating their layout and discussed their upcoming conversion to DCC. It will be interesting to see how that conversion works out.

There were three special door prize winners. John Rolston won the years subscription to Model Railroad Craftsman. Robert Darby won the \$25 gift certificate to the Loose Caboose hobby shop in Napa. Gus Campagna won the Mike Kotowski print of 4449 leaving San Jose. Regular door prize winners were: David Grundman, John Rolston, Verne Alexander, Ed Merrin, and Harold Mentzer.

Our next meet will be on May 19th in Santa Rosa at a location to be determined. We are trying Saturday meetings to see if that will boost attendance but so far that has not panned out. We will count the ballots for new Supt and Chief Clerk at that meeting.



Coast Division Report

December, 2006

By Tom Crawford, Chief Clerk

The last meet, held on March 18, 2007 at Buchser School in Santa Clara, was enjoyed by 92 members and friends. 81 were members of Coast Division, 6 were members of Redwood Division, 1 were from Sierra Division, 1 was from Daylight Division, 1 was from Other (I never heard of it either) and there was 1 guest.

Ogden Lamont gave a clinic on "Thunder on the Mountains" The Tsunami installation in an HO scale SP AC12 brings the thunder of these giant engines to life. Ogden discussed the installation and the programming of the sound effects for this 'big' engine.

Brad Lloyd discussed techniques for building a wide variety of walls using both commercial and scratch building techniques.

Of course we had Jerry Littlefield's ever popular model railroad roundtable in two sessions, although Brad Lloyd filled in for Jerry in the afternoon session.

The Rainbow Girls provided hot dogs, polish dogs, and chili for lunch.

The business meeting was called to order at 12 Noon by Superintendent John Marshall.

Kevin Hurley reported on the Suntan Special for May 2-6. We are now in our third hotel, the Travelodge, for reservations, You can call them directly a 831-426-2300. They will honor the UCSC Inn rates.

Kevin noted that we do need volunteers to fill in at unique times (for example, you intrepid Chief Clerk needs someone to cover the registration while he gives his clinics. Others have similar situations. If you can help, contact Chuck

Mitchell at (925) 462-0291 or CBMTrains@comcast.net.

Pat O'Connor from the Bay Area Engine Modelers club had a display and talked about the Western Engine & Model Show in Vallejo at the Veterans Memorial Building on July 29th. They need modelers of all persuasions to show their models. They have 55 8 foot tables available. For information go to their website at www.BAEMclub.com or contact pat1650@yahoo.com.

Kermit Paul reported that the next PCR director's meeting is May 2 at the convention. If you have any Coast Division issues that you wish to be brought up, contact Kermit.

Seth Neumann reported that the Op SIG meeting on February 10-11 was very successful. There were 100 paid attendees. The Op SIG gave a \$120 contribution to the Coast Division for our sponsorship and support of this event.

Charlie Getz noted that NMRA has nothing to report of consequence (what are you telling us, Charlie?) The March Scale Rails was impressive. He noted that the membership is indeed slowly rising, counteracting the decrease we've seen over the past few years.

Charlie noted that the model railroad exhibit in the California State Railroad Museum is well along in its design phase and is doing very well. He pointed out that since we are a 501 C(3) corporation, donated stuff has a good tax exemption, and we should consider that option. To donate items, contact Charlie for options.

Dave Connery was sick , so Rod Smith

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took off his bridge structure reporting hat and put on his alternate ego as Dave's nominating committee backup. The nominations for officers from the committee were:

Superintendent – John Marshall
Chief Clerk – Tom Crawford
Treasurer – Bob Ferguson

A request for nomination from the floor was met with a deafening silence, and the railroad job was completed by Pat LaTorres moving that the slate be approved unanimously. Jerry Wilson seconded this blasphemy and it was approved before any dissidents could interject.

Bill Burkett, who was the engineer on Amtrak train #5, the first train to hit the scene after the trestle fire in Sacramento started, gave a rather complete account of how it unfolded from his perspective. In the interest of space, the story will not be repeated here. It added an interesting side to what we read in the paper. The one thing he said that reads interesting is how did that much trestle catch on fire so fast without an accelerant. The answer is that if you know how creosoted wood burns, it couldn't happen without an accelerant. Let's see how this plays out in the news.

The Auction started at 12:30 PM. There were 520 items, including estate items.

The winners of the Model Contest were:

Caboose:

1st Place Andrew Merriam

Freight Car

1st place Jim Echman

2nd Place Andrew Merriam

Maintenance Of Way

1st Place Andrew Merriam

2nd Place Jim Echman

The categories for the June meet will be "Structure, Display/Diorama, Self-propelled Cars & Traction"

There will also be another "Show and Tell" in any category. This is an opportunity to put something out there just to show your stuff, and ask for feedback (if you want it.)

The winners of the photo contest for "Trains In Action" were:

1st Place Bill Burkett – this is a first time for Bill to enter

2nd Place Seth Neumann

3rd Place Bill Burkett

4th Place Steve Williams – this is Steve's first time to participate.

The category for the June meet will be "Model Railroads"

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

The winners of the switching contest were:

1st Place Brake Person: Charlie Knoth

2nd Place Brake Person: Nick Brisco

3rd Place Brake Person: Steve Williams

1st Place Senior Brake Person: Alan Havens

2nd Place Senior Brake Person: Bill Burkett

3rd Place Senior Brake Person: Dennis Stokely

In addition to our standard \$75 and two \$25 gift certificate raffle prizes, we had the Superintendent's donation for \$50 from Just Trains and a book – "Napa Valley Route" donated by the superintendent.

We had 13 door prizes.

Our next meeting will be June 3, 2007 at the Computer History Museum in Mountain View. See the Coast Division upcoming events for more details.



June 3, 2007**Division Meeting**

Bay Area Computer Museum Mountain View
Hwy 101 at Shoreline Avenue

9 AM Sign In

10 AM “Show and Tell Session” MMRs and other accomplished modelers do a “show and tell” on how they model specific things. Tables showing each specific thing they modeled and how they did it. Ideas & techniques that don’t merit an entire clinic, but which provide insight

12 Noon Business Meeting

1 PM Auction

1 PM “Model Railroad Roundtable” moderated by Jerry Littlefield

1:30 PM Announcement of Photo and Model contest winners

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

9:30 AM to 1:15 PM:

Photo Contest: Model Railroads.

Model Contest: “Structure, Display/ Diorama, Self-propelled Cars & Traction”

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

September 9, 2007**Division Meeting**

Buchser Middle School 1111 Bellomy St.
Santa Clara

9 AM sign in.

10 AM Clinics: The specific clinics are TBD

11 AM “Model Railroad Roundtable” moderated by Jerry Littlefield

12 Noon Business Meeting

1 PM Auction

1 PM Additional “Model Railroad Roundtable” moderated by Jerry Littlefield

1:30 PM Announcement of model and photo contest winners

3:30 PM Raffle and announcement of Allen Fenton Switching Contest Winners

9:30 AM to 1:15 PM:

Photo Contest: Subject “Working on the Railroad”

Model Contest: Steam Locomotive; Diesel Locomotive; and passenger cars

9:30 AM to 3:15 PM Fenton Switching Contest

PCR

MMRs

By Bill Kaufman

Thought maybe that I would run this list again. Haven’t done it for a while. Don’t know that Jack Verducci and Marlin Costello have ever appeared on our list.

Some of these guys have gone on, but most are still modeling and doing good work. This is the payoff for the nice column that Jack Burgess #136 writes every month for Branch Line.

- 23 Eric Bracher
- 39 Robert A. Silveria
- 65 James F. Tangney
- 67 Bill Kennerley
- 71 Louis Queryrel
- 101 Thomas R. Knapp
- 105 Hal Riegger
- 136 Jack A. Burgess
- 139 Gerald S. White
- 172 Ruediger von Prittwitz
- 207 Jim Vail
- 215 Robert W. Brown
- 253 Robert Wirthlin
- 293 Fred Verrier
- 302 Kermit Paul Jr.
- 363 Jack Verducci
- 368 Marlin Costello

CALLBOARD - PCR DIVISIONS

Unfortunately most of the divisional officers have been squeezed off the usual Callboard at the end of Branch Line. A couple of years ago it was literally a question of keeping to one page or going to six point type and sending out magnifying glasses. It was hashed over quite a bit at the time and I heaved a bunch of these fine folks off.

However, that doesn't mean we don't need them and know how to get hold of them. I have space and Branch Line is configured right so that I list them in this issue. Rich Kolm keeps a nice list so here they are.

My intention would be to run this as often as I can find space. If you have comments or questions, direct them to the new Pres and VP and the Board.

Bill Kaufman

DAYLIGHT DIVISION

• Superintendent	Pat Boyle	(559) 642-2954	patnt@sti.net
• Chief Clerk & Paymaster	Brewster Bird	(559) 732-6096	mec569@yahoo.com
• 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.	(vacant)	---	---

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)

SIERRA DIVISION

• Superintendent	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
• Chief Clerk	Bob Warner	(916) 772-7502	bwarner1@softcom.net
• Paymaster	Al Rowe	(916) 772-7502	---
• Editor <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 742-6930	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	---

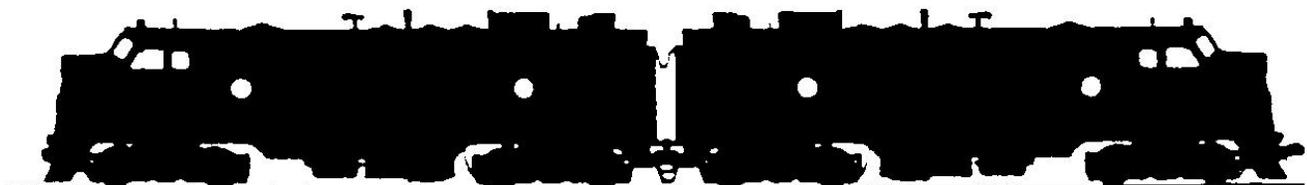
REDWOOD EMPIRE DIVISION

• Superintendent	Nolan Alexander	(707) 537-8108	NolanAlexander@mdn.com
• Chief Clerk & Paymaster	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Editor <i>Callboard</i>	John Rolston	(707) 938-5478	jrolston@pacbell.net
• Contest Chairperson	Steve Skold	(707) 539-1782	SandCSkold@aol.com
• Achievement Program Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com

HAWAIIAN DIVISION

Hawaiian Division offices and positions are currently vacant.

3/14/07



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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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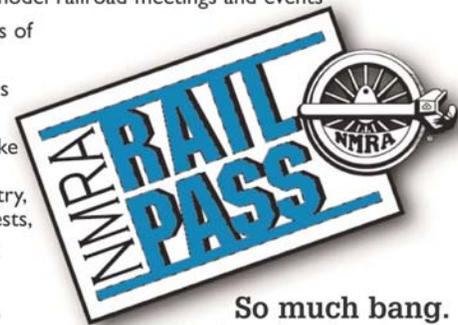
Credit Card # _____

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.

- Have easy access to one of the world's largest railroad libraries...which includes over 100,000 prototype photos, 6,000 books, and over 50,000 modeling, prototype and historical society magazines
- Experience the fellowship and fun of getting modeling help and discussing the hobby with other members in your area
- Receive reduced rates on special insurance for your layout or collection
- Get admission to local model railroad meetings and events
- Receive 6 monthly issues of *Scale Rails* magazine
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- Be a part of programs like "Modeling With The Masters," the Pike Registry, Estate Counseling, contests, clinics, the Achievement Program and more!



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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

- Rolling stock (Motive power and cars)
 - _____ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).
- 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.
- Engineering (Civil and Electrical)
 - _____ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.
 - _____ All installed trackage must be properly wired so that two trains can be operated simultaneously. (Double-track main, single-track main with sidings, and block or command control).
 - _____ Provide one additional electrical feature such as powered turnouts, signaling, turnout indication lighted buildings, etc.

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Verification by _____ NMRA# _____

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 celebrate 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.

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 E-mail: 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.

Web: www.gsmrm.org

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with offline connections to Stockton and Portland, has 700 feet of mainline, 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 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 Wed. 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 member's 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

SLOMRC members are actively engaged in HO, N, and G scales. Work & run sessions on our N-scale layout most Saturdays. With a nearly 4000 scale ft class yard and 3 scale miles of run, we are actively seeking new members to run with us! Evening meetings on the 2nd Tue. of every month. Web: www.trainweb.org/slomrc/index.html

E-mail: slomrc@kingdomhobbies.com

E-mailing list: groups.yahoo.com/group/SLOMRC

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 includes 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

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 TCMRC meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO layouts. Work nights are Fri., business meetings the 1st Tues. and operating sessions the 1st and 3rd Sun. of the month Contact: Stanley Keiser, 510-791-1504

Web: <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 \$1 for 6-12 and seniors over 60 and \$2 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	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com
• Vice-President	Dave Connery	(925) 735-0134	deconnery@aol.com
• Treasurer	Larry Altbaum	(925) 736-8160	emerbaum@msn.com
• Secretary	Rich Kolm	(510) 538-8973	IronhorseK@comcast.net
• Director, Daylight Division	Doug Wagner	(661) 589-0391	CarlDW@aol.com
• Director, Coast Division	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Director, Sierra Division	Mary Moore-Campagna	(530) 426-9055	marycmoore@campagna.com
• Director, Redwood Empire Div.	Nolan Alexander	(707) 537-8108	NolanAlexander@mdn.com
• Director, Hawaiian Division	Eric Minton	(808) 947-5147	train@ericminton.biz
• NMRA Regional Advisory Council	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com

ADMINISTRATION DEPARTMENT

• Manager	L.E. "Gene" Mayer	(916) 359-6934	GeneFWRR@aol.com
• Budget & Finance Committee	[President, Vice-President, and Treasurer]		
• By-Laws & Manual Committee	Dave Connery	(925) 735-0134	deconnery@aol.com
• Nominating Committee Chair.	[no permanent chairperson; interim appointments are made as needed]		
• Ballot Committee Chairperson	Jim Providenza	(415) 472-6715	rrjim@aol.com
• Honors Committee Chair.	Ray deBlicek	(510) 521-9778	RaydBCS@aol.com
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• LRP Implementation Chair.	Dave Connery	(925) 735-0134	deconnery@aol.com

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• Membership Promotion Chair.	Ron Plies	(707) 725-9063	ron@ronpliesinsurance.com
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• Education Chairperson	Chuck Mitchell	(925) 462-0291	cbmtrains@comcast.net
• Special Interests Coordination	Dave Parks	(650) 961-7644	bearwestern@comcast.net

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• Publisher	Bob Ferguson	(925) 228-6833	BobPCRCD@aol.com
• Webmaster	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org

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• Manager	Dennis Stokely	(925) 828-1990	stokely4@aol.com
• Convention Host Committee Chairpersons:			
• 2007 Santa Cruz	Kevin Hurley	(831) 728-1934	khurley@pcrnmra.org
• 2008 Fresno	John Houlihan	(559) 435-0874	john@irishtracklayer.com

CONTEST DEPARTMENT

• Manager	Bill Scott	(559) 298-7715	vallyflyer@aol.com
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• Manager	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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BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

May 2-6, 2007 Pacific
Coast Region 2007
Convention.
University Inn and
Conference Center,
Santa Cruz



June 3, 2007 **Coast Division Meeting** Bay Area
Computer Museum Mountain View Hwy 101
at Shoreline Avenue

June 27-30, 2007: Las Vegas, NV - **National
Garden Railway Convention**

July 22 - 29, 2007: The North Central Region
presents the NMRA Convention: **Great
Lakes Express** in 2007. www.gle2007.org

August 18, 2007: **RED Summer
Picnic Meet** at the Western railway
Museum at Rio Vista Junction.

August 18, 2007 - **Daylight Division
Meet** San Luis Obispo at Hilding
Larson's home

September 9, 2007 **Coast Division
Meeting** Buchser Middle School 1111
Bellomy St. Santa Clara

October 10- 13, 2007 **SP Historical Society
Convention in Houston, Texas.**

November 17, 2007: **RED Meet, Location to be
determined.**

November 17, 2007 - **Daylight Division Meet**
Fresno/Clovis area, location TBA