



BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Gene Mayer

This is my first presidential message after taking office during 2003 PCR "Tri Valley" convention in Pleasanton. It was a very successful convention with excellent clinics, layout tours, a non-rail program and prototype activities. The speeder rides through Niles Canyon proved very popular despite inclement weather. The food was good too!!!

My primary goal during the coming years is to implement the PCR Long Range Plan

The membership approved bylaws amendments to establish a new organizational structure. Similar functions are now grouped together in departments headed by managers. The Board of Directors (BOD) also amended the manual of operations to implement the new structure. Copies of the bylaws and manual may be downloaded from the PCR web site.

As explained in my campaign statement, my primary goal during the coming years is

to implement the PCR Long Range Plan (LRP) adopted by the BOD last October. Vice President Dave Connery will coordinate implementation of the plan. The first phase was to mail copies of the Branch Line to non-PCR NMRA members who

reside within the region's geographic boundaries. Member Services Chair Bob Ferguson reports that the effort resulted in approximately 14 of these people becoming new PCR members. We need to both recruit new members and

improve the membership retention rate.

Our primary objective is to provide more assistance to the divisions. The second phase of the implementation plan is development of a training program for new for new regional and division officers and committee chairs. The first training session is scheduled for Saturday October 25 in conjunction with the BOD

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MADE IN THE PCR

by Dave Connery

Rustall Weathering System

The Rustall system is not new, in fact I think it has been around the hobby for about 15 years.

It comes as a set of four non-corrosive solutions that all clean up with water. The instructions are so simple its hard to screw things up.

Solution NO. 1 is Rustall itself and needs to be stirred or shaken up before each use. It is then painted on the object to be rusted and it leaves a random “rust” appearance to what ever it dries on.

Since the base for the solution is alcohol, it dries quickly allowing added coats to be applied reasonably soon. As in all modeling, all unpainted plastic should be first painted and “flattened” – nothing looks more inane that a shiny piece of delrin with rust splotches on it!

The Rustall is usually applied in several coats to achieve the desired depth of “rustiness”, allowing it to dry between each application. As you apply the solution you will note that the rust coloring collects around objects and toward the bottom of vertical sides. By adjusting the angle of an object you can control just how much rust collects and where it collects.

The second step of the system is

There is a big learning here. Often by doing some modeling in other scales or venues we learn techniques that we can apply to our primary scale.

brushing on Solution 2, a “blackening agent” to fill grime in all the deep cracks and crevasses, helping detail to “jump out” visually. This solution appears to me to be a commercial version

of the India Ink or Shoe Dye and Alcohol solution many of us already use with great abandon.

When that has dried and is deep enough and to your satisfaction, it is time to use Solution 3, which is a flattening agent. This is again brushed on and does about the same job as Dullcoat.

The final part of the system is a light gray, very fine powder. The suggested use of this is to put the model into a plastic bag with some of the powder and shake it around to get a coating of dust on all parts. My preferred usage is to brush it on where I want it with a soft brush, much like I would Bragdon’s Weathering Powder.

OK, lets see the hands of everyone of you who are using the Rustall system. Hmmm, not very many, what a shame.

I had the Rustall system sitting on my modeling desk for a number of years. When I first got it I tried it on a couple of projects, but went back to other methods because they were faster and I liked the results better. Eventually the Rustall bottles made it to “no-mans land”, the back row of items on my modeling desk that never gets used for anything but a dust collector.

Then I started modeling in a larger scale and found I was not getting a good a result with my “tried and true” HO techniques as others. When I asked how they did it, you guessed it, they said Rustall and looked at me as if I must

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(Continued from page 2)

have been in Antarctica for the past few decades. I got the Rust all out, dusted it off and tried again and it worked and looked great.

What was happening was that on many of my HO models I could use an airbrush, dry-brush technique or weathering powders to quickly get the look I wanted. In the larger scale you could look at individual details (bolts and rivets), and see the way the rust snuggled down around the details, like in real life.

The Rustall System was developed for Military Modelers, who often need to really rust and grime up a model. Since military dioramas are static, they need a lot of help to look realistic and we can learn quite a lot about modeling from the military diorama modelers.

When you read the directions it becomes obvious why they are written the way they are, i.e. putting a model in a bag with Solution 4 and dusting it all over—so it would look like a vehicle that had been through a battle! But by applying this System to our models in a reasoned way, we can add a valuable tool to our modeling arsenal.

There is a big learning here. Often by doing some modeling in other scales or venues we learn techniques that we can apply to our primary scale. Now I find I often use Rustall on my HO models, not to rust a corrugated roof but to highlight the details on rolling stock, vehicles and machinery. And up close, like under a camera lens, they look a whole lot more realistic than my past methods! I think this is a good product and I use it a lot myself.

You can find the Rustall System at most good hobby shops. An added value to this system is it is “ready-to-run”, so if you have it at your work area it can be used without any further preparation other than shaking. It is produced by the Kuras Design Group, 112 Point Lobos Avenue, San Francisco, CA 94121, who have a web site at <http://www.rustall.com/>

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President's message

midyear meeting in the Bay Area.

Many of the region's committee chairs have agreed to continue serving PCR and other members have volunteered to serve. However, several positions remain unfilled. You will observe in the Callboard that several vacancies still exist. I hope that some “new blood” will step up and volunteer to fill these positions. We need your input of new ideas.

Bob Hundman's convention banquet speech was particularly interesting to me. He said that Hundman Publications is proving free *N Gauge* magazine subscriptions to elementary, middle and high school libraries in Indianapolis, Indiana. Bob said there appears to be a significantly greater per capita number of young model railroaders than the national average.

Bob offered to provide *N Scale* magazine subscriptions to any school library at the actual cost of printing and mailing—approximately \$12 per year. I believe that PCR, the divisions, clubs and individual members should take Hundman up on his offer. Why not sign up your local school or the school that your children or grand children attend. Please contact the school librarian beforehand.

STATEMENT OF PUBLICATION

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Editor's Notebook

By Bill Kaufman

Got down to a more reasonable size for Branch Line, this issue. I am sure that the printer and the treasurer will be much happier. As I am sure you noted, there is a new person writing the President's column and the Vice Prexy's blurb. (I'm not going to let him quit doing "Made in the PCR", however.)

There's some good stuff this issue. Jim Providenza is back with another tale from the Santa Cruz Northern. Right after the Convention there was an Operations weekend that both Seth Neumann and I have written a bit about.

Most of the rest is reports on contests at convention and divisions. Pictures were a problem this issue. Dave sent me a picture to go with his review that looked great in color but just looked like a dirty box car in gray. Jim Providenza was going to take pictures of the contest winners but told me Ray D. was taking some for the banquet. Ray says his are not very good and I should try Ken Lunders. Ken likes his even less than Ray. John Long sent me some of the awards banquet, but the backgrounds are really ugly. (Hotel's fault, not his) so I've Photoshopped the worst out.

Medically, it has been a poor time for the Region, especially the Redwood Empire Division. Harold Mentzer was in a bad car accident and, I understand, airlifted to the hospital. I hear he is beat up but will be fine. Don Cabrall came to convention, ate a bad doughnut (at least that's his story) and had to have his gall bladder taken out. I didn't even get to convention and finally ended up in the coronary unit getting a stent put in my heart. Bummer.

Speaking of Don I got the following note from him after the Convention. If you know who the man is that he is looking for, please contact him.

"Thanks for offering to include my quest to find the man I talked to on Thursday, April 24 a few hours before my gall bladder chose to attack me and I lost his card in the turmoil.

"He was from the southern reaches of PCR and was inquiring about his needs after buying a 4"X5" view camera. I gave him some information on what was needed to put the camera into service and told him I would contact him later with more information on sources and necessary items. I would like to continue the dialog but unfortunately I have not been able to even recall his name. The rest of the day was a blur so if he still needs film holders or other gear I think I can help him.

Don Cabrall
5870 McFarlane Road
Sebastopol, CA 95472
Phone; 707-544-5790
Fax: 707-824-1555
e-mail: Dwcabrall@aol.com

Ray DeBlieck offers his last Harrah as President in this issue. He's done a good job and worked hard for us. I, for one, will miss him at the helm, though he is not going far in that he stays on as Trustee and has picked up additional duties involved with conventions at the National level. I worked with him on the San Jose convention and think he will do great work there.

I also want to thank him for his parting gift to me, the President's Award for 2003. It seems silly to get something like that for doing something I enjoy like *Branch Line* and because so many people help me do it. But it is nice to be recognized.

Speaking of recognition, we should note the Master Model Railroaders in the region. They've worked hard to earn the award. It represents a

(Continued on page 5)

(Continued from page 4)

significant achievement. Here's the people I know about. If I've left you off the list let me know.

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

See you next issue.

Bill

Thanks!

For the past four years I have been proud to have served as President of the Pacific Coast Region. It has been a lot of work, but it has also been fun and most rewarding. I thank those who worked with me; Vice President Gene Mayer, Treasurer Larry Altbaum, and Secretary Rich Kolm, as well as all who filled the director seats during that time, Brewster Bird, Gus Campagna, Dave Connery, Debbie Joyner, Bob Mountjoy, Ron Plies, Bill Scott, and Jack Wall, and all who have served in and on the various departments and committees, and all who volunteered. You are the people who make this organization so great.

Most of all I want to thank all the PCR members for allowing me to do this. It has been my honor.

Ray deBlicck

Tri-Valley
Zephyr



2003 Convention Cars Available



A limited number of cars from the 2003 convention remain available on a "first come, first served" basis.

These cars were done especially for the convention by Branchline Trains in their *Blueprint Series* and are a completely prototypically correct 1947 AAR Western Pacific boxcar in the "as delivered" paint scheme (BCR car with white lettering and original builders logo and a built date of 8-47). The detailing on these kits is absolutely exquisite.

The cars come in five correct numbers and include Accumate couplers and proper weighting. The cars are \$15.00 each. Mailing costs are 1 car = \$2.00, 2 cars = \$4.00, 3 or 4 cars = \$5.00 and all five cars \$6.50. If you attended the convention and picked up some cars but would like to obtain added cars of different numbers, please include the car numbers you already have with your order.

Checks should be made out to Coast Division, PCR/NMRA and mailed to Dave Connery, 3408 Lanai Drive, San Ramon, CA 94583

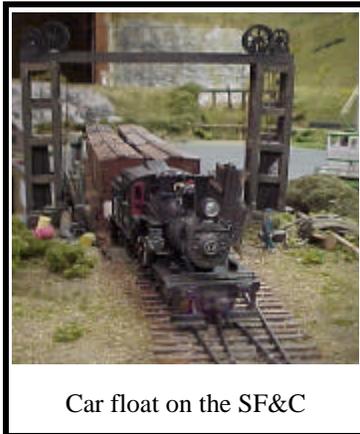


Virtual Layout Tours

Bill Kaufman

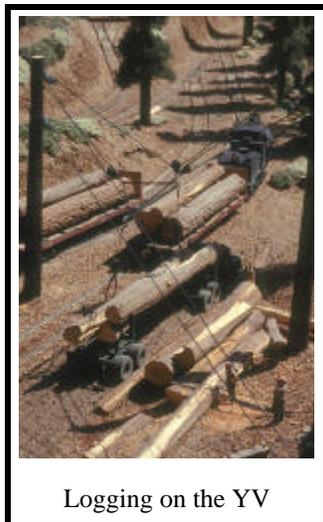
I like layout tours. I don't know anybody who doesn't like layout tours. There are a number of layouts on line and so here is a sort of virtual layout tour of websites I happen to know about. There are links to each of these at the PCR Yahoo group. <http://groups.yahoo.com/group/PCR-nmra/>

There's my *San Francisco and Colorado*. The San Francisco and Colorado Railroad and Navigation Co. has been described as The Narrow Gauge and Shortline Gazette meets Alice In Wonderland. <http://www.sfandc.org/index.htm>



Car float on the SF&C

Gus Campagna's *Goldhill & Udell Southern Railroad*. What if time stopped back in 1956 and the railroad wasn't abandoned. <http://home.earthlink.net/~campgus/goldhill.htm>



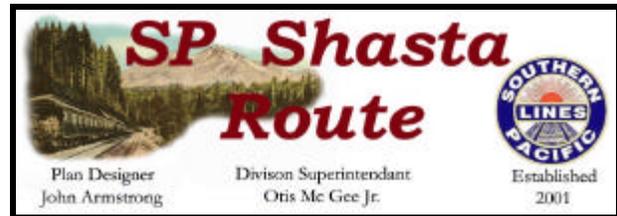
Logging on the YV

Jack Burgess *Yosemite Valley Railroad*. Historical site for the YV and one of the great layouts. Should not be missed. <http://www.yosemitevalleyrr.com>

Jim Providenza's *Santa Cruz Northern*. The SCN is a jointly owned Western Pacific / Santa Fe subsidiary, running from a connection with the WP in San Jose California south to Santa Cruz on the Pacific Coast. As such it shares many of the characteristics of similar lines in the area such as

the Central California Traction Company or the Northwestern Pacific. A very well know layout <http://www.sfandc.org/scn/>

Otis Mc Gee's *SP Shasta Route*. Otis is building the Southern Pacific Railroad's Shasta Division, Black Butte Subdivision in 1952 in a 22' x 45' room, with adjacent 7 1/2' crew lounge/workroom planned by John Armstrong <http://www.spshastaroute.com/>



Philip Smith's *Pacific Northern*. The Pacific Northern is an 16 ft by 29 ft HO Railroad set in the Pacific Northwest. Steam is still King here. Philip has dug out under the house and is building a sweet layout. <http://www.pacificnorthernrailroad.homestead.com/>

Rick Fortin's *Sierra Western & Santa Fe*. The Santa Fe never built a route to compete with the Southern Pacific northward beyond Richmond, CA. If they had, it might have looked like this in the early 70's (28ft x 47ft of HO and designed for operations and long trains using the 'linear' style of layout design popularized by David Barrow.) Another very well known layout and should not be missed. <http://www.fortinweb.com/sys-tmpl/swsf/>



(Continued from page 6)

Virtual Layout Tour

Seth Neumann's *Niles Canyon*. Niles Canyon and surrounding track, primarily depicting the Union Pacific (ex Western Pacific 1st Subdivision) from Milpitas California, through Warm Springs, Niles, Niles Canyon, Sunol, Pleasanton and Radum. Operational considerations take precedence, so in some cases industries and scenery represent typical scenes along the line. Another newish layout being built by one of the movers and shatters in the "Ops" SIG. http://home.pacbell.net/sneumann/layout_index.html

Steve Lowens' *United Pacific Railroad*. The UPRR is a mythical, free-lance pre-megamerger of all railroads with the word "Pacific" in their name (UP, SP, CP, NWP, etc.). The link is to a photo album, not a website. After you hit the link, use his e-mail address to view the pictures: sjlowens@aaahawk.com. Then look for the two UPRR albums. Enjoy! <http://www.photo.epson.com>

Robert Ray's *Northern Pacific N Scale Railroad*. This site chronicles the progress of his N.P. N-Scale Railroad, and features a freelance modular track plan. The layout is an attempt to follow Northern Pacific practices, for added realism. <http://home.attbi.com/~pray59>

Walt Cullop's *Sierra*. The Sierra Railroad from Oakdale California to Tuolumne City with a Branch Line from Jamestown Angels Camp. Designed by John Armstrong with some changes. <http://www.picturetrail.com/waltspictures>

Most clubs have web sites too. You should check the club listings at the back of *Branch Line*.

Tri-Valley Zephyr Wrap Up



By Dennis Stokely

The 2003 convention is now history. It was well attended and from my perspective a success. On Wednesday night the movies kept both convention goers and several of the hotel staff entertained well past our scheduled curfew, and on Friday night the swap meet sold-out all available tables with good returns reported by sellers.

Over one in four of our convention attendees took speeder rides in Niles Canyon on Thursday and Friday helping to raise almost \$1,800 for the Niles Canyon Railway's preservation efforts.

The non-rail attendees presented several hand made afghans to a local women's shelter, which along with Robert Hundman's talk on encouraging youth to join our hobby added to the awards ceremonies on Saturday.

I want to thank the operators of the modular layouts, those who opened their home layouts, the clinic presenters, the contest judges and those who entered models, photographs or dioramas in those contests for their efforts. I also want to thank the committee for making my job easy and a special thank you goes to those people who qualify for more than one of those categories.

Most of all I want to thank the over 260 PCR members who attended the convention for their attendance and participation.



VIEW FROM THE LEFT SEAT

By

Dave Connery, PCR Vice-president

Thanks to everyone who voted in the recent election and for your support.

It was great seeing many of you at the PCR convention in Pleasanton in late April, I hope you enjoyed it as much as I.

As Gene Mayer and I take office, one of our primary objectives is the continued implementation of the Long Range Plan. Since both of us worked on its development, we are eager to see PCR gain the benefits of this direction. The plan was developed to deal with the continual loss of membership we have experienced over the past several years. On the committee were members from each of the Divisions (John Rolston, Bob Clark, Chuck Harmon and Peter Weiglin) so the plan represents an attempt to look at this problem from the grass roots level of the Region. This committee will remain active in the implementation phase of the plan.

The first item implemented was the mailing of the last issue of the Branch Line to all NMRA members living in PCR but not current members of our Region. We hoped that by doing this one time mailing we made them mindful of the many advantages of active PCR membership.

Next on my list of implementation "to-dos" is conducting a training session open to all Division and Region volunteers, especially Superintendents, Chief Clerks, and Membership Chairs. We are planning to hold this session in conjunction with the mid-year Board Meeting to be held in the fall. The goal of the session will be to improve how things are done in our Divisions

by providing some proven tools to help make tasks easier and successful and thus help assure robust programs within each Division.

I will share more plans in the coming

The plan was developed to deal with the continual loss of membership we have experienced over the past several years. . . . Should you have any thoughts about this or any other aspect of Model Railroading here in the PCR, please don't hesitate to contact me.

quarters. If you are interested in what the Long Range Plan includes, you can view or download a copy from the files section of the PCR Yahoo Group List at <http://groups.yahoo.com/group/PCR-nmra/>. Should you have any thoughts about this or any other aspect of Model Railroading here in the PCR, please don't hesitate to contact me. My contact information is in the

Callboard near the rear of this issue and I am anxious to hear from you.



Dave Connery receiving John Allen Award at Pleasanton Convention

BOARD OF DIRECTORS HIGHLIGHTS

APRIL 23, 2003

By Rich Kolm, PCR Secretary

The PCR Board of Directors meets twice a year—one meeting is at the PCR Annual Convention in the spring, like this one, and the other is at a selected location within the Region in the fall. These meetings are open to PCR members.

The Board of Directors met at the Crowne Plaza Hotel in Pleasanton on Wednesday, April 23 at 10:00 AM. Around the table were President and Trustee Ray deBlieck, Vice-President L.E. “Gene” Mayer, Treasurer Larry Altbaum, Secretary Rich Kolm, Coast Division Proxy Jim Long for Director Jack Wall, Daylight Division Proxy Bill Scott for Director Brewster Bird, Redwood Empire Division Director Ron Plies, and Sierra Division Proxy Dick Witzens for Director Bob Mountjoy.

President’s report. President Ray deBlieck reported on the model railroad equipment bequeathed to the Pacific Coast Region by the late Keith Heinzman. The equipment is in storage and will be inventoried, but nothing will be done with it until the estate is settled. Disposal of the equipment will be considered by the Board of Directors at future meetings.

Trustee’s report. Trustee Ray deBlieck reported that the NMRA appears to have bottomed out in declining membership and the trend may be turning around. It also appears that NMRA is financially in the black, but we’ll know more later this year. The Board of Trustees approved a Long Range Plan for NMRA---copies are available and will be posted on the NMRA website. Along with the proposal for single membership, the Trustees are considering the addition of a regional component to the NMRA dues, which could be on the order of \$3.00 per year. Then each region would have to determine what additional

revenue has to be generated locally to fully cover operating expenses. Under single membership PCR would end up with twice as many members to support, which would have a significant impact on PCR operations.

PCR membership levels. Bob Ferguson, Chairperson of the Member Services Committee, reported that there are 1,487 NMRA members in the territory of PCR, but only 770 are actually members of PCR. Another 123 PCR members do not live in the Region.

Contest Committee. Chairperson Ken Lunders reported that he has resigned and this was his last meeting. President deBlieck extended his appreciation for all of Ken’s efforts with the PCR contests.

New PCR departments. The Board approved amendments to the Manual of Operations for reorganization of PCR committees into departments, contingent upon approval of amendments to the By-Laws by the membership at the Annual Business Meeting on April 27. *(The table of new PCR departments is posted on the PCR website, at www.pcrnmra.org, as are the By-Laws and Manual as amended.)*

Election of President and Vice-President. Ballot Committee Chairperson Jim Providenza reported the results of the recent PCR election: L.E. “Gene” Mayer was elected President and Dave Connery was elected Vice-President. They take office at the Annual Business Meeting on April 27.

Publication Committee. Chairperson Gus Campagna requested funding for the PCR website and generated a discussion about the cost of publishing the *Branch Line*. It is

(Continued on page 23)

New PCR Members

Here is Bob Ferguson's latest crop of new members. If you recognize any of them, welcome them to the region.

James Moore
Mark Pfeiffer
Arleen Seybert
Tom Wolfrum

Sunnyvale, CA
Walnut Creek, CA
Mt Hermon, CA
Orinda, CA

OUT OF REGION

Barry Anderson
Siles Bazerman
Don Elliott
Gale Irwin
Patricia Irwin
Charles Nauman
Edwin Nellis

Port Townsend, WA
Garden Grove, CA
Lakewood, CO
Rolling Hills Est, CA
Rolling Hills Est, CA
Las Vegas, NV
West Hills, CA

SIERRA DIVISION

Charlotte Anderson
Michael Andrews
Helene Andrews
Charles Brawman
Larry Champlin
Timothy Hardesty
Darren Henley
Jeanette Jayne
Matthew Keiser
David Megeath
Donald Miller
Mary Moore Campagna
Randal Rogers
Bob Rohwer
Robert Silva
James Spano
Walter Vipond
Thomas Vogel
Bob Walters

Manteca, CA
Yuba City, CA
Yuba City, CA
Yreka, CA
Camino, CA
Oroville, CA
Red Bluff, CA
Stockton, CA
Salida, CA
Fair Oaks, CA
Auburn, CA
Soda Springs, CA
Folsom, CA
Fair Oaks, CA
Escalon, CA
Sacramento, CA
N Highlands, CA
Ceres, CA
Montague, CA

DAYLIGHT DIVISION

Pam Berrian
Steve Biggs
Geoff Clinton
Jon Cure
Jamie Foster
Warren Gibbs
Matt Hoffman
Regis Joly
Aron Kahn
Pete Meyn
Dan Nagle
Walter Naumann
Kay Naumann
Chris Palomarez
Bill Pyper
Roger Verity
Thomas Zehnder

San Luis Obispo, CA
Tehachapi, CA
San Luis Obispo, CA
Moorpark, CA
Arroyo Grande, CA
Kingsburg, CA
San Luis Obispo, CA
Tehachapi, CA
San Luis Obispo, CA
San Luis Obispo, CA
San Luis Obispo, CA
Santa Barbara, CA
Santa Barbara, CA
Santa Maria, CA
San Luis Obispo, CA
Los Osos, CA
San Luis Obispo, CA

REDWOOD EMPIRE DIVISION

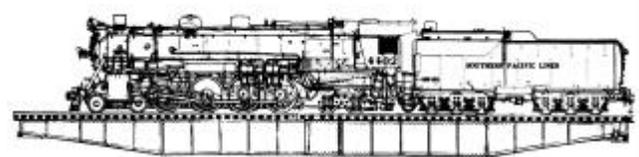
Jeff Arnold
Willard Hamilton
Barton Hildebeidel
Ronald Kaiser
Bob Leighton
Christian Mastor
Raymond Melvin
Jerry Moors
David Norris
Thomas Stack
George Tuttle
Lauren Williams

Mc Kinleyville, CA
Napa, CA
Napa, CA
Healdsburg, CA
Saint Helena, CA
Santa Rosa, CA
Crescent City, CA
Eureka, CA
Fairfield, CA
Suisun City, CA
San Rafael, CA
Petaluma, CA

COAST DIVISION

Brian Booth
Tom Brichta
George H Brown III
Theresa Mae J Carlquist
Barry Chinn
Graham Church
Henry Danis
John R Holmes
Benjamin Hom
Bob Jacobsen
Philip Lips
John Mccool

Walnut Creek, CA
Boulder Creek, CA
Concord, CA
Sunnyvale, CA
Alameda, CA
San Francisco, CA
Dublin, CA
Castro Valley, CA
Fremont, CA
Berkeley, CA
Salinas, CA
Orinda, CA



Operations

By Bill Kaufman

I remember when “DCC” seemed to be the big, scary, elitist buzz word. Before that I think it was “Prototype Modeling” “Operations” seems to be the newest one. People involved in it seem more “cutting edge” than others. They know something or are doing something that the rest of us aren’t up on.

I have often said that my *San Francisco and Colorado* is more a caricature of a railroad than a model of one. My friend Scott claims that it is a diorama that we’ll never get to run. I model a non-existent place in a semi-mythical time. I don’t even make much claim to “proto-freelancing,” although I do try to find acceptable stories to explain why things are the way they are on my layout. My primary function in our Round Robin is as the “scenery guy” who comes and dumps another couple of pounds of Woodland Scenics on the layout and glues the turnouts shut. I’m pretty fumble fingered and few of my buildings are square. I won’t even try scratch building rolling stock. Somehow, I just don’t seem myself as a candidate for cutting edge modeler.

So how did a nice boy like me with good Populist leanings get this deep into Operations? I have to admit I am in deep in it. I can’t hide out. I have an article published on it. I was involved in an “Operations Weekend” a few weeks ago where some people flew out to the Bay Area and operated on a number of local layouts including mine. A couple of years ago I flew to Kansas City for just such a weekend. My layout was open for the Ops SIG meeting earlier this year. I do a workshop on “Operations for Dummies.” Much

as I like to see myself as just one more average Joe, I cannot deny that I am more involved in “Operations” than the average.

Actually it is all Jim Providenza’s fault. He operates his layout regularly and I joined the Round Robin years ago, innocently not knowing anything about Operations. I was merrily doing my scenery thing when he says, “operating session next week.”

Not knowing any better, I showed up and, because no one else had signed up for it, was assigned to “The Crusher.” Now, if you have followed any of Jim’s articles or seen the video or anything, you might know that the Crusher is the local that works out of Mac St. Yard and switches SP crossing and East San Jose on the Santa

So how did a nice boy like me with good Populist leanings get this deep into Operations?

Cruz Northern.

That was fine with me. They are both little switching puzzles and I like switching puzzles. I once had a layout with John Allen’s “Timesaver” built in as industrial sidings so, once somebody explained car cards and waybills to me, I began happily shuffling cars around.

“Hey, you can’t leave cars out on the main like that!”

“Why not?” sez I brilliantly.

“Because you don’t have authority to occupy the main. The perishable has to come through in a few minutes,” was my introduction to rights which I didn’t have any of.

Jim and some others reasonably patiently explained the faith and practice of Track

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Operations

Warrants to me. I had wondered why everybody else was wearing a radio and I wasn't. (I just didn't know that I was supposed to pick one up. Jim had spares around for the newbies.) If I had been listening on the radio I might have figured out what those pieces of paper hanging on my clipboard along with the car cards were.

That was interesting. There were rules for this. Track Warrants are pretty simple and mostly kept me out of trouble.

Turned out that the man who had squabbled at me about the cars was the Yardmaster at Mac St. I had a bunch of cars that I was supposed to move out of SP crossing and Mac St. looked like the most likely place to take them. I called the Dispatcher on my newly acquired radio and requested authority to run into Mac St. and carefully copied the order.

"I'm coming in with six cars for you," I said to the Yardmaster.

"Good," he said. "I've got fifteen for you."

Ooooh! This was a competitive game. I was sure that I could find more stuff to make his life

crazy before he could find stuff to make my life crazy.

When John Allen first invented the Timesaver, he would hook two of them together at one track and the point became to get the cars off yours before the guy working the other one could get the cars off his. Filling Mac St. sounded like a challenge.

As I was bringing the cars in, the YM said, "By the way, here are five for WP junction."

"WP Junction?" I continued to be brilliant.

"Yeah. You going over there now or later?"

"Later," I said grabbing my fifteen cars and glad to get out of the yard with my life.

Once safely back at SP Crossing, by the way I had forgotten to ask for authority to run back there but nobody noticed, I read the description of the Crusher's work that was on the clipboard under the car cards and the track warrants. Jim had told me it was there and, I guess, assumed I would read it.

It was neat. There were a whole lot of little puzzles. There was a list of places and industries that I was supposed to switch. There were different trains I had work with, taking cars on

and off. Here were all these things that I needed to do to make this layout run. The better I figured out my part, the better the whole thing would run. It wasn't just moving cars around. It was a ballet where I had to interact with a whole bunch of other guys to get something done.

I was hooked. The more I have played this game the more I have liked it. Just as in modeling anything else on the railroads there is so much to learn. Just as the big roads don't just randomly shuffle cars about, I had to learn about blocking and moving cuts of cars. Jim changed from Track Warrants to Time Table and Train Order, for which I have never forgiven



Michael O'Quin operating on the San Francisco & Colorado after the LDSIG/OpsSig meeting in February 2003

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Operations

him. But I had to learn a new system so I had to think about what was similar and what was different about the systems. What were the problems that an operating system solved?

Why had the big road done things the way they did? I began to realize that there were a whole bunch of schemes for getting the trains over the road without crashing into each other.

I began to wonder if I could take my little diorama and create a scheme for it that made sense. I went to a couple of Ops SIG meetings and they were filled with nice guys. Jim dragged me off to Kansas City for something called "Prairie Rail." Four California boys in a snowstorm and I have pictures at the cemetery at Peculiar, Missouri to prove it. We had a wonderful time. Operated on a bunch of layouts and visited a couple more.

At some point I decided that this was actually fairly simple and wrote an article on the "For Dummies" level, 'cause that was the level that I was at.

Jim asked me to help schedule the guys that were coming out here. Now I guess that makes me one of those elitist snobs that everybody, including me, is always railing about, but I'm not going to give it up.

I suppose I could be painting the house or sorting my socks, but "Operations" is social activity with competitive and cooperative aspects like bridge or tennis or softball or Square Dancing. I like it and find it great fun. You might want to try it too.



Tri-Valley Zephyr Switching Contest Results



Thanks to the efforts of Tom Van Horn and Tom Crawford the Switching contest was held at the Tri-Valley Zephyr in the memory of Allan Fenton. The contest was very successful with the number of entries and competition. There were 36 total entries with 9 people trying the contest for the first time. There were 5 people competing in the Youth category, 2 in the Student, and 17 for the Brake Person 5 Car problem and 9 in the Senior Brake Person 6 Car Problem. Some of the competition was very intense. The results are:

Youth

	Name	Time
1 st Place	Keenan Meier	8:39
2 nd Place	Justin Meier	12:33
3 rd Place	Jack Kelly (assisted by grandpa Bill Swindell)	

Student

1 st Place	Mike Providenza	4:48
2 nd Place	Dylan Erickson	5:20

Brake Person

1 st Place	Tom Crawford	7:16
2 nd Place	Tom Knapp	7:34
3 rd Place	Glenn Joesten	

Senior Brake Person

1 st Place	John Houlihan	3:20
2 nd Place	Ed Liesse	3:36
3 rd Place	Richard Jayne	4:21

I believe that all enjoyed themselves. We are looking forward to the contest in Napa.

Jim Long



COAST DIVISION REPORT

By Rod Smith, Chief Clerk

There were 96 members and friends who came to the quarterly meet at Buchser Middle School in Santa Clara on March 2, 2003. We'd sure like to see more of our members at these meets. If you didn't come, you missed a good meet!

For instance, Dave Connery and Brad Lloyd presented a clinic on how to model a winter scene. Easy, you say? Just don't paint the plaster and it'll look like snow? Well, they gave the subject in depth treatment, showing how to model all phases of winter, from dampness and puddles, on through a thin layer of snow and up to drifts. It was great, and should be a magazine article!

The second clinic was given by Kermit Paul on Modeling with the Laser. Kermit presented a fascinating clinic which illustrated how technology is continuing to benefit model railroading in new and exciting ways. Kermit discussed how to create a simple computer drawing that can then be used to produce a custom laser "kit", letting the laser handle the complex cutting both accurately and quickly. He also showed examples of a number of special lighting and signage effects possible by combining laser cutting and LED lights.

We also enjoyed another roundtable discussion moderated by Dave Connery. This time the discussion centered on the new DCC controlled coupler, creating and managing consists, not using rubber pads in drawers for storing equipment, and techniques for installing springs for trucks and couplers. These discussions are great, and anyone is welcome to

bring up a topic for the group to work on.

Our meeting was called to order by Jim Long, the superintendent. He announced the subdivision meeting for March 29. Dennis Stokely told us about the upcoming Tri-Valley Zephyr

convention, and John Marshall introduced the new members and guests. He also asked for folks to present clinics at future meets. Our new Contest Chair, Al Dalcher, was introduced. Welcome to the Board, Al.

An election was held at this meet. Jim Long was reelected Superintendent, Rod Smith was reelected Chief Clerk, and Bob

Ferguson was reelected Paymaster. We also voted to accept the revised Coast Division Constitution and By-Laws. The motion to accept was made by Peter Weiglin, and seconded by Pat La Torres. It passed unanimously.

PCR President, Ray deBlieck, spoke about NMRA financial issues and revisions anticipated for the Bulletin. It was also announced the PCR is in need of discussion with a probate attorney about a donation issue. If you are, or know, one, please get in touch with Ray. Dave Connery discussed the special module contest for the PCR convention.

The auction this meet had 255 items entered, plus a lot of magazines in the Silent Auction. For the first time in a long time, there were a sizeable number of brass engines and cars entered. Many went home with new owners.

The contest, which was a popular vote, resulted in Bob Wirthlin winning first in Freight Car, Fred Verrier placed first in Caboose, and Alf

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If you didn't
come, you
missed a good
meet!

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

The National AP Chairman routinely receives questions about the Achievement Program and shares the answers with the Regions. These questions and answers may help members better understand the intent of the AP program.

Here are some of the recent questions and answers:

Question regarding Structures:

“I completely understand the “scratchbuilt” requirement for structures; using commercial window castings, for example, will reduce the maximum amount of scratchbuilding awarded to the model. However, what about commercial details that are not an integral part of the building? For example, I built a 100% scratchbuilt creamery and thought it would look nice to put some milk cans on the dock. So I added a figure and some purchased milk cans. Will that detract from the scratchbuilt score?”

Answer:

“To be considered completely scratchbuilt for maximum points, only the exempted items can be purchased, so the model should not receive quite the full number of points. On the other hand, it should get more points for Detail. My experience is that this small difference rarely has an impact on whether a model receives a “Merit” score or not. In a contest, it may be a different story. If another modeler built the same model to the same quality and detail and scratchbuilt the milk cans, and that was the only difference, the other model would probably receive a higher score. Remember that qualifying for a Merit Award only requires a minimum of 87.5 points.”

Question regarding Civil Engineer:

“Can I get some guidance on what a judge

looks for when judging trackwork for the “Merit Award” requirement for Civil Engineer? Under Construction, I’d guess that a double slip switch

would be viewed as more difficult than a spring switch, so does it matter which track I choose to model? Under Detail, how can I help score enough points? I can think of ties, rail, spikes, ballast, signals, and switch stands; what else will help score points? Conformity is pretty clear to me. Finish and Lettering is a mystery if it is more than painting and weathering the rail. For Scratchbuilding, it seems it either is or it isn’t - what am I

missing? Another question: I built a crossing and a crossover; can that count as the three examples, or should I build another single turnout to make three independent examples?”

Answer:

“This is a good question and you’ve pretty much answered it yourself. Let me start with Conformity. Establish what standard you are matching, so if there are any special features the judge can give credit for them. Finish and Lettering is essential and mostly consists of tie, track, and ballast weathering. If it looks realistic, it gets lots of points. I judge construction by running cars in all directions through the trackwork; if it is smooth and the work is clean, it gets lots of points.

“There are many Details that can be added to the trackwork that can earn more points.

I suggest you refer to Paul Mallery’s *Trackwork Handbook* for examples. As for the last part of your question, I expect to see three different examples or variations that demonstrate

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*These questions
and answers may
help members better
understand the
intent of the AP
program.*

(Continued from page 15)

Achievement

the ability to build well-functioning trackwork for a variety of uses. One of the most complicated examples I've seen was a dual gauge wye with two curved dual gauge crossings on two legs of the wye - it was impressive and much, much more than the minimum requirements.

"You've got the essence of the requirements so go build three examples. One last point is that you can build the track examples separate from a layout, if it is more convenient to do so."

Question regarding Dispatcher:

"I operate on a modular railroad and it changes from session to session. We operate for the public and the railroad can vary from ten modules to over forty modules. How do we document the time people spend operating when our public sessions get hopelessly clogged or we just run "round and round" to appease the public? We then go back to "operation" when things slow down."

Answer:

"Operation" connotes an organized system for running trains and moving freight over the railroad in prototypical fashion. Any set-up that meets all the specifications in the requirements can be used as documentation. The timetable and train graph requirements can be met by operating without distractions, or by combining several blocks of time together. During the times you are actually operating, count the time for those actually performing the specified jobs. When there is a disruption or interruption to your operation, "suspend" the clock. I'd suggest you try to find times and places you can set up and run interruption-free operating sessions."

I am happy to announce that PCR member Ron Plies has received an Achievement Program award for Model Railroad Engineer - Electrical. In addition, Ron Blumensaadt has been awarded a Golden Spike. Congratulations to you both!

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

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Coast Division

Modine was first in M-O-W. The Switching Contest was won by Don Shortt for Brakeman, and Alan Havens for Senior Brakeman. Congratulations to the winners, and also to all who entered. The raffle had two winners, but I only captured the name of one of them, Tom Crawford.

We all enjoyed the fine snack bar run by the Rainbow Girls. Sure do appreciate their loyalty in keeping us all fed and happy. This is a fund raiser for their projects, so everyone is encouraged to support them by buying food and drink during the meet. Hot stuff is hot, and cold stuff is cold. What more could you ask?

Upcoming meetings are: June 1 in Fremont, at the California School for the Deaf; September 7 in Santa Clara at Buchser Middle School; and December 7 in Fremont, at the California School for the Deaf.

Note there are only two meeting sites in the entire Coast Division! We sure could use more sites, so if you know of a possible site, please contact the Superintendent so we can pursue it.

And keep your eyes