



# BRANCH LINE

NMRA'S FIRST REGION

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January-March 2007

## President's Message

Gene Mayer

Its election time again and the end of my second time as Pacific Coast Region president is fast approaching. The past four years have been quite eventful for PCR and NMRA. We now have a single dues unified organization. Every NMRA member who resides within the region's geographic boundaries is a member of PCR.

We have two well qualified candidates for president and vice president. Ron Plies is a successful businessman who served two terms on the board as Redwood Empire Division Director and was chairman of the Southern Pacific Historical Society convention in Redding. Pat La Torres was nominated to run for vice president. He has been active in the Coast Division and is well qualified for the position.

We need more members to play active roles at the division and regional levels. I was shocked when directors reported that three divisions could not find

candidates for superintendent. Furthermore many committee positions are vacant at the division and regional levels.

The region has agreed to co-sponsor the 2011 national convention in Sacramento with a consortium of special interest groups. Ray DeBlieck has agreed to be chairman. NMRA will

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supply support for registration, clinics and the train show, but we will need a lot of volunteers to organize and oversee local activities.

I am still concerned about the financial ability of the various regions as we can no longer charge dues... PCR received its first distribution of NMRA dues in mid October and Treasurer Larry Altbaum transmitted one half of the total to the various division paymasters. We had understood that NMRA would provide the regions \$2 for each member living within its

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boundaries. However in fact we only will get 50 cents for each non-actuarial life member. PCR has 272 non-actuarial life members among our total membership of approximately

(Continued on page 2)

# VIEW FROM THE LEFT SEAT

By

Dave Connery

Over the years there have been numerous articles in the Branch Line concerning the need for more volunteer help in the Region and Divisions. In this month's Presidents Report, Gene notes the report from the Divisions on the lack of people to take on key leadership roles. I have a few thoughts on this I would like to share with you.

Both the Region and the Divisions are all volunteer organizations. Members take on the various roles to make the organizations successful because they love the hobby and they believe everyone's enjoyment of the hobby is enhanced by the activities at the NMRA Region and Division level. This is good, everyone is doing their job because they want to and I suspect they enjoy what they are doing. It makes for a wonderful organization. However, we all have limits to the time and energy we can put into the organization and most often that time and energy comes out of the volunteers "model railroad time". Still, for most people who volunteer it is well worth it.

Sometimes, when a job or task is not getting done, one of the members already doing a job steps in to take on the added responsibility. In so many cases they do a very good job at both tasks and before long they are doing three or more jobs. An axiom of volunteer leadership is, "If you have an important task to get done, ask a busy person to do it." But this has a very serious downside. Eventually, members who take on too many added roles start to get burned out and if they decide to step down we lose their capable help in not one place but two or three places. This puts a

. . . everyone is doing their job because they want to and I suspect they enjoy what they are doing. It makes for a wonderful organization.

tremendous dent in the organizations capability. It also leaves a wonderful member stressed out from having to say "no" to the group they admire.

We all owe it to our fellow members to not let themselves get over committed and we can do this by taking on a small function in the organization

and relieving someone from trying to do too much. Every member, from the newest to the most ancient can help.

Volunteer to assist at the sign-in and welcome table at a Division Meet, agree to help with a Division or Region Contest, write an article for the Division or Region Newsletter, serve on a Convention Committee, help organize clinics or help set up a Division picnic. There is no end to the ways you can support

your organization without it becoming a large burden. While you don't get a pay check, there are some great rewards.

You will get to know and work with lots of other model railroaders, you will develop new friendships and will learn new skills. It is a Win-Win situation. How do I know? I've been a big winner both in my Division and in the Region and I have a ton of great model railroading friends to prove it.

*(Continued from page 1)*

1,300. We also have nearly 100 PCR life members who reside in other regions..

The Board approved co-sponsoring the Layout Design SIG and Operations SIG meet in Santa Clara February 10-11, 2007 in Santa Clara. The event includes many fine clinics, layout tours and operating sessions. I hope to see you there.

# Editor's Notebook

For those of you who only get Branchline once per year, welcome. It is available online the website free and in color, but if you want it delivered, you have to subscribe. You use the NMRA membership form and specify that you want to pay extra to have Branchline delivered. I suggest that you do, but I am not a totally unbiased observer of events.

Through no particular efforts of mine or of anybody else that I can tell, the theme of this issue seems to be membership and volunteering.

The primary benefit of membership is choosing who runs it and the direction that it will take. There is a ballot in the middle. Fill it in and send it to Jim.

I know there is only one candidate for President and for Vice-President. I was the chairman of the Nominating committee so complain to me. But I could only get Pat LaTorres to run for VP. Three people considered running for President but ultimately dropped out and I had to turn the whole thing back to the Board of Directors. They recruited Ron Plies. Fill in the ballot and mail it. If you don't like these guys write in somebody else. (It's nice to check with them and see if they are interested first.)

But that does bring us to the volunteering theme. Really the only way out of this is for each of us to step up to the plate and do a little bit. Doesn't have to be much. Usually these things work best when you grab your friend Charlie (or Harold or Moe) and say, "Hey let's do this together!" That way you have a great excuse to get together with Moe and have a beer while you work on the project.

Speaking of contributing, Les Dahlstadt drug some material out of a previous life and gives us a full description of hot box detectors. They are all over the place. All you have to do is one or two and then feel smug that the nitpickers will never find it and you have one upped them. It's neat stuff and I didn't know there was that much to be

known about the subject.

The others that fill us full of knowledge are the folks putting on the Suntan Special. They have info on layout tours and train rides and many aspects of the convention. Lots of pictures sprinkled throughout this issue of the layouts on tour.

John Sing, too, sends a bunch of pictures. This time it is a layout tour to a "Great Model Railroad." Look for his comparisons and what he says the magazine missed. On the whole layout tour scheme, I've been bugging the East Bay club for a while to come up with something about their club. They did and provided nice pictures to go with it. I hope some other clubs want to do the same.

Daylight Division, in addition to their usual report on their activities, sent us a passel of pictures of layouts they visited at their last meeting.

People have asked me about the status of the State Belt that I am building. Truth be told, I have sold that story to Bill Schaumburg at RMC. But I have written on the first operating session. You guys get that.

That's all the space I have. See you in three months.

Bill

(send more articles please)

#### STATEMENT OF PUBLICATION

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# WRITTEN IN THE PCR

## *Northwestern Pacific Railroad*

Reviewed by Dave Connery

Earlier this year I reviewed two books in Arcadia's "Images of America" series. I have recently become aware of a new book I think many Branch Line readers will find interesting. The Northwestern Pacific is a railroad it would be really hard not to fall in love with. When I was first casting around for a railroad to model, it was very high on my list of potentials. Much of my thinking about short line railroads came from my reading the history of this local line.

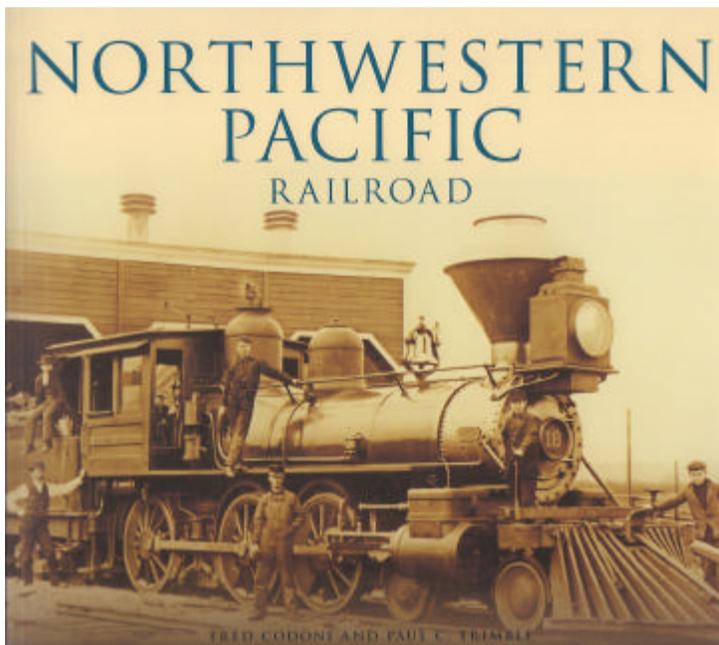
The book being reviewed is authored by Fred Codoni and Paul C. Trimble and is a wonderful collection of photos depicting the railroad throughout its history. As in the previously reviewed titles, the book is long in photos and short on text. Most of the text is contained in the great captions which explain and then expand upon the subject of the photo.

There are eight chapters whose titles accurately portray their content, The Narrow Gauge, The South End Standard Gauge, The North End, The Branch Lines, Interurbans and Doodlebugs, Ferries to San Francisco, Into Public Ownership and Junctions. You won't get a blow by blow history here, but you will be treated to a nostalgic rail trip from the San Francisco Bay to Eureka. If you want the historic

and roster data then the two volume *Northwestern Pacific Railroad* by Fred Stindt or the earlier *Redwood Railways* by Gilbert Kneiss will meet your need. If you just want to experience the railroad in its many times and places then this latest Arcadia effort is for you.

The book is apparently the first to change from Arcadia's 6 1/2" X 9 1/4" format. This book is 8 3/4" X 9 3/4" in horizontal format and is 144 pages long. It

retails for \$26.99 about \$7.00 more than the smaller format books. By the way, royalties from the book go to the Northwestern Pacific Railroad Historical Society and in the acknowledgements section the authors give special thanks to PCR Director Gus Campagna for all his help in preparing the book and they referred to him as their "go to" man.



Since I first read this book about 2 months ago several other larger, horizontal books have appeared on their web site, [www.arcadiapublishing.com](http://www.arcadiapublishing.com). They have a great search capability by ISBN, Title, Author, State, ZIP Code, Series or Theme (since January there have been 16 new railroad books added to their catalog).

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# MADE IN THE PCR

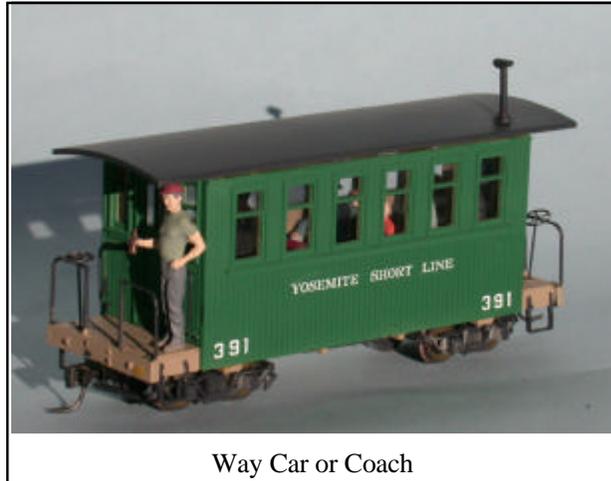
Some new On30 rolling stock

Review by Dave Connery

International Hobbies is the North American partner in a series of interesting On30 free-lanced cars that are actually manufactured in England and sold there under the Chivers label. These kits are composed of flat styrene parts and come with trucks and wheels so you only need paint, lettering and couplers and you are “good to go”. There are two sets of cars in this series, 14’ cars were in the original series and recently they have produced a line of 20’ cars, including the two being reviewed here. I reviewed a couple of the smaller cars back in March 2003.

While the line includes a number of 20’ freight cars, the two in the accompanying photos are passenger cars (a way car – or as we would call it a coach, and a baggage car). The kits have precision molded parts, have very complete directions with lots of diagrams and go together perfectly. Each is a one evening project and I use Kadee #5 HO couplers. The trucks include brass

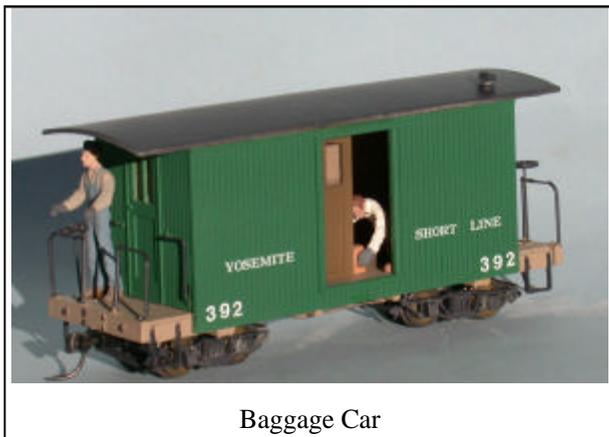
weight for cars of this length so I added Berkshire Valley cast metal figures on Grandt Line narrow gauge O scale seats (and boxes in the baggage car)



Way Car or Coach

which brought them above the minimum weight.

These cars sell for \$38.95 each and are available from Dick Gilman at International Hobbies, 10556 Combie Road, Suite 6327, Auburn, CA 95602, (530) 268-8715 [www.interhobmodels.com](http://www.interhobmodels.com).



Baggage Car

“ hat like” bearings that make them incredibly free rolling. While the trucks include hung brake shoes I have a simple rule. I put them on when I build them but when they eventually come off with handling on a public layout I leave them off. The cars are below the recommended NMRA

Morgan Hill Models has also produced several new cars. These too are 20’ and somewhat free-lanced but closely based on the 30” gauge Yosemite Short Line car on display at Railtown 1897 in Jamestown, CA. For this review I built the 20’ Boxcar and 20’ Fuel Tank Car. I reviewed the basic 20’ Flat Car in the November 2004 Branch Line and these two cars start out with the exact same undercarriage, including the uniquely designed hidden weight between two layers of flooring. The cars come less trucks and couplers. For these cars I used MacLeod Western trucks suggested by MHM owner Jon Ceaser and again the Kadee #5 couplers. (MacLeod Western trucks use NWSL wheels and are another PCR product,

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Somewhere I read they are adding books to this series at the rate of a book a day!

Before I leave Arcadia I want to note they have now published two books about next years PCR Convention city, Santa Cruz. The first is *Santa Cruz, California* by Sheila O'Hare and Irene Berry, which I have really been enjoying and *Then and Now: Santa Cruz Coast* by Gary Griggs and Deepika Shrestha Ross which I have not seen but I understand contains pairs of historic photos matched with current photos of the same site, all along the Pacific Coast at Santa Cruz. Why not start learning about each years convention city by getting an appropriate Arcadia book and "boning up" before the convention.

One last item, in the April-June 2005 Branch Line I reviewed a series of books on Southern Pacific freight cars written by PCR member Anthony Thompson and published by Signature Press. An addition to this series, *Southern Pacific Freight Cars, Volume 4: Box Cars* has recently been published. This book is 496 pages long and cram packed with text, drawings maps and 846 photos. It is obviously a "must have" for all SP fans as well as for all freight car enthusiasts for it contains a great about box cars in general. Box cars were the most common car in the North American fleet, the most numerous by far on the SP roster and if you model any western road then you model a lot of SP box cars. The book is listed for \$70.00 and available from Signature Press, 11508 Green Road, Wilton, CA 95693 or [www.signaturepress.com](http://www.signaturepress.com).

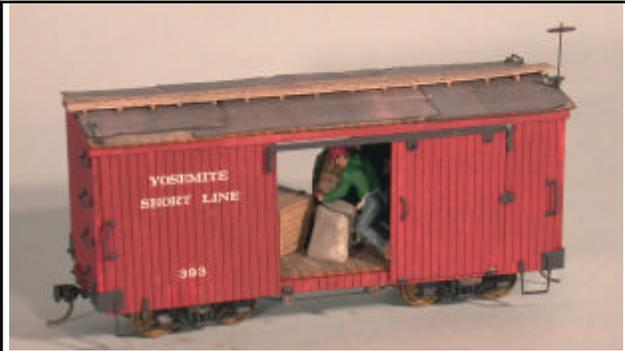


Morgan Hill Models Fuel tank car

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made by Doug MacLeod at 605 Martha Way, Roseville, CA 95678-1271 ([www.macleodwestern.com](http://www.macleodwestern.com).) They sell for \$8.50 less the wheel sets.

The MHM cars are true craftsman cars that are



Morgan Hill Models 20' boxcar

in every possible way, contest quality. They come with excellent instructions that if followed produce a very realistic and weathered looking car. Each car is a several evening project and the detailing and finishing can take another evening or two. I pre-weathered all the strip and laser-cut wood and the cast plastic parts. Everything worked well and the only trouble I had was keeping the plastic grab irons on the box car from breaking in the center. I think when I build another of these I will make up some brass wire grabs to replace these very delicate parts. Both kits come with all the details shown except for the figure in the box car. I built the boxcar with the doors open, since it includes a full interior.

The Box Car sells for \$49.95 for the basic car and \$59.95 with the interior detail kit and a sheet of special Paper Creek Tar Paper roofing material while the Fuel Tank Car sells for \$47.95. These cars are available from Morgan Hill Models, 15400 Vineyard Blvd. #213, Morgan Hill, CA 95037, (408) 679-7459 [www.morganhillmodels.com](http://www.morganhillmodels.com).

# HIGHLIGHTS

## BOARD OF DIRECTORS MEETING

### NOVEMBER 18, 2006

By Rich Kolm, PCR Secretary

The Board met at the University Inn in Santa Cruz, location of next year's PCR Convention. Board members present were President L.E. "Gene" Mayer, Vice-President Dave Connery, Treasurer Larry Altbaum, Secretary Rich Kolm, Directors Doug Wagner (Daylight), Kermit Paul (Coast), Jim Long (Sierra), and Gus Campagna (Redwood Empire). Also present were Bob Ferguson, Director on the NMRA Board, and various Department Managers and Committee Chairpersons.

- **Where are the volunteers?** An obvious thread running through many of the reports to the Board is the difficult, and often impossible, task of getting members to run for office or to do the jobs necessary to keep the organization going. Those who do volunteer, at both the Regional and Division levels, often find it necessary to take on more than one office or job. This is a serious problem because the operation of the organization is completely dependent on volunteers. Director Gus Campagna hopes that the Region or the national organization can help in the recruitment and training of Division staff. PCR conducted a leadership and training program in October 2003, which was well received but needed follow-up, he said.

- **Hawaiian Division is beginning to stir.** The Board approved the election of Eric Minton as the new Director for the Hawaiian Division. He lives in Honolulu and wants to revive and encourage Division activities in the islands. PCR's Hawaiian Division has been inactive for many years. Then, in the election of Division Directors last spring, write-in candidates appeared on a few ballots. At its May 3 meeting, the Board delayed declaring a winner until this meeting, while the candidates were checked for qualifications and availability.

- **Budget is approved.** Treasurer Larry Altbaum presented a Budget for FY 2007, which the Board approved. He reported that the finances of the Region have returned to a more stable state, reflecting the changes brought about by the NMRA single dues system. He believes NMRA needs to fix an inequity in rebating dues to the regions for NMRA-mandated programs—the rebates for non-actuarial life members is at a level only one quarter that of actuarial life and year-to-year members.

- **Long term funding for the Region.** Vice-President Dave Connery expressed concern about subsidiary income sources for long-term funding. Current sources include sales of merchandise, sales of model railroad equipment from estate bequests to PCR, and rental of PCR equipment to other railroad and model groups. He recommended that the Region develop and manage an endowment fund using the Region's assets to produce greater returns. All of this takes volunteer work on the part of members to avoid higher membership fees in the future.

- **Membership program.** Doug Wagner, the new Manager of the Membership Department (and Daylight Division Director), reported that he and Ron Plies, the new Membership Promotion Committee Chairperson, are beginning to work on the problems of membership recruitment and retention. They encouraged input from PCR members.

- **Regional news and information for all members.** The importance of communications with all members on a regular basis is an ongoing topic of Board discussion. The Jan-Mar issue of the *Branch Line* goes to all members, but only subscribers get it the rest of the year. On May 3 the

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Board specified that the Publications Department provide two pages of Regional news and information to each Division newsletter editor four times per year with a request that it be included the Division newsletter. Gus Campagna, Manager of the Publications Department (and Redwood Empire Division Director), reported some logistical and workload problems in trying to comply with that Board directive.

• **Sharing the Region's NMRA dues rebate with the Divisions.** The Board reaffirmed its May 3 decision to share with the Divisions 50 percent of the annual dues rebate that PCR receives from NMRA. However, the Board removed its May 3 stipulation that required each Division to publish and distribute Regional news and information to all members in the Division three times per year. PCR currently gets \$2.00 per year for each year-to-year and actuarial life member and \$0.50 for each non-actuarial life member.

• **PCR Conventions.** Dennis Stokely, Manager of the Convention Department, introduced the presentations. **2006 Convention "River City Express" at Sacramento:** Chairperson Bob Warner's final report was submitted to the Board. **2007 Convention "Suntan Special" at Santa Cruz, May 2-6:** Chairperson Kevin Hurley summarized the status of arrangements being made. He said the banquet is included with the registration and will be a round-trip train ride to Roaring Camp in Felton for a barbecue. **2008 Convention "Sierra Memories" at Fresno:** Chairperson John Houlihan described the planning that's underway. He is asking members to donate past convention cars to be displayed during the Convention. **2009 Convention:** Dennis Stokely said he is working on recruitment of a Convention Chairperson in the Coast Division.

• **Non-Rail Activities.** Mary Moore-Campagna, Manager of the Non-Rail Activities Department, said funding for activities at the 2007 Convention in Santa Cruz is very limited and she is looking for alternative funding sources. Also, she would like feedback on possible non-rail activities in the Santa Cruz area.

• **NMRA 2011 Convention.** NMRA awarded the 2011 national convention to Sacramento. The Board endorsed in principal a plan outlined by NMRA Director Ray deBlieck for the convention. He proposes that the convention be sponsored by a consortium of SIGs (special interest groups) and the PCR. He will be the General Chairman and will organize the core convention committee in spring 2007.

• **Layout Design and Operations SIGs meeting.** As in past years, PCR will co-sponsor the joint LDSIG and OpSIG meeting in Santa Clara on Feb. 10-11, 2007.

• **The next Board Meeting** will be on Wednesday, May 2, 2007, in Santa Cruz during the "Suntan Special" Convention. **The Annual Business Meeting** for members of PCR will be at the end the Convention, on Sunday morning, May 6. The agendas will be posted on the PCR website prior to the meetings.



Gary Schrader's spectacular O Scale layout - Open Wednesday of the Suntan Special Convention

## Modeling Hot Box Detectors

By Les Dahlstedt

Did you know that hot box detector technology has been around since the steam-diesel transition era?

I am blessed to have had my own brush with the history of this technology, when I went to work for Servo Corporation – the premier innovator of these systems more than forty years ago. But I'm getting a little ahead of myself.

What's a hot box detector you ask?

Simply stated, it's a device that senses an overheating journal or roller bearing on a railway car, and communicates this information to someone who is in a position to stop the train before unintended circumstances prevail.

Left unattended, an overheated bearing will seize, cause the wheel to drag and more often than not, result in a derailment. Back in the days of journal boxes stuffed with oil-soaked cotton waste, overheated bearings were commonplace. Before the advent of hot box detectors, the only way to detect an oil-starved and overheated bearing would be for the train crew to be looking for a smoking journal box when the train rounded a curve. For obvious reasons, visual sightings were limited to daylight and good weather conditions.

In researching the history of hot box detector technology, I found the first patent issued to Allied Control Corporation in 1949 for a novel onboard system that used a thermostat as a sensor at each journal box.<sup>1</sup> In this system, thermostats were affixed to each journal box and wired to a relay that would in turn, activate a bellows when the relay was tripped. When triggered by an overheating journal box, the relay and bellows device would send a signal to the locomotive cab via the train's air line, blowing a whistle device in the cab. While an innovative step forward, the system was complex, expensive to install and could not tell the locomotive crew which journal box was overheating. I could find no evidence that any railroad actually used this system. Later

patented devices – including one developed by the Thomas Edison Laboratories in New Jersey<sup>2</sup> - used similar techniques and were equally cumbersome.

During the early 1950s, the development of infrared detector technology moved ahead rapidly; in part, driven by its prospective application as a primary sensor for the first generation of heat-seeking air-to-air missiles. Servo Corporation was at the forefront of infrared technology during this period and quickly became a dominant player in its use for sensing overheated journal boxes.

What in the world is infrared?

Along with other wavelengths such as those found in ultraviolet, visible light, and microwaves, infrared energy resides in a portion of the electromagnetic spectrum that is all around us. It is invisible to the human eye. All objects emit IR energy; the specific wavelength of which is dependent upon the object's temperature. You and I emit in what is referred to as the 'near IR' portion of the spectrum, while an overheated journal bearing emits at a slightly longer wavelength, due to its higher temperature. Detectors and their associated optics can be created to 'see' a specific infrared wavelength (i.e. temperature).

An infrared detector was used as the primary sensor in Servo's hot box detector system. Other elements of the system included a device to turn the system on, the necessary power supply and on-board electronics to interpret the thermal information, telemetry systems to move the signals to a place where they could be displayed, some remote alarms and a recording device to display the information. These early generation systems required someone (presumably in a tower location) to monitor a chart recorder and alert the train crew by radio of a hot box on wheel number 'x'

*(Continued on page 10)*

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(counting back from the front of the train). It was a huge advance relative to having the train's safety dependent upon a crew member's visual sighting of a smoking journal box.

By the time I joined the company in 1965, it was already a leader in the marketplace, sharing the stage somewhat with General Electric. Not bad for a feisty little company from Long Island. Our installations numbered in the many hundreds across the country and we did business with all of the major railroads. A big selling point for the product was its ability to reduce the customer's operating cost. I found one reference that the B&O had purchased 17 systems from Servo at a cost of \$400,000.<sup>4</sup> The B&O was saving more than this each year in reduced labor costs.

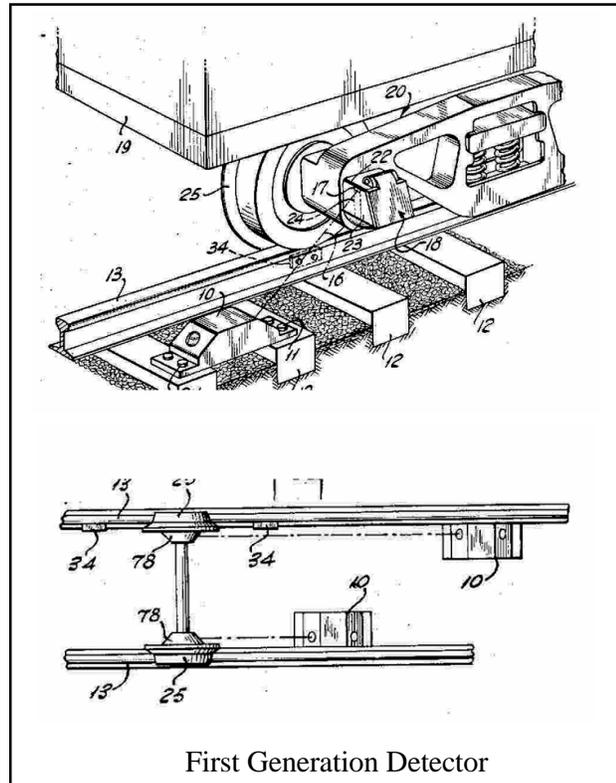
I was part of a group that manufactured the infrared detectors for this product, using techniques that are still employed in this and a variety of other industries. Not inconsequently, my time with Servo launched a career whose fruits I still enjoy. My gratitude is part of the reason for this story.

From a modeling perspective, there are three generations of hot box detectors that can be created, depending upon your era. Let's look at each of them.

### First Generation (1958 - 1967)

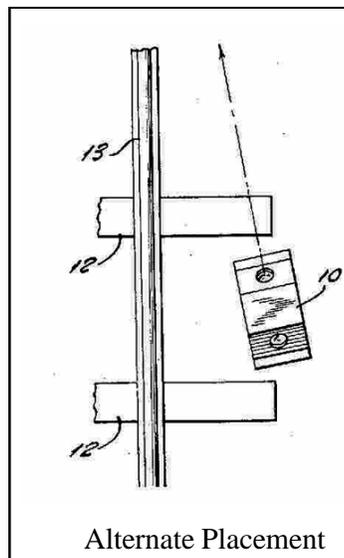
Servo's system<sup>3</sup> was housed in a stout cast aluminum box which could be bolted onto the ties. These could be placed on the interior and exterior of the rails and were usually spaced out every 7 to 10 miles. While there were other components to the system, the detector housing is the largest and easiest one to model. One of the limitations of this arrangement was the necessity to realign the detector system whenever the tie needed replacement. As these patent drawings show, the detector system could be placed on either the interior or exterior side of the rail, giving a better picture of both the journal box and the axle/wheel interface.

The original patent also showed an



First Generation Detector

alternate arrangement that placed the system on the ground between the ties and angled toward the rail. This seems to be the arrangement I recall most from marketing literature used by the company during the mid-1960s. The advantage of having the detector further away from the rail was that it was less likely to be fouled by dirt and debris thrown up by the passing wheels and less



Alternate Placement

susceptible to damage from dragging equipment.

The limitation of this positioning was that the detector could only "see" in one direction, while an "on the tie" arrangement permitted the system to capture an infrared signature with the train operating in either direction. The

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former arrangement probably worked best for a single track main, while the latter would seem to be best for a double tracked main with traffic operating in one direction only.

If you would like to scratch build first generation / transition-era hot box detectors, refer to the instructions and photo that appear at the end of this article.

### Second Generation (Late 1960s – Late 1980s)

Advances in electronics were making the detectors smaller, faster and better able to differentiate between different levels of overheating. Many of the detectors were now being mounted on short posts along the right of



Post mounted detector



Rail mounted detector

way.

As time passed, further refinement in electronics permitted the detectors started to be clamped right to the rail and 'look' up directly onto the bearing housing. By this time,

roller bearings had become the standard bearing type on American freight and passenger cars.

### Third Generation (1990s – Present)

Currently, these devices are using different types of sensing to create a truly integrated system. For example some systems use a passive magnetic wheel detector to sense the presence of an oncoming train and send a signal to the infrared detector to turn on. At the same time an AEI (bar code reader) system coordinates with the infrared detector to determine which wheel of which car has an overheating bearing. The resulting data is relayed directly to the crew via a computer-generated (often female) voice that alerts the crew

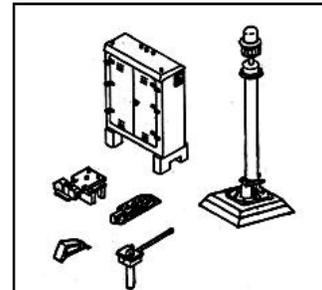
to the situation.

Good quality styrene castings for third generation hot box detector system castings are available from Details West (part number 235-900).

### Scratch Built Transition Era Hot Box Detectors

It is suggested that modelers may prefer to mount their hot box detectors directly on the ballast, to prevent the possibility of having a locomotive's side frame snag on the top of the detector. Refer to the accompanying placement photo for such an example.

A 1965 vintage Servo-type hot box detector can be quickly built up by laminating two layers of 0.060" thick styrene together using your favorite styrene cement. Trim the lamination to a rectangular shape; approximately scale 22" long x 10" wide x 10" high. Shape the ends with a sharp mill file to about a 45 degree angle, leaving a vertical wall of several scale inches up from the base on each end and creating a soft radius on all of the other edges. Cement a base of 0.010" thick styrene, scale 24" long x 10" wide. Once the cement has dried, clean up the surfaces of the assembly using a jeweler's file. Create a simulated "aperture" in the center



Details West castings



Modern hot box detector, with associated electronics housed in a waterproof grade level vault. Note the dragging equipment sensor between the rails



Modeled first generation detector

*(Continued on page 13)*

## WHAT'S ON YOUR WORKBENCH? DO YOU HAVE A MODEL THAT YOU THINK IS PRETTY NEAT?

By Pat LaTorres

This question gets posted with some regularity on the Yahoo model railroad groups and the answers provide an interesting range of subjects. What brought the question to mind was a discussion at the last planning meeting for the *Suntan Special*, when we were talking about the contest room. This past year at *The River City Express* we had a nice variety of entries in all areas; models, photography and non-rail crafts. Having said that, there were also some problems that arose in the contest room. A major goal for the *Suntan Special* is to make the contests and the contest room a positive experience for everyone at the convention – contest entrants as well as the general attendees. In this vein we've come up with some ideas which may change how the contest is viewed.

First, a change on the regional level, though we've been using it at Coast Division meets for a few years now, is the concept of a popular vote "Best of Show" in both the model and the photography contests. While we plan on having the regular "Best of Show" decided by the judges, these two awards will be decided by the attendees. There will be ballots in each registration package. Whenever you happen to wander into the contest room (hopefully a bit later in the weekend, to make sure that all the entrees have made their appearance) you make your choices and drop the ballot in the box. Judging which is done per the NMRA guidelines is important, but the general public can recognize a good thing when they see it.

The second change is a concept which I am REALLY excited about, having tried it this past July at the SPH&TS convention, a "Best Among Peers" popular vote. Every person that enters a model will be issued a ballot to vote on what they feel is the best model in the room. We (yes, I plan to have at least one of my models in the room) will be judged by those that know what's involved in

building a quality model. If things go right, the prize for this category will be something special, even if I have to pay for it out of my own pocket!

Having given you a peek into the coming attractions, I'd like to take a few lines to talk about two area of special concern to me: entering the model (and photo) contest and judging the contests. Entering the model contest is really no big challenge, just pick out the best model that you've built and bring it down to show off. Yes, there are some things which you can do to improve your chances for taking home a plaque, but they don't matter if you don't have a model in the room in the first place.

Judging which is done per the NMRA guidelines is important, but the general public can recognize a good thing when they see it.

Many folks complain about "All of the paperwork required". Well, you don't really need to do all that much paperwork for the contest. The purpose of the paperwork is to help educate the judges about what they're looking at. While I'm fairly knowledgeable regarding S.P. steam locomotives, I'll admit to a high level of ignorance regarding Santa Fe passenger cars. The best way I've seen to

do the documentation for a model is to write a brief paragraph about each area that we judge. For "Construction" just give a few words about how you built the model, especially if you developed some special technique which aided your construction. For "Detail," just take a moment to list all of the additional details that you added to the model. If appropriate, you might include a few photos of the details in place on the prototype. For "Compliance," give a brief note about the prototype and how your model matches. If the model is of a freelanced piece, just show how the model would comply with the real world if it were a real piece of equipment. This would include appropriate lettering (i.e. S.P. Cab-ahead locomotives on the Sacramento Division didn't have their tenders lettered, since it wouldn't have lasted more than a

(Continued on page 13)

*(Continued from page 12)*

trip or so over Donner, etc.), special mechanical features and why they would have been applied. To meet the conditions of compliance it doesn't have to have actually existed, as long as it could have. For "Finish" all you need to do is mention any painting, lettering and/or weathering techniques you used to finish the model. For "Scratch-building", just give a list of what items were fabricated by you instead of store bought. In most cases, all of this information can be printed on the contest entry form (which is downloadable from the PCR website's contest page, so you can have it all ready to go before you even get to Santa Cruz). Feel free to give more information if you want to, but be aware that if you give too much the judges may not have time to read it all. The important point here is to make sure that you give the key information, short and to the point is not a bad thing. If you're not sure exactly how we work through all of this information to figure out the winner, feel free to ask Bill Scott or myself – or join us in judging the models. Which brings me to the second area of concern ...

Judging the items in the contests is not to be taken lightly (we do have the feelings of the entrants in our hands here), but you don't have to be a Master Model Railroader to be a judge! There are single page "Cheat Sheets" covering each area being judged in the model contest. These sheets are clear and to the point and make it so simple, even I could be trained as a judge. Each group of judges (we like to have at least three in each group, though we've used two) will only look at one area, such as "Detail", "Compliance", "Construction", etc. If you have a model entered in the contest, no problem! We should have a couple of folks held free (probably Bill and me) to step in, so you can be excused when judging comes to the category where your model is entered.

Please keep in mind that we'll also need judges for the photo contest. Again, you don't need to be a great photographer to judge the photos. Last year we had to absolute rookies and they did a great job. The important part here, as in the model judging is to take the time to give the work the attention it deserves. In either case, bill and I are

planning to give a clinic on Friday covering contest judging. If you can't make that clinic, we'll also be available most of the weekend to give personal classes on judging models (I'll be bringing down the models that took first and second place in the Diesel category last year to use as examples). Going a step farther, feel free to contact either Bill or myself between now and the convention if you have any questions and we'll do our best to try and draft you into our crew for Santa Cruz. Oh, did I mention, we'll probably even be providing free food to the judges again this year. Yes, we are not above bribery. Regardless, if you can't judge, we really hope to see your model, or models at Santa Cruz next May.

*(Continued from page 11)*

of each angled face by gently rotating the tip of a #11 blade. The aperture should be about scale 4' in diameter.

Complete your hot box detector with a coat of silver paint to indicate a new installation or reefer gray to simulate an older and heavily weathered enclosure.

Acknowledgments –

Patent drawings courtesy of Servo Corporation, Westbury, NY

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1. Patent No. 2,486,546 "Hotbox Signal for Railway Trains" issued 11/1/49 to Kirby B. Austin, assignor to Allied Control Company, Inc.
  2. Patent No. 2,560,753 "Bearing Alarm System for Railway Trains" issued 7/17/51 to Harold L. Weinburg, assignor to Thomas A. Edison, Inc.
  3. Patent No. 2,880,309 "Hot-Box Detector" issued 3/31/59 to Cornelius A. Gallagher and William Pelino, assignors to Servo Corporation of America.
  4. Time Magazine, March 31, 1961. Article title: "Seeing Red"



# Coast Division Report

December, 2006

By Tom Crawford, Chief Clerk

The last meet, held on December 3, 2006 at the Computer History Museum in Mountain view, was enjoyed by 110 members and friends. 99 were members of Coast Division, 5 were members of Redwood Division, 3 were from Sierra Division, 1 was from Daylight Division, 1 was from Other (I never heard of it either) and there was 1 guest.

Due to a disconnect we had only one clinic, "Phone Systems for Operations" by Seth Neumann. We had Jerry Littlefield's ever popular model railroad roundtable in two sessions. The Rainbow Girls provided hot dogs, polish dogs, potato salad 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. In addition to the limited time first timer's rate of \$85, we will also have a special rate for children under 12 to take the train and go to the banquet for only \$50. This will really make it a family affair.

Dave Connery reported with two hats. As the Coast Division Nominating Committee Chair, he noted that for the three open board positions (Superintendent, Chief Clerk, and Paymaster) all three incumbents are willing to do it again, but we need to have two nominations for each position per the by-laws. The elections will be at the March meeting, and we will accept nominations from the floor.

Putting on his PCR VP hat, he mentioned that at the PCR Board Meeting the following initiatives were brought up.

- We are trying to restart Hawaii. One member is active in doing this, but he has a unique problem – one doesn't just island hop to go to a meeting.
- We are trying to push a more collaborative involvement with the SIGs and their meets, and provide support .
- We are struggling to find leaders in the PCR. The President and VP are elected and the Secretary and Treasurer are appointed. Pat LaTorres is the only current nominee as VP.

- The Board voted to co-sponsor the NMRA 2011 Convention in Sacramento jointly with the SIGs.

John Marshall noted that since the last Coast Dispatcher came out setting the next meeting on March 4, we changed it to March 18 to avoid conflict with the various trains shows and events going on the weekends of March 3-4 and 10-11.

David Parks said that the PCR/LD/OP SIG meeting will be on February 10 & 11. There will be a dinner on Friday night, clinics on Saturday, and then tours/Op sessions on Saturday and Sunday. More information will be in the Branchline. On March 8-10 will be the Prototype Ops invitational BayRails meet. It's schedule is being coordinated with WinterRail which is the same weekend.

At the PCR convention in May, the Prototype Ops SIG will have operating sessions in the afternoons and evening. They also plan to have op sessions at the Detroit NMRA convention.

Charlie Getz reported that the next NMRA Board of Director's Meeting will be in Old Town Sacramento January 19 & 20th. He also said that he and Bob Brown give free advice and appraisal help to PCR members so that the modeler's families will know the value of the collections.

Charlie pointed out, in response to some concerns, that the Museum in Sacramento is being funded separate from the NMRA. He also noted that the Gorre and Daphetid boxcar has raised \$6000 so far in their fundraiser for the Howell Day Museum. This is a classic one of a kind boxcar, commemorating John Allen's magnificent railroad, certainly to be a collector's item and we should scarf up on these quickly if we want one.

The Model Railroad Roundtable was a two hour affair from 10 -12 with an add on going from 1 PM until everyone quit.

The Auction started at 12:35 PM. There were 710 item, including items from two estates.

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The winners of the "Favorite Model" Contest were:

- 1<sup>st</sup> Place Andrew Merriam – work train
- 2<sup>nd</sup> Place Mark Schutzer – MT4 4-8-4

Locomotive

- 3<sup>rd</sup> Place Bob Booth – Ore Car

John Sing will get the photos posted with his usual speed. He was taking pictures all afternoon. Although we didn't mention it in the credits, there was a sizable display of items on our "Show and Tell" table.

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

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 As Art were:

- 1<sup>st</sup> Place Pat LaTorres
- 2<sup>nd</sup> Place Rod Smith
- 3<sup>rd</sup> Place Bennett Woll

The category for the March meet will be Trains In Action

The winners of the switching contest were:

- 1<sup>st</sup> Place Brake Person: Joe Driscoll 5:15 for first time – promoted to senior
- 2<sup>nd</sup> Place Brake Person: Chip Morningstar 7:25
- 1<sup>st</sup> Place Senior Brake Person: Tom Crawford 5:46
- 2<sup>nd</sup> Place Senior Brake Person: Alan Havens 7:05
- 3<sup>rd</sup> Place Senior Brake Person: Dennis Stokely 8:10

In addition to our standard \$75 and two \$25 gift certificate raffle prizes, we had two for \$25 donated by Tom's Trackside Trains and the Superintendent's donation for \$50 and two books donated by the superintendent.

We had 13 door prizes. Five of these were donated by Tom's Trackside Trains, and one was from Bragdon Enterprises.

Our next meeting will be March 18 at Buchser Middle School in Santa Clara. See the Coast Division upcoming events for more details.

## Coast Division Upcoming Events March 18, 2007

### Division Meeting

Buchser Middle School  
1111 Bellomy St.  
Santa Clara

The following clinics will be offered

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

11 AM Dave Connery & Brad Lloyd (the dynamic duo of the clinic room return to the Coast Division) - Learn to build a wide variety of walls using both commercial and scratch building techniques. This will include retaining walls, tunnel portals and building foundations from wood, stone, brick, concrete and metal products.

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 contest winners

3:30 PM Raffle

9:30 AM– 1:15 PM:

Photo Contest: Subject "Trains In Action"

Model Contest: Caboose, Freight Cars, Maintenance of Way

Allan Fenton Switching Contest

## June 3, 2007

### Division Meeting

Bay Area Computer Museum  
Hwy 101 at Shoreline Avenue  
Mountain View

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

# All Aboard The Suntan Special!

by Steve Wesolowski



The Suntan Special trains to Santa Cruz began in the 1880s with a ride aboard a South Pacific Coast Railroad ferry from San Francisco to Alameda, where passengers boarded an SPC narrow gauge express train heading south through Alviso, Los Gatos, through the redwood forests to Big Trees and Felton and on to Santa Cruz for some Fun in the Sun. After the end of a fun day they boarded the SPC to return to SF via train & ferry.

After SP bought the SPC in the early 1900's and Standard gauged SPC's rack, the Suntan Specials ran until nearly WW2 until the completion of Hwy 17 allowed automobiles to much more easily cross the hills to Santa Cruz instead of just trains.

According to reports in the 1880s, those early Suntan Specials were happy rolling parties of passengers from San Francisco to Santa Cruz, filled mainly with families leaving foggy SF behind for some Fun in the Sun in Santa Cruz. Those SPC train and ferry rides must have been fun while they lasted.

On Saturday May 5th, 2007, as part of the PCR's Suntan Special Convention May 2-6, we hope you and the rest of your family will join us on our own rolling rail party, a journey though the past, when we board our Suntan Special train from the Santa Cruz Boardwalk through the redwoods along the San Lorenzo River Valley to Roaring Camp & Big Trees, along the SPC's former route.

After our arrival at Roaring Camp, we'll board Roaring Camp's Narrow Gauge Steam Train to ride through more redwoods and coastal mountain chaparral to the top of Bear Mountain. After our train is ready for the return trip, we'll re-board and ride back to Roaring Camp for an old fashioned Ribs & Chicken BBQ Banquet.

After dinner we'll re-board our Suntan Special train for the ride back through the redwoods to Santa Cruz Boardwalk, and ride a bus back to our convention hotel, the UCSC Inn.

For some pictures, see RC&BT's website at <http://www.roaringcamp.com>

*ALL PCR* Suntan Special Convention Registrations include all four train rides and dinner at Roaring Camp on Saturday, in addition to full admission to all other convention activities: Clinics, Open Layouts to visit Swap, Prototype bus tours (at additional cost, tbd), and give you plus first priority purchasing convention cars, shirts & hats.

Elsewhere in this Branchline other volunteers have described some of the layouts which will be open to all registrants to see, and information about Friday Night and Saturday morning Swap Meet.

## How to Register :

Online at <http://www.pcrnmra.org/conv2007/index.shtml> OR print the Reg Form there & snail mail it in with your check OR copy/use the Registration Form in this issue. To really encourage Early Registration, Full Fare is only \$105 until January 31<sup>st</sup> (\$10 off!) and First Timer Fares (to encourage any who haven't registered for the last 3 PCR conventions) is only \$85 (\$30 savings!) until March 1st, and \$95 after March 1<sup>st</sup> until April 1<sup>st</sup>, after that full fare.

Note: At least one Registrant per family must be an NMRA member, but may join with a Six Month Rail Pass for \$9.95 on the Registration Form.

To further encourage Families to attend and make the Suntan Special a family event: Spouse/SO/Youth (12-18) Fares are only \$70, including

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both all of Saturday's events and the rest of the convention. There is also a Kids (under 12) Roaring Camp Day Fare of just \$50 to enjoy all of Saturday's events, with a BBQ hamburger meal substituted for Ribs/Chicken. I'm pretty sure A Vegetarian meal can be provided, if requested at least a day two weeks in advance, preferably with your registration.

PCR's Suntan Special Convention runs from May 2-6 2007, at the Family Friendly UCSC Inn, 611 Ocean Street, Santa Cruz 95060 (831) 426-7100 You can book online at <http://www.pcrnmra.org/conv2007/hotelreg.shtml>. As I've said before, our housing rates are Family Friendly: \$89/night (plus tax), double occupancy includes a FULL Breakfast! More than 2 per room is \$10 each additional, and also includes a Full Breakfast each. As I am writing this, the UCSC Inn is already about half booked full and an overflow hotel is being negotiated within walking distance at same rate as the UCSC Inn (also will include



breakfast at UCSC Inn).

I have noted before in the Branchline how Family Friendly the Santa Cruz area is, with the Monterey Bay Aquarium, Historic Monterey, Carmel, Santa Cruz, UCSC Campus with its Arboretum and Farm & Garden projects, many miles of beautiful coastline, so many parks, wineries and so many other really fun destinations for you & your family to enjoy within an hour's drive of the UCSC Inn; plus the Big Sur and San Mateo County coasts little more than an hour's drive away. If you and your family want to enjoy

some fun together, the Santa Cruz & Monterey Bay Area offer you too many possibilities to list in The Branchline.



Our Convention Car is an HO Granite Rock Twin Hopper Cars, for \$15 each/set of 5 for \$60.

If you enjoy modeling or rail-fanning anywhere within the PCR, you should probably have and should probably have seen one or more of the prototype hopper cars on any standard gauge railroads around here since the 1970s. These versatile twin hoppers have been used in ballast, sand, gravel and ore service. You'll find single car shipments as well as unit trains running on the rails in throughout the PCR.

Our Ready-to-run models feature a detailed, one-piece plastic body, a heavy one-piece diecast underframe, separate door and brake details, free-rolling trucks and working knuckle couplers. I recommend you order one or five with your registration, now.

It is no coincidence our Prototype Tours currently planned include Granite Rock's nearby Quarry, where we can see the real cars in use.

Another tour being planned is the Davenport Cement Plant, 10 miles north of Santa Cruz, at the north end of town of Davenport on the coast, one of my favorite whale watching and eating destinations. Coincidentally, I spotted this plant's 30+ years old retired former overhead electric mining locomotives inside the California State RR Museum Shops during a shop tour at last year's convention in Sacramento.

We also are working on a local food processing plant tour, and expect to snag a couple other tours still TBD that have me very excited, but that is all I can say.

*(Continued on page 18)*

(Continued from page 17)

Having been lucky enough to have seen many of the wonderful layouts which will be open to Registered attendees, I know we won't be disappointed, plus there are several I have never seen I look forward to seeing,

After seeing them my first time a couple months ago, I want to see again the display of the few artifacts of John Allen's G&D that survived the fire in the display case of the Monterey & Salinas Valley RR Club.

I also hope to attend Kim Beard's Clinic on How to Build a 2.5" scale Live Steam Locomotive and Ken Burn's Clinic on Scratchbuilding 2.5" scale Rolling Stock, where I'm sure I'll learn some techniques that apply to my Nn3 modeling and my 2.5" and HO efforts. I recommend you check <http://www.pcrnmra.org/conv2007/index.shtml> periodically for updates from time to time or more information about the Suntan Special.

Thank you to Kevin, Dave, Patrick, Ronnie, Tom, Bob, Gus, Mary, John, Jim, Chuck, Jim, Bill, Dennis, Mark, Duane, et al (all the rest) who volunteered & these who will Volunteer to put the Suntan Special on the track and keep it running.

As you probably know, all fun events in the PCR and at the NMRA and Division levels only happen because of volunteers. I've enjoyed 4 PCR and NMRA's Seattle Conventions in the 5 years since I rejoined PCR & NMRA, because every time I volunteer I always have more fun! To REALLY enjoy a convention, volunteer! I have learned new skills and made at least one new friend who shares my love of trains! Even if you 'only' help someone get on/off the bus, I encourage everyone to try volunteering at the Suntan Special!

If I haven't burnt you out with More Than You Ever Wanted to Know, OR I STILL Haven't Answered your Question, then please email to: [questions@pcrnmra.org](mailto:questions@pcrnmra.org) or email Kevin Hurley at [khurley@pcrnmra.org](mailto:khurley@pcrnmra.org) if you want to volunteer.

I know we all will enjoy seeing old friends and making new friends in Santa Cruz in May. I hope to see you there!

## Suntan Special convention Swap Meet Friday Night May 4, 2007

Starting at 7:00 pm on Friday, the convention will host a Swap Meet for all attendees. Any registered attendee can participate in selling off those treasures that you only thought that you could love. Here is a chance to convert your Railroad Inventory to cold cash! Just a few simple rules and procedures.

1. Swap meet will open at 7:00 pm for buyers and close at 10:00 pm.
2. Sellers will have one hour to set up and one to take down.
3. Tables cost \$10.00 while they last, and you can sign up for multiple tables.
4. Money is due and payable on Registration Day.
5. Tables will be selected by assigned based on the order that you turned in the money.
6. Electrical power, maximum of 5 amps, will be made available if requested prior to April 24<sup>th</sup>.
7. All transactions are the responsibility of the buyer and seller and PCR does not get involved. Money transacted is between the buyer and the seller.
8. Contact: Tom Blinn, [blinn@comcast.net](mailto:blinn@comcast.net), 925-484-3644

*Come and  
have fun seeing  
what treasures  
can be found!*



## Report From The PCR Membership Department Manager

By Doug Wagner

Well, I guess I better start earning my pay as the new PCR Membership Department Manager. Besides, that's why we get paid the big bucks! I would like to thank Ron Plies for "kicking me in the pants" to get me going to do my job! Ron Plies, the new Membership Promotion Chairperson, and myself, are beginning to work on the problems of membership recruitment and retention. We have been kicking around ideas back and forth at each other, via emails, and have brainstormed what we thought are the problem areas of recruitment and retention of PCR membership. It doesn't take a rocket scientist to figure out that we don't have as many members as what we use to have in the PCR just from 2 years ago!

One of the ideas that came up that we could start immediately is the PCR table at train shows in the region. I know, we already have tables that are manned by volunteers at these shows, and I got this idea from reading Pat LaTorre's emails, asking if we are going to have a membership table. Well, this is where I start earning my pay, folks!

It would be better if there were one contact person for these train's shows, i.e., the PCR Membership Department Manger, to contact the organization's that are hosting model train shows around the Region, and then contact the Division where the train show is occurring, and then they would see to it to ask for volunteers for the show. Also, we'll be needing some updated printed membership material to hand out to folks we talk to, so I will be checking with the National Headquarters to see if we can requisition the material and make it available to those Division manning the membership tables.

If the National doesn't have any materials, the PCR can have some of its own material printed up to have at the membership tables. If the PCR does have to print up its own material, this is where we are going to need ideas on what to put into these handouts, like maybe some testimony form PCR

members as to why they joined the PCR and keeps them involved. Ron Plies has sent me some material to get us started. It was created by Dick Witzens, of the Sierra Division, for use at the Rail-fair, in Roseville, in November. In this program, Dick takes every excuse that people have used not to get involved in model railroading, and then goes excuse by excuse, and explains how folks can have the time and room for model railroading.

I'm just now starting to go over the material to see how we can incorporate it into any material the PCR produces, and Dick has generously allowed us to use his material. Ron and I are seeking any ideas that you folks may have that we can start producing this material. So, if you have any suggestions or comments, please don't keep them to yourself. We need your ideas on how to make the NMRA and PCR even stronger and one of the first steps is to get a lot more members.

If any of you would care to send either Ron Plies or myself, just something like why you joined the NMRA/PCR and what you get out of it, please contact Doug Wagner at (661) 589-0391 or email at [Carldw@aol.com](mailto:Carldw@aol.com), or Ron Plies at (707) 725-9063 or email at [ron@ronpliesinsurance.com](mailto:ron@ronpliesinsurance.com). Every bit of information we receive from you, the member, will benefit the PCR with hopefully recruiting new members and retaining current members. Please help out.



More of Gary's Layout

## Layout visits at the “Suntan Special” Convention

There are a whole lot of reasons why you will want to be at the 2007 PCR Convention in Santa Cruz in early May and one is the great layouts that will be open for your enjoyment.

As I write this there are 26 layouts currently signed up to be open for visits and we expect to have an added 12 to 15 within the next month.

Layout tours will begin on Wednesday, May 2<sup>nd</sup>.

Since the bulk of the Region will be traveling through the San Jose area on their way to Santa Cruz we are featuring layouts in that area. We have eight great layouts for you to visit this day and expect an added three or four shortly. In order to get the maps and descriptions of these layouts sent to you before the convention begins you must be registered at least two weeks ahead. Confirmed layouts for Wednesday include Green, Loizeaux, Lloyd, McKinney, Schrader, Searle, Shumard and Turner.

On Thursday we will concentrate the tours to the South and East of Santa Cruz (Gilroy, Hollister, Salinas and Monterey area). There are five layouts signed up and we are expecting an added four on this day. Layouts include Catania, Curtis, Sterns, Visintine and the Monterey & Salinas Valley RR

Club. On Friday layouts in the immediate Santa Cruz area will be featured. We have seven signed up (Cantwell, Hyer, LaBarba, Patrone, Vail, the Northern California FREMO layout and the Santa Cruz County Model Railroad Club) and we expect an added two layouts on this day. On Saturday we will not have any layout tours since everyone will be taking the train to Roaring Camp. On Sunday we are again featuring layouts for visiting on the way home and in the Cupertino, Los Altos and Santa Clara areas. The nine signed up so far are Abate, Brown, Loizeaux, McKinney, Modine, Newmann, Parks, Watters and the South Bay Club.

We will have layouts in N, HO<sub>3</sub>, HO, Sn<sub>3</sub>, S, On<sub>3</sub>, O, G (or F) and 7 1/2” gauge. Truly something for everyone. There will be layouts that are 100% complete with full scenery and details and layouts that are still under construction and you will see a wide variety of prototypes and eras being modeled.

Would you like to see a photo of some of the layouts on the tours – check around in this issue of Branch Line or just open up your NMRA 2007 calendar to either January or March. The layouts on both of those pages are included in our tours!

Dave Connery



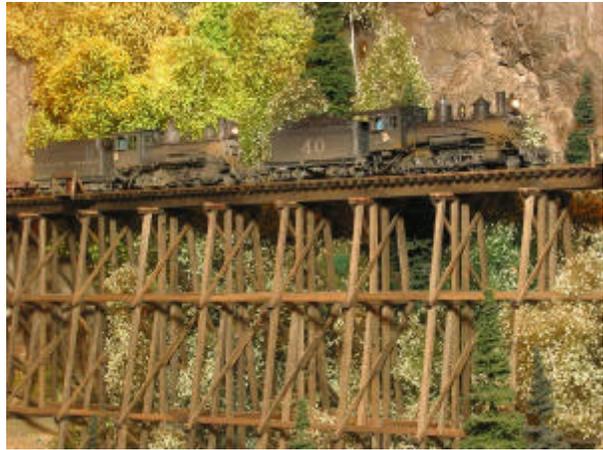
Bob Brown's On<sub>3</sub> layout - The Tahoe Inn - Open Sunday



Don Watter's Garden Railway — Open Sunday



Ed & Rich Abates Fn3 model of Lentzen Engine House - Open Sunday



Jim Vail's fantastic layout—Open Friday



Tom Shumard's garden railway - Open Wednesday



Ed Patrone's HOn3 western layout - Open Friday



John LaBarba's HO-HOn3 layout - Open Friday



Mike Schwab's Colorado Layout

# More from the Layout Tour



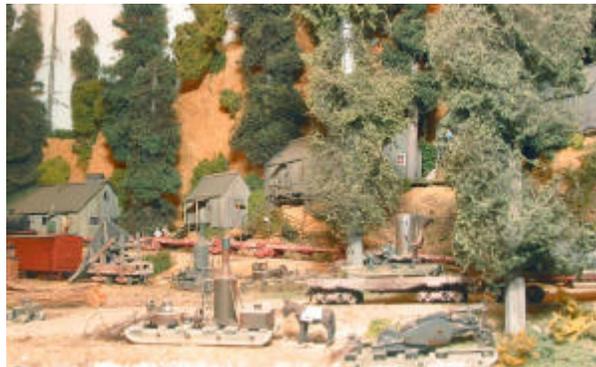
Car loading on Patrone



More on Swift's bridge



Engine blasts out the tunnel on Schwab



More of Vail's fine modeling



Yosemite Valley cars on Swift

# Registration Form

## Here

## Layout Design and Operations Special Interest Groups News

By Seth Neumann

It's Branch line Column time again, Editor Bill tells us. I've had the opportunity to run on two new layouts in the past month. One of them was your Editor's new layout based on the San Francisco Belt line, set in 1944. The other was the first run of the second railroad on an existing layout with two railroads. These two layouts are very different in size, scope and operational philosophy and the contrasts illustrate the operational results of the designers' choices.

Bill's layout is meant to fit into a two car garage but was designed to be movable (not portable) which is good because Bill moved shortly before starting operations! The layout is a single decked switching layout with no main line and no hidden staging (not much staging at all as cars are moved on and off the layout in cassettes). Track work is largely commercial and control is DCC. I believe this was the second session and things ran pretty well considering the confusion inherent in an all new-to-the-layout crew. A good time was had and some good operational and mechanical suggestions were developed. Bill has been aggressively building and operating as he has gone along and no major problems were encountered.

The other layout is very large and has extensive multi-deck staging. Track work is hand laid and control is DCC. I was running the major yard on the "new" railroad. Happily another regular member of the crew was familiar with the prototype, and since the design follows its prototype, we had an idea of how it was supposed to work. We encountered a number of issues with power always seeming to be on the wrong side of the two main tracks. In the debrief, it developed that the prototype was plagued with this kind of challenge, so the owner had done a fine job of replicating the prototype, warts and all! I encountered a number of teething problems with

track and power, however given the scope and complexity of the layout, many of these would not have become apparent prior to operations. So the lesson is, if you are going to develop a layout that requires extensive engineering, try to plan extensive testing as you go along and realize that your first few op sessions will have more issues than a simpler layout which can be tested incrementally. All that said, this layout has been improving with every session and the other railroad runs pretty well, and I'm sure the new one will too, given a few sessions.



I also had the opportunity to present an updated version of my "Communications for Operations" clinic at the December 3 Coast Division meet in Mountain View. Attendance at the clinic was good (the clinic opposite me cancelled!). As a result of this clinic, I am helping another local modeler upgrade his telephone based communications system for TT&TO operations. The clinic presentation is available on request with an email to me [sneumann@pacbell.net](mailto:sneumann@pacbell.net) and I am always open to helping operators work out their communications requirements.

Upcoming LD/Ops events:

- PCR/LD/OP SIG meet, week after the Super Bowl, Feb 10-11, check our website at <http://homepage.mac.com/jacobsen/LORM2007/> for the latest details
- BayRails (Operations Event - preference given to visitors from out of the area – but we need locals to help) March 8-10
- PCR Convention Santa Cruz May 2-7, Thursday will be the Ops/LD clinic track and David Parks is organizing Op Sessions
- And of course the OP and LD activities at the Detroit National in July

# Candidate Statements

## President Ron Plies

It is an honor and privilege to be considered for the position of President of the Pacific Coast Region of the National Model Railroad Association. I joined in 1997 and was made to feel right at home from the very first. I was asked to serve on the staff of the 1999 PCR convention held at Ukiah. It was a real opportunity to get to know a lot of folks in the PCR and to network with a number of contacts.

Starting in 2001 I was elected to two, two-year teams as a Director of the PCR Board of Directors from the Redwood Empire Division, a real learning experience in seeing how the board operates and how important its functions are to the running of the PCR. Once again there was the enjoyment of the fellowship with other like-minded people and learning all kinds of great stuff from some really great modelers. I have served as membership promotion chair of the PCR now for just over 6 months.

I have served on a number of boards both in the church and in professional organizations and served one year as the president of one of these professional organizations. As president of the PCR I will do my best to help the organization grow so that we can promote the hobby and insure that the greatest number of members can have a good to outstanding experience with the PCR, its divisions and the NMRA. I look forward in helping to move this organization forward, taking it over from those people who have faithfully got us to this point through their very hard work.



## Vice President Pat La Torres

My name is Pat LaTorres and I'm running for the position of Vice President of the Pacific Coast Region of the NMRA. While this was not something that I had been planning to do, it is not something which I undertake lightly. I realize that I will need to be a voice for all of the members of the region, not just those I know from the Coast Division.

While I've only been a member of the NMRA since 1994, I've been involved in model railroading since 1980. I've been involved in both the model and



photography contest on the regional level since my first PCR convention back in 1994. I've been responsible for the Coast Division Photo contests since the end of 2004. I was Coast Division Member of the Year last year (though I've yet to figure out what it was I did to earn that!) and have somehow managed to gather many friends throughout the PCR.

This brings me to what I have to offer to the membership of the region. I believe very strongly that the strength of the NMRA is on the regional and divisional level, and this is what we need to promote and build on. I'm a bit sad that I'm running unopposed, because I feel that this is a very important job, at a time when we need to pull together to make the NMRA and the PCR work for the hobby. While I'm not much of a politician, with the help of the region board I will give the best that I have to our membership.

# National Model Railroad Association

## PACIFIC COAST REGION

### PCR OFFICERS BALLOT

#### Instructions for Election:

1. Election starts with receipt of ballot (Branchline mailed approximately January 10, 2007).
2. All ballots must be postmarked no later than April 25, 2007.
3. Vote only for one candidate for each office.
4. You may write in a candidate of your choice. However, the candidate must be willing to serve if elected.
5. Voting for more than one candidate in an office will void your ballot.
6. Do not make any other marks on the ballot.
7. Fold in thirds so that the return address is showing, and tape the ballot closed.
8. The ballot is considered a first class letter, and requires 39¢ postage.

PLACE  AFTER YOUR CHOICE FOR EACH OFFICE.

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

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(fold here)

Postage 39¢
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PCR Ballot Chairman  
Jim Providenza  
16 Drake's Cove  
San Rafael, CA 94903

(fold here)

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## Daylight Division Report

By Doug Wagner

Daylight Fall Meet in Merced and Mariposa

Daylighters headed to the north end of the division for the Fall 2006 meet, starting in Merced at Charlie and Babette Pigott's home, and then heading for the hills to tour layouts in the Mariposa area.

Business was quickly dealt with at the Piggott's. We formed car pools and took off for Mariposa.

We stopped in Mariposa for no-host lunch at the Miner's Inn, which has an operating G-Scale Yosemite Valley RR "layout" around the dining room ceiling, complete with buildings and scenery. We were able to identify the Merced depot and the El Portal train shed. After lunch we tried to organize ourselves to avoid overcrowding by all arriving at the same layout together, but that just didn't seem to happen. Oh, well, the more the merrier!

We visited Bob Jakl's fabulous O-scale kingdom, located in a generous building of its own, and found many O-scalers already there with operation in full swing. Bob's layout is fully scenicked and functional, with lots of fine rolling stock.

We also hit Glenn Sutherland's HO-scale Sierra Railway, with its beautiful representation of the switchback over the Stanislaus River, a scene that is not to far from Mariposa. Glenn models the Sierra as it was in the mid 1920's, featuring several mini-scenes, including one with dogs barking at a rattlesnake. Scratch-built versions of many of the Sierra's structures are on this layout. In addition to seeing the layout, visitors got to inspect Glenn's work on a small addition to his house, a child's bedroom that is a complete caboose interior, including cupola.

One more stop brought us to a real special treat at Roy Price's. His HO layout features some 75 scratch-built structures, all set out like a western town. Roy uses photos and illustrations of buildings from catalogs as his only plans when he constructs



## Redwood Empire Division Report

By Steve Skold

Our Fall Meeting was held at the Monroe Hall in Santa Rosa on November 25<sup>th</sup>. It was the 45<sup>th</sup> Anniversary of RED and was a potluck of Thanksgiving leftovers. The concept was not totally understood as there was one casserole, two plates of deviled eggs and lots of deserts.

Gus Campagna hosted the meeting in the absence of our Supt, Nolan Alexander, who was home in bed. The Redwood Empire Live Steamers gave us an update on their plans of having a permanent layout on Santa Rosa City Park property. This was followed by show and tell of about 10 models that were brought in for display by members. We went through and gave out all our door prizes so I will be on the hunt for more before our next meet. There were a number of pictures and albums on display and Gus brought his lap top with a computer switching problem in lieu of his On3 timesaver.

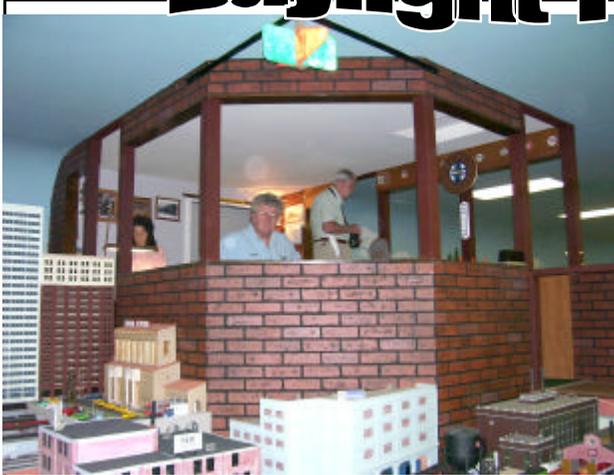
The next RED meeting will be in Napa at the Napa Valley Model RRs on Saturday, February 24, 2007. Doors open at noon and the meeting starts at 1PM. Ed Zakarekis will make a report on nominees for Superintendent and Chief Clerk/Paymaster. To date we have no one nominated. The ballot will be in the Call Board and the results announced at the May meet.

We wish everyone a Merry Christmas and Happy New Year.

a building. It was an amazing display of skill. Roy also scratch-built the G-scale structures we had admired at the Miner's Inn.

The next Daylight Division meet will be Saturday, February 24, 2007. The meet will start at Kelcy's Restaurant, in Tehachapi, at 9:00 AM for breakfast and conclude with the contests and business meeting. We'll visit the train shops in Tehachapi, then do some railfanning at "The Loop." Contact Doug Wagner at (661) 331-6695 or at [carldw@aol.com](mailto:carldw@aol.com).

# Daylight Tour Photos



At Jakl's, Houlihan in the "tower"



Sutherland's, Stanislaus river switchback crossing



At Jakl's, crowd enjoying the layout



Sutherland's, two levels in the corner



Price's, train collection wall in background



Price's, Western Village with Burlington Zephyr whizzing past.

## State Belt Runs!

By Bill Kaufman

Well the *State Belt* had its first operations session. That was the point of it after all. The old *San Francisco and Colorado* had some success as an operations layout, but this one was envisioned from the first as an experiment in operations. One of the inspirations for the State Belt was a visit to Chuck Hitchcock's *Argentine Industrial Division* which is all about moving cars.

Some of you have been following the saga of the *State Belt* and Bill Schaumburg is supposed to run an article on the research and building of the layout some time soon. ("Some time soon" has been right around the corner for quite a while now) So this article will concentrate on getting it up and running for operations.

First I needed some sort of scheme. If you remember an old article of mine, one of the questions railroads (and model railroads) have to answer is, "How do you keep from running into each other?" Chuck's *Argentine Industrial Division* is a big railroad but there is no dispatcher or timetable or anything similar. Mostly the Chief Clerk paces things by allocating out switch lists. Everything on the road is within yard limits. The movement of trains can best be described as "visual flight rules." The engineer must be able to stop in half the train's length.



Chief Clerk and Assistant

I am still doing research on the operations of the Belt line, but that seems to be pretty much how the Belt was run. The prototypical correctness of this sort of operations was reinforced by a visit a couple of years ago to the *Modesto and Empire Traction*, as fine and efficient a little road as I have ever seen, and, more recently by a cab ride on the *Richmond Pacific*. When I asked at the M&ET how they dispatched, the response was, "We send one crew this way and the other crew that way and tell them 'Don't come back.'"

A bit facetious (and a simplification. They do use cell phones to communicate with the office and each other) but a solid justification for operating the Belt Line similarly. The Belt had two divisions, one north and one south of the ferry building. Each was usually switched by its own crew. Sending one crew this way and the other that way works but how do they know what to do when they get there?

The State Belt never handled waybills. They got switch lists from the ATSF, the NWP, the SP and the WP, and just moved the cars, charging the parent road for them movement irrespective of distance, contents, or destination.

OK I need someone to write switch lists. I could do it myself. Chuck's scheme to the rescue. I watched how busy and content Mike Porter, the Chief Clerk on Chuck's was when I visited. That was the answer. Chuck had said he was really concerned about creating an all paperwork position but that folks vied for it now. .

"Which cars go where?" is another of my questions. I thought about some of the computer generated switching programs, but in the 1940's clerks shuffled pages and hand wrote lists. I have had much success with the whole carcard and waybill scheme and won't give it up easily.

But first we needed cars, maybe a hundred and fifty. The cars from the previous layout were

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basically 36' boxes from the 1900 to the teens. Utterly unsuitable. I ended up giving most of them to my friend Philip and let him deal with the anachronisms. EBay provided some already built cars and a bunch of very nice un-built Accurail kits. If I took the time to build everything I needed, I wouldn't be operational for years. I wanted to be part of BayRails this spring and have a couple of good operating sessions before that.

Again I was rescued. The Northern California Nameless Group Round Robin (NCNGRR) bailed me out. First, they beat my track work into shape. (I am well known for the quality of my track work, but it is not a positive reputation.) Second, they built most of the Accurail kits. And third, they lent me a lot of cars. Jim Providenza pulled out about 35 cars dating from the time the SCN was steam. Scott Kew had 25 or so appropriate cars that he used to run on his SP layout that went when Mom sold the house. Morgan Trotter had a mythical short line, the *Silver Falls*, on Scott's layout. He lent me 15 to fill in some specific needs. Adding those to the 75ish cars I had, brought the number into the right range.

That solution brought on two problems of its own. First, how was I going to keep track of who owned what so I could return cars to their rightful owners. The second was the question of standards. Jim told me, as he passed his cars along, that they were not up to modern standards. One thing that I had learned from the *SF&C* was that the heart and soul of an operating layout is equipment that runs without a hitch.

Serendipity solved this problem too. As the EBay cars rolled in and people built my Accurail kits, I had decided that everything should be changed to metal wheels and Kaydee couplers and meet NMRA weight specs. To keep track of the upgrading I set up an Excel spreadsheet with columns for reporting marks, number, type, metal wheels, Kaydee coupler height, proper weight, build date within limits, and weathering. It was simple to add a column for owner and check the

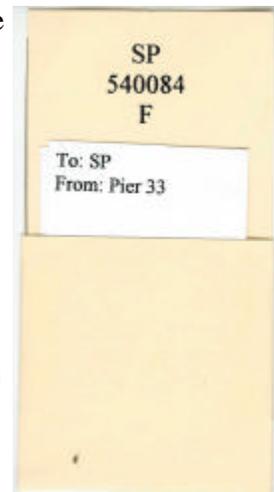
loaners for these things.

I was still faced with writing a lot of carcards. "No, I wasn't!" I realized suddenly. I just took my Excel file and, after some experimentation to get the size and the shape right on Microsoft Word, I mail merged it. Bada-bing Bada-bang, a little folding and taping and I had a full set of carcards.

Wait a minute! If I can do that for carcards, why not waybills? Making the Excel file for waybills was a piece of cake. The first column was for what kind of car it was, the second column was where it was going to first turn, the third column was where it was coming from. The fourth column was where it was going to for the second turn but the fifth column automatically repeated the second because that was where the car was at this point. The sixth gave the placement for turn three and seven referred back to four. Column eight gave the "TO:" for the fourth turn and the ninth went back to the sixth. It is a bit complicated, but once I figured it out, I could just copy the whole line as often as I wanted, change a few placements and I had a whole new route.

Making the actual waybills took more scratching of my head. Word would not let me turn things upside down in a way that I wanted. After some experimentation I discovered that I could set up a two by two table and turn the text 90° clockwise in one box and 90° counterclockwise in the other. I mail merged my file, cut out the tables, folded them in half and glue-sticked the insides together and I had very nice four position waybill to go in the pockets of my car cards.

Still not done. How would I organize them? On the old layout I had build out from the fascia holders for pickups, spots, and



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*(Continued from page 31)*

holds. That wasn't going to work. I went over to Tap Plastics and found some little pockets. I had them glue enough of them on a piece of plastic so that there was one pocket for each destination on the layout. Jim P reminded me that I still needed pick up, holds and spots and set up a system with blank cards to tell them apart.

One last problem needed a couple of different solutions. How to get cars on and off the layout? The Belt was always dealing with different cars. On the north end,, cars were interchanged with the ATSF, the NWP, and the WP on car ferries. The answer is there more car ferries. I have a Walthers Car Float. I need two more. I've had an unsuccessful search on EBay for months. If you have one let me know.

The other end is more of a problem. In the middle of King St. yard the State Belt interchanged with the SP. In the real world of my garage there is no room for staging at this point. Again the actual operations of the State Belt came to my rescue. While there were dribs and drabs of cars during the day, most of the interchange came in the form of a sixty-plus car midnight shove. The afternoon division 2 crew spent the most of its time collecting outbound cars and about midnight sent everything to the SP. An hour or two later the SP pushed about the same number of cars into King St.

I laid two tracks that matched the end of King Street on a board long enough to span from the end of the layout to the shelves on the side of the garage. I put sides and ends on it so I could move it with cars on it. Actually I built two of these and called them "cassettes". The idea was that about two hours into the session I could hang an empty one of these on the end of King St. and have the crew push their cars onto it. I could then pull it off, replace it with one full of cars, push them onto the layout and be ready for the rest of the session.

With all this done, I declared myself ready and advertised the first operating session. Five people signed up: Jim Providenza, Seth Neumann, Ray de Blicke, Ernie Simard, and Paul Weiss. Scott Kew volunteered to come by and help out.

I thought it was an excellent session. Division 1 and 2 declared war on each other trying to see how much of their work they could unload on the other division. Most of the trackage worked about like I thought, but it is clear that it will take a number more sessions to figure out what is the most efficient way to use the track plan.

Mostly the equipment ran well. I thought there would be more glitches. One abiding glitch is the switch into the North Yard, but we already knew that had to be absolutely perfect in its dynamics. Apparently it is not yet perfect enough.

Jim and Scott essentially invented the Chief Clerk job. They kept extensive notes on what they did and how they did it. These will become the basis for the description of the job in the future.

Seth figured out that we need to limit the size of the SP to Belt Line shove so that it doesn't foul a crossover switch in King Street. Otherwise they need to go north of the Ferry building to run around anything. Ernie and Paul learned to be very suspicious of anything Division 2 says and to read the job description carefully. Just because somebody sends you some cars, doesn't make them yours. This is both a Civil Service and a Union job, act like it!

All things considered, I had a good time watching and giving bad advice. I will do it again next month.



Seth operating at King Street Yard

## Travelin' About: “Behind-the-scenes” of a Great Model Railroads 2007 layout

By: John Sing, Coast Division

When you read all the slick Great Model Railroads articles in the magazines, do you ever wonder what is there “behind-the-scenes” that the magazine didn’t publish?

In some cases, quite a lot! Case in point – the current *Great Model Railroads 2007* magazine has an article on the West Island Model Railroad Club, Farmingdale, New York, on pages 76 through 83.

I was privileged to visit this layout while laying over on a business trip back in November of 2005. What the GMR 2007 article may not have had space to portray, are some of the grand panoramas that this great HO layout has to offer.



Overview of West Island Model Railroad Club

For example, the magazine article did not mention that if you were to go down one of the aisles of this walk-in layout:



“Julius Kupcewicz Memorial Viaduct”:

You would have seen the very large “Julius Kupcewicz Memorial Viaduct”:

*(Continued on page 34)*

*(Continued from page 33)*

The article also did not have enough space to cover the spectacular mountain scenery:

Or the very large steel complex:

And finally, for us operations fans, the magazine didn't have space to show the \*very\* large staging yards running the entire back wall of the shopping center basement that this club is located in:

I hope you enjoyed this peek behind the scenes of this layout, and I'm happy to share with you a complete 'you-are-there' layout photo tour from my visit, on the Internet at:

[http://community.webshots.com/user/atsf\\_arizona\\_layout\\_tour2](http://community.webshots.com/user/atsf_arizona_layout_tour2)

This whole visit happened to me totally by chance in November 2005, while on a business trip layover at JFK Airport on Long Island, New York. The local hobby shop clerk at Willis Hobbies, Minneola, NY, overhearing that I was a NMRA member visiting from California, gave me an introduction and directions to attend the Friday night meeting of the West Island Model Railroad Club layout.

On behalf Willis Hobbies and the West Island Model Railroad Club, thank you so much for the visit! The club welcomes visitors, and their web site is:

<http://www.fortunecity.com/marina/customhouse/381/>

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. It all comes from participating, and NMRA is just a conduit for all of us to meet each other. Please participate, and let the good times begin.



Scenery



Steel Complex



Staging

# WHO, ME?

By Pat Latorres

I was really planning on writing a different article for the Branchline this month, dealing with the model and photography contests at the upcoming Suntan Special, PCR convention (hopefully, you'll also find that article buried in the pages of this issue). As things turned out, my eyes were opened to another very real concern at the mid-year PCR Board meeting in Santa Cruz. There are two positions on the board up for election this year, President and Vice-President. Both of these are pretty important jobs and shouldn't be taken lightly.

Well Bill Kaufman managed to land someone to take the VP job, but trying to get someone with experience within the organization and a willingness to step up to the job of President has proven to be a bit more difficult. The purpose of this dissertation is not to get someone to volunteer for that post, but to bring the concept of association volunteer a bit more into focus.

One of the biggest problems that keeps popping up is getting folks to step up and take ANY jobs! Everyone seems to think that volunteering for any position means that they are going to mortgage their life to the PCR/NMRA. This is not the case. Admittedly, if one looks at the call board in the rear of the Branchline (or any of the division publications) it seems that the same names keep reappearing. The biggest reason that I can see for this is that there are certain jobs that need to get done and there are some that just seem drawn to make sure that what needs to get done, gets done. Well it doesn't need to be that way. If each of us steps up to help on each job, all of the sudden there's that much less that each person has to do – kind of sounds like “Teamwork” doesn't it?

Starting at the Divisional level, maybe you don't have the time to take on an entire job category, such as Contest or Membership, but

maybe you can help take a bit of the load for the person that does chair one of these committees. I know that my job as Photo Contest Chair for the Coast Division actually requires very little of my time, other than right before and/or after our division meets. Admittedly, it does kind of require me to commit four days a year to be at those meets. But even then, I can usually draft someone to cover for me if I really can't make on meet.

Steve Wesolowski has pretty much the same situation with Publicity for the Coast Division. He needs to make sure that we have space lined up and bodies to work our booth at two or three in division train shows a year. All of the sudden these “BIG” jobs become bite size morsels, but they're no less important. If you can work a few days a year free from your schedule, you can contribute greatly to the health of your division.

Now if we take this just one step further, we can easily move up to the regional level. If you don't feel you have time to take over the position of Membership Chair, maybe you can cut a few hours loose to help him with his load (especially in this day of email and instant communications). Every position in each division and in the PCR as a whole becomes much easier to handle if the load is spread between two or more people. This means that each of us can say that we've contributed to our hobby, without our hobby taking over control of our lives.

The next time you go to a division meet, a PCR, or even a National Convention, take just a minute and ask if there's some way you can help. When Jim Radkey and I went up to Seattle for the national we ended up helping work registration the Friday night before the convention. From this we got to lighten the load for the local folks just a little bit, we got to meet many of the attendees that we

*(Continued on page 36)*

*(Continued from page 35)*

would not have otherwise met (folks from Japan, Germany, Holland, Australia, Brazil and England come to mind), and we got neat convention T-shirts as volunteers (I even got a nifty travel mug, which I still use every day!). All of this for giving a little time which we would have otherwise spent in the bar or our hotel room.

Jim has now roomed with me at two conventions (one national and one regional) and he's joined me on every multi-person railfan trip that I've taken in the last four years I DIDN'T say he's guilty of exercising good judgment). I've had the pleasure of dispatching his model railroad for three of the six regular ops sessions he's run and I count him as one of my close friends within the hobby.

On the local level, you also get the pleasure of meeting new people and helping the hobby grow. At a Coast Division meet just over a year ago, I was handing out the auction bidder cards when up walks a friend that I've worked with since 1999 – and I had no idea that he was a model railroader. I now have the opportunity to teach him how to lay track and to help him build his home layout (and he doesn't know it yet, but when I start building mine I'll be able to strong arm him into helping me).

For years I had seen folks receive member of the year awards and the John Allen Award, and I got a great laugh at Gus Campagna's face when he was announced as the John Allen Award winner. But I'd always thought that it was pretty much an exclusive group of people – the "Long Timers" – getting these awards. Imagine my surprise (and I was told later that my expression was worth the price of admission) when I received Coast Division Member of the Year at Sacramento this last May! All for not doing anything special, just giving a bit of my time and energy to help promote a hobby that I enjoy so deeply.

All of these tangible rewards, as well as the many intangibles – such as all of the people you get to meet and add to your list of friends, like I mentioned above – can be yours just for giving a couple of hours a month. Not a bad trade, if I do

say so myself.

So I guess what I've been trying to say in a very long winded way is, there are many ways to contribute to our divisions, our region and the hobby as a whole, that actually require very little of your time or effort. The next time you receive your divisional publication check the listing of positions, or take a quick look at the last page of this issue of the Branchline and note how many empty positions you see. Take note of how many people have their names in multiple job titles.

If you think that you can handle (maybe with a little guidance) any of the empty jobs, ask your Division Superintendent to let you try it. If you don't think you can handle the a job by yourself, find an area that takes your interest and ask the person chairs that area if he or she can use a little help. You just may find that the job was a lot easier than you first thought and that there are a lot of folks out there willing to help, if you just ask. If you don't like the way things are running within your division or region, this is one way which you can help effect a change.

Should you volunteer to run for the position of PCR President? Unless you've spent some time working within the region probably not. On the other hand, there are many jobs within both our divisions and the region where you might find just the opportunity to step up and shine. Don't be afraid of trying, your friends won't let you fail, because if you make something work we'll all benefit from it!



Ray Turner Garden Railway high above San Jose -  
Open Wednesday of the convention

## Tales of the Santa Cruz Northern

By

The SCN has had its share of mishaps over the years, as I have recounted from time to time in this column. Since it is “my” railroad, it is almost always my problem to correct or my equipment to repair or replace. But then there are those times...

Ever since the major work after the 2000 convention the SCN has spanned the garage doors on a combination of fixed benchwork and a long liftout section. The SCN’s home has a pair of sliding barn style garage doors with a post in the center of the doorway. This makes spanning the 18 foot wide garage doorway relatively easy. Facing the doorway, the bay on the left is SCN country and the bay on the right is “otherwise occupied” except during op sessions. The left side has narrow fixed benchwork simulating a tall steel trestle over Bean Creek. The lift out section for the right half is essentially deck girder construction. In early 2001 when I built the track through this area I laid the rail continuously right over the gaps between the permanent and lift out sections. Initially I left it like that purposely while the benchwork and track “seasoned” for a year. I meant to cut the rail gaps, but somehow never did.

This had both an upside and a downsides. On the positive side, I did not have to worry about the size of the gaps in the rails as the rail and wood expanded and contracted at different rates. Track gauge might get a little tight or loose close by, but at least we avoided the abyss! Less favorably, a family member would occasionally bump their head again the bottom of the lift out. Looking back on it, it seems that just about any time the garage door was open for any reason except to drive a car into the garage, some family member would whack the lift out. Now scalp injuries are one thing – they hurt for a bit, may even bleed for a short time, but they do tend to heal all on their own. Not so with rail that had been forcibly pushed up from the ties – it required the track gang (me) get out their tools and get to work.

And so, during the big maintenance push of this

last summer, I decided that we would finally cut the gaps and make the lift out section useable! Of course, this meant that the power and control wiring spanning on the lift out section would also have to have connectors spliced in at either end, but hey, I bought all the needed Cinch-Jones receptacle parts when I first installed the lift out. Amazingly, those parts have been kicking around various places in the garage for years, but I still knew where to find them (really!) Several hours of work over a couple of days in July and the electrical side of the equation was set; I was ready to host another session of the Round Robin.

Paul was a marked man – I had already noted the fine work he had done on a lift out section on his Penn Central layout and decided to see if he would undertake the job on the SCN. As I hoped, Paul readily agreed to the task. In fact he spent several evenings working over the trackwork leading up to the west end of the lift out and adjusting and building up the edges of the benchwork to make the best possible fit. Otis and Bill assisted at various points with, as near as I could tell, a truly ingenious assortment of clamps, shims, screws, scale ties, lengths of rail, all of which always seemed to require one more hand than was currently available for the project.

When the dust settled, things really looked good. The gaps were as small as you could hope, track was level and in gauge, and cars and locomotives ran smoothly from fixed to moveable sections. However, there are three tracks crossing the west end of the lift out, and each is on curve, and one leads almost immediately into curved switch. No high speed moves here, as trains are either entering or leaving the visible west end staging or the station trackage at Zayante. But just the same, I was concerned that as the weather changed we would have rail going out of alignment. When one rail did shift a little during a hot spell in September I decided to try installing rail joiners at the gaps as a

*(Continued on page 38)*

## ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

For those who like scratch building or at least modifying craftsman kits, the Master Builder – Cars AP certificate can be an easy-to-achieve requirement. Like the other certificates, the actual requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

The requirements for Master Builder - Cars follows the same general format as for Master Builder - Structures. To qualify for this certificate, you must build eight operable scale models of railroad cars. Operable means that they must be able to roll along the track and not that parts such as brakes must work. If desired, these eight cars can be of different gauges and/or scales. Four different types of cars, including at least one passenger car, must be represented by these eight cars. Obviously, a flat car and a box car would be considered “different kinds” of cars. A 40’ steel-side box car and a 36’ wood side box car may also be considered different kinds of cars if there is a substantial difference between them such as fish-belly underframe vs. truss rod and AB brakes vs. K brakes. Since a total eight cars are needed but only four types, you can build a passenger coach, a flat car, a tank car, a reefer, and four identical box cars and still meet this requirement.

Each of these eight cars must be super-detailed with either commercial or scratch built parts. The easy way to super-detail cars is with separate ladders and grab irons, underbody brake gear, uncoupler levers, etc.

In addition to being super-detailed, at least four of the eight models must be scratch-built and you must score at least 87½ points on four of the eight models. This can be accomplished via a PCR or Coast Division model contest or by having the models judged for a Merit Award. While it is easier to score 87½ points on a scratch built model, that isn’t necessary.

To summarize these qualifications, you need

to build eight super-detailed cars representing at least four different types of cars including at least one passenger car. At least four of these cars must be scratch built and you must score at least 87½ points on at least four of the cars.

Once you complete these requirements, you can submit a Statement of Qualifications that identifies the models and the commercial parts used, etc. The easiest way to do this is to simply attach the model contest form, which includes this information and also documents your score. Send the completed form to your Divisional AP representative, along with a photocopy of your **NMRA membership card** and you are on your way toward another certificate!

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 47.



*(Continued from page 37)*

test – what could it hurt after all? I figured I could slide them back away from the gaps between sessions. However, for the test I would leave them in place for a couple of days to see if I needed to make any adjustments - shave the nearby ties, move spikes, that sort of thing.

Arrrgh! You do know what happened don’t you? Whack. Another sore head. And another mess of distorted, torn up rail and ties.

Hey Paul, you still around?

# Why am I not getting the Branchline regularly?

By Bob Ferguson

Well, a year has passed since the National Headquarters (HQ) has taken over the membership database. The Region has been getting monthly reports from the HQ indicating 30 and 60 day delinquent members, re-railed members, a complete roster of in-Region members and a separate roster that includes the in-Region as well as our Out-of-Region. The monthly rosters include a separate data field for "Region Expiration Date". This date is the expiration date for your PCR Branchline subscription. How is this significant?

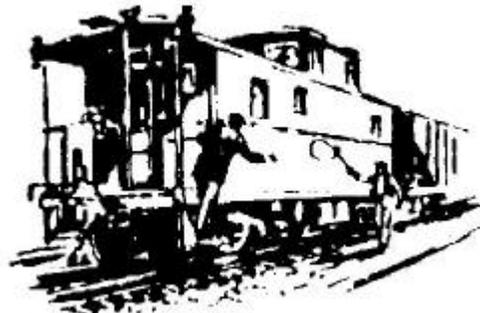
As an NMRA member, you will be listed on the roster. However, if you have not paid for a Region subscription to the Branchline, there will not be a date in this field and you will NOT receive the Branchline quarterly. You will only receive the January-March issue because it carries the ballot which the Region must make available to all NMRA members in the Region. If you want to receive the Branchline to keep up on what's happening around the Region, you need to subscribe. Now, how do I subscribe?

The best way to keep your Region subscription up to date is to renew it every year when you renew your NMRA membership. The renewal form that you receive in the mail is the ONLY renewal advice that you will receive. The PCR does NOT send out renewal cards any longer and has not for over a year. This was detailed in this column last year. The renewal form has a place for you to renew your NMRA membership and, in the table below that area, is a place for you to subscribe to ANY Region's newsletter. Be sure to circle the \$6.00 for the PCR subscription and any others you may want to receive. PCR members living near our border with PCR may also want to subscribe to the PSR newsletter to keep informed of events in that Region. Add the Region subscription amounts to your NMRA dues amount, and send it to the HQ. But

what if I'm already a NMRA member?

Well, the best avenue to pursue is to look at your NMRA membership card and find the expiration date. Now figure out how many months you have remaining on your membership and multiple it by \$0.50 per month. For example, if your NMRA expires in June (and today's date is December 14), count the months BETWEEN December and June; that'll be 5 months. Don't count the current month of the month of expiration as your membership expires on the FIRST day of that month. Now multiply by \$.50 and you'll get \$2.50. Send that amount to the HQ with a note that it is for a PCR subscription for X months to align your PCR subscription renewal date with your NMRA renewal date. But why should I go through this method? Why not just send in \$6.00? Because the HQ does NOT send out notices for Region subscription renewals separately. Aligning your membership and subscription renewal dates will always allow you to renew everything with one check or credit card charge. Yes, you can renew with the HQ via credit card.

If you have trouble figuring out what to do to start a PCR subscription or you can't find your NMRA expiration date, call or email and I'll assist you in getting a subscription started. Bob Ferguson, [bobpcrcd@aol.com](mailto:bobpcrcd@aol.com) or 925-228-6833. Please use a subject line in emails of "PCR subscription help" so I don't see it as Spam.



# Membership Contest

We have exciting news from the NMRA's Membership Services and Promotion Department: a three-month membership contest!

Every month from November through the end of January, the NMRA will be randomly drawing the names of three new members, who'll each win a brand new locomotive. In addition, if that new member has included the name of an existing NMRA member on his/her membership application, that NMRA member also wins a brand new loco.

Look for our ads in the November, December, and January issues of Scale Rails. And remember, the contest is limited to U.S. residents only, and doesn't include RailPass memberships.

Full contest details and rules on the NMRA's website at [www.nmra.org](http://www.nmra.org)

Help us get the word out! As always, if you have any questions or problems with the files, don't hesitate to contact us.

Thanks for helping us make this the NMRA's most successful membership promotion ever!

-Gerry Leone, MMR  
Deputy Chair  
NMRA Membership Services & Promotion Dept.

## Bring in a friend. Bring home a locomotive.

### Sign me up as an NMRA member and enter me in the drawing!

\_\_\_\_\_ Regular NMRA member: \$36/year, all rights and benefits but no Scale Rails

\_\_\_\_\_ Regular NMRA member: \$48/year, all rights and benefits including Scale Rails

Other membership package options are available. Visit [www.nmra.org](http://www.nmra.org) for details.

Mail to:  
NMRA Membership Contest  
4121 Cromwell Rd.  
Chattanooga, TN 37421

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Name of referring NMRA member (print) \_\_\_\_\_

Referring member's NMRA# & expiration \_\_\_\_\_

Check here to receive your Region's newsletter. Just \$6 for the first year!

Payments must be made in U.S. FUNDS ONLY. Make checks payable to NMRA. We also accept MasterCard, Visa, American Express and Discover.

Credit card

Security code on back of card

Expiration     Cardholder signature \_\_\_\_\_  
Month Year

From November 1 through January 31, when you get someone to sign up for a new NMRA membership you'll both come out winners! Each month we'll the draw names of three new members. Those new members and the NMRA members who referred them will each win their own Atlas®, Kato®, Bachmann® or Life-Like® loco.

And even if your friend doesn't bag a prize, as a new NMRA member they'll still come out a winner because they'll have all the benefits of the greatest model railroad organization in the world.

So pass along this sign-up form along to a non-member today! Then start polishing those rails.

OFFICIAL RULES: Contest open to U.S. residents only who are either National Model Railroad Association, Inc. (NMRA) members in good standing on November 1, or individuals who haven't been NMRA members for 2 years or more. Properly completed Membership Entry forms must be received by 1/21/07 to be eligible. Names will be entered in drawing only after new membership has been fully processed. Renewals for existing memberships will not be credited as new memberships. NMRA officers and directors, paid or contracted NMRA employees and their immediate families are not eligible, nor are contest sponsors and business firms contracted by either the NMRA or those sponsors, their employees and their immediate families. Odds of winning random drawings are dependent on the number of eligible entries received. Contest void where prohibited by law. No substitution of prizes. Winners must execute an affidavit of eligibility and release, and agree that their names and/or likenesses may be used for advertising/promotional purposes by the NMRA without further compensation, except where prohibited. By participating, entrants agree to these rules and that the decision of the NMRA President in all matters relating to the contest shall be final. Winners' names may be obtained by sending a self-addressed stamped envelope to: NMRA, 4121 Cromwell Rd., Chattanooga, TN 37421.



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

By John Edginton

2007 marks our 17<sup>th</sup> year in our present location in Miller-Knox Regional Park. We are proud to have entertained over 7000 visitors during our 9 open months in 2006 – our best year ever. We have continued to improve our “Company Store” and among its improved inventory of railroad items are two products that will be featured this year. The first is the N Scale Club Car. These cars commemorate the 70th Anniversary of the East Bay club, founded in 1933. The car is a Micro-Trains Special Run in the 74000 Series. It is a 40 ft. boxcar, no roofwalk, and plug door, decorated in the Santa Fe style and incorporating the East Bay logo.



Our DVD “*Train Play*,” a 50 minute movie, professionally videographed, edited and produced, provides excellent family entertainment and education in the context of model railroading. Shot completely at the Museum, the movie features close-up views of the three spectacular model train layouts at the Museum, along with breathtaking views of modeled historic railroad scenes – Donner Pass, the Tehachapi Loop, the Oakland Mole, Oakland’s historic 16th Street Depot, and many more. Most historic West Coast Railroads are shown, and steam locomotives of yesteryear; historic passenger trains, modern freight and passenger trains can all be seen in amazing detail. There is lots of train action, explanation of the hobby and amazing close-up shots of the layouts. The miniature views are amazing!

Local filmmaker Mel Crow has created a documentary that is both entertaining and informative. His interviews of the dedicated model railroaders that work behind the scenes of the museum show their passion for the hobby and capture the enthusiasm that helps them build those stunning miniature worlds. An additional 20-minute section of outtakes provides amusement. It’s a must-see for everyone who enjoys trains, miniatures and models, from kids to grandparents alike! “*Train Play*” is available at the bargain price of \$14.95. It can be ordered by following the instructions on the Golden State Model Railroad Museum website at [www.gsmrm.org/train\\_play](http://www.gsmrm.org/train_play) or purchased directly at the Museum when it is open. We have sold over 400 copies.

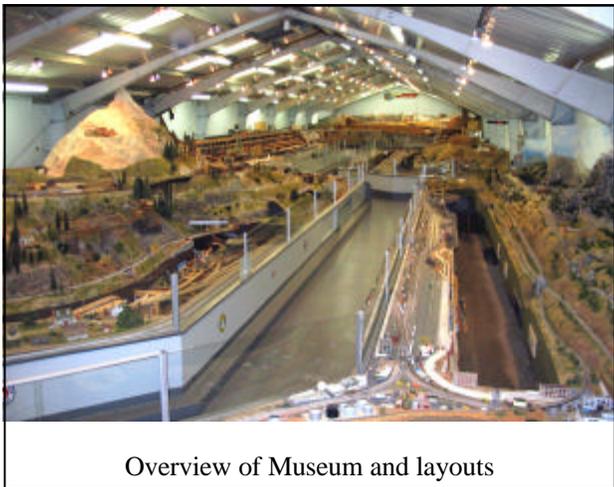


For the past two years we have been displaying portions of the Bill Ryan PFM Collection. We were exceptionally fortunate to have Bill Ryan’s personal collection, amassed as he built his brass importing business in the formative years following WWII. Each year we change the display and at the moment we are showing a selection of: “*Articulateds, Moguls and Ten-Wheelers*.” We provide information on each model and why it is special. For those interested in the

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history of brass, this is a must-see. Many examples are one-of-a-kind models. The collection display will change early this year.



Overview of Museum and layouts

The layouts in the Museum are built and operated by the East Bay Model Engineers Society, founded in 1933 who are looking for new members to help build and run all our public layouts, specially HO traction and narrow gauge enthusiasts and O scale modelers of all varieties, but memberships are open to all modelers in N, HO and O Scales, narrow or standard gauge, traction in O or HO and those who would like to learn any facet of model railroading. Associate memberships in the club are available to those who belong to other Clubs or are located too far away to regularly participate. Operating on our spacious layouts is a thrill rarely duplicated anywhere else. Come and explore your options for being involved in our public shows. Nothing makes you feel better than folks on the other side of the glass admiring your carefully crafted train.

We also welcome volunteers who would like to assist with docent functions, such as providing education in railroad history, to help with the door or, for example, build museum quality structures for the layouts

As a tax exempt organization, all donations to the Museum ordinarily are tax deductible and donations of models, artifacts and library materials, both prototype and model, are greatly appreciated.

Donated equipment is either used in our Museum operations, is auctioned off to members or is otherwise sold with the funds benefiting the Museum.

The Museum is closed to the public during the first Quarter of each year and resumes its regular public schedule commencing the first Sunday in April; open on Saturdays and Sundays from 12 noon to 5 PM; however, model train operations are scheduled only on Sundays. Wednesday and Friday evening hours are as reported in the Club Information section. Fees are collected on Sundays and the operating Saturdays in December For 2007 admissions are: Adults \$4; Seniors and Children over 2 and under 12 \$2, and families \$9. Museum Memberships offering unlimited annual admission are \$24.00 (individual); \$45.00 (family).

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. For information, a map and to see photos of the Museum, view our website at, [www.gsmrm.org](http://www.gsmrm.org). Telephone: (510) 234-4884 (recording). For other information or to schedule special shows or birthday parties, email John Edginton, Public Relations Director, at [publicity@gsmrm.org](mailto:publicity@gsmrm.org) or use the contact section of the website. Please note that both Golden State and East Bay's **mailing address is: P.O. Box 71244; Point Richmond, CA 94807-1244.**



Open house

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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](http://www.nmra.org)

Name \_\_\_\_\_

Address \_\_\_\_\_

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Check  Credit card

Credit Card # \_\_\_\_\_

Credit Card Exp \_\_\_\_\_

Signature \_\_\_\_\_

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

- 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
- Have access to standards info and data sheets
- Be a part of programs like "Modeling With The Masters," the Pike Registry, Estate Counseling, contests, clinics, the Achievement Program and more!



Visit [www.nmra.org](http://www.nmra.org) to see what you're missing!

**So much bang. So few bucks.**

## The Golden Spike Award

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

### Qualifications for the Golden Spike Award

1. Rolling stock (Motive power and cars)

\_\_\_\_\_ Display six (6) units of rolling stock (Scratch built, craftsman, or detailed commercial kits).

2. Model Railroad Setting (Structures and Scenery)

\_\_\_\_\_ Construct a minimum eight (8) square feet of layout.

\_\_\_\_\_ Construct five (5) structures (Scratch built, craftsman or detailed commercial kits). If a module has less than five structures, additional ones separate from the scene may be used.

3. Engineering (Civil and Electrical)

\_\_\_\_\_ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.

\_\_\_\_\_ All installed trackage must be properly wired so that two trains can be operated simultaneously.

(Double-track main, single-track main with sidings, and block or command control).

\_\_\_\_\_ Provide one additional electrical feature such as powered turnouts, signaling, turnout indication lighted buildings, etc.

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

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

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

# Club Info

## ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

ACCRS is located at the Alameda Co. Fair Grounds, Pleasanton. A 30 by 100 foot room has O and HO layouts. Open to the public every Friday, 6 to 10 PM, they operate continuously during county fairs and special events. Annual dues: \$24, \$15 initiation fee; Jr membership for ages 12 to 18 (with sponsor), free.

Contact: Gary Lewis 925-455-8135 E-mail: [glslewis@comcast.net](mailto:glslewis@comcast.net)

Web: [www.pleasantonmodelrr.org/index.html](http://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](http://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](mailto: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](mailto:pray59@sbcglobal.net)

Yahoo group: [groups.yahoo.com/group/BAZ\\_modules](http://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](mailto:LoggingRR@aol.com) or [LambertRP61@comcast.net](mailto:LambertRP61@comcast.net)

Place "Carquinez Model RR Society" in subject line.

Web: [www.CarquinezMRS.org](http://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://home.pacbell.net/jrolston/>

## EEL RIVER VALLEY MODEL RAILROADERS

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building NW corner, Ferndale. Contact: Ron Plies, 707-725-9063 Mail: P.O. Box 950, Fortuna, CA 95540

## ELSIE

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

## 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](mailto:carldw@aol.com)

GEHAMS web: [www.gehams.com](http://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](mailto:publicity@gsmrm.org). Website: [www.gsmrm.org](http://www.gsmrm.org).

Web: [www.gsmrm.org](http://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

(Continued on page 45)

**MOTHER LODE MODEL RAILROAD CLUB**

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

Contact: Joe Stafford, 209-245-5016

**NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY**

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with 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](mailto:NapaJohn@napanet.net) Web: [www.nvmrc.org](http://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://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 HO<sub>N3</sub> 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](mailto:d.megeath@comcast.net) Web:

[www.smrhs.com](http://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](mailto:emerson.r@worldnet.att.net) Web: <http://home.att.net/~sjvgrs/train/>

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](mailto: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](http://www.trainweb.org/slomrc/index.html)

E-mail: [slomrc@kingdomhobbies.com](mailto:slomrc@kingdomhobbies.com)

E-mailing list: [groups.yahoo.com/group/SLOMRC](http://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](mailto:svl@siliconvalleylines.com)

Web: [www.siliconvalleylines.com](http://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](mailto: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](mailto: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](http://www.wcmrs.org)

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

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**PCR CALLBOARD****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	Jim Long (530) 676-1798	jimclong@sbcglobal.net
• Director, Redwood Empire Div.	Gus Campagna (415) 990-3777	campgus@earthlink.net
• 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 deBlieck (510) 521-9778	RaydBCS@aol.com
• Storekeeper	Steve Skold (707) 539-1782	SandCSkold@aol.com
• Audit Committee Chairperson	Bill Swindell (925) 372-6996	Bill.Swindell@clorox.com
• LRP Implementation Chair.	Dave Connery (925) 735-0134	deconnery@aol.com

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• Manager	Doug Wagner (661) 589-0391	CarlDW@aol.com
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• Asst. Chairperson	Jim Long (530) 676-1798	jimclong@sbcglobal.net
• 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

**PUBLICATIONS DEPARTMENT**

• Manager	Gus Campagna (415) 990-3777	campgus@earthlink.net
• Editor of the <i>Branch Line</i>	Bill Kaufman (415) 491-0543	whk58@pacbell.net
• Circulation Manager	(vacant) --- ---	
• Publisher	Bob Ferguson (925) 228-6833	BobPCRCD@aol.com
• Webmaster	Kevin Hurley (831) 728-1934	khurley@pcrnmra.org

**CONVENTION DEPARTMENT**

• 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
• Division Contest Chairpersons:		
• Daylight Division	Bill Scott (559) 298-7715	vallyflyer@aol.com
• Coast Division	John Sing (650) 372-0765	singj@us.ibm.com
• Sierra Division	Norman Morris (530) 742-6930	normanmorris@sbcglobal.net
• Redwood Empire Division	Steve Skold (707) 539-1782	SandCSkold@aol.com
• Hawaiian Division	(vacant) --- ---	
• Model Contest Chairperson	(vacant) --- ---	
• Photo Contest Chairperson	(vacant) --- ---	

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

**NON-RAIL ACTIVITIES DEPARTMENT**

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

November 4, 2006: **Daylight Division Meet** in Merced

November 11-12, 2006: **International Railfair**, Placer County Fairgrounds in Roseville  
[www.internationalrailfair.com/](http://www.internationalrailfair.com/)

November 18-19, 2006: Napa Valley Model Railroaders **Model RR Holiday show** during the Gifts-n-Tyme Holiday Craft Faire

November 25, 2006: **Redwood Empire Division Meet** Location Monroe Hall Santa Rosa. RED celebrates a birthday with a party. Come and enjoy the FUN.

December 3, 2006: **Coast Division Meet**, Computer History Museum

December 9-10, 2006: Napa Valley Model Railroaders **Model RR Holiday show** during the Santa's Helper Holiday Craft Faire

January 13 & 14, Bakersfield - The Golden Empire Historical and Modeling Society's annual model

train show and sale. Over 100 vendor tables and 1,000 square feet of operating layouts on display and a raffle for a 4' X 8' HO layout. Admission is \$6.00 with kids 12 and under admitted free with paying adult. Kern County Fairgrounds, 1142 South 'P' St., Bakersfield, California. Hours: Saturday, 10:00 AM - 5:00 PM; Sunday, 10:00 AM - 4:00 PM. Contact information: phone: (661) 331-6695; email: carldw@aol.com)

February 10-11, 2007: **OPS SIG Meet** Santa Clara

February 16-18, 2007: **O Scale West** Santa Clara  
[www.oscalewest.com/osw2007.html](http://www.oscalewest.com/osw2007.html)

February 24, 2007: **RED Meet** location TBA

May 2-6, 2007: **Suntan Special PCR 2007** Convention Santa Cruz [www.pcrnmra.org/conv2007/index.shtml](http://www.pcrnmra.org/conv2007/index.shtml)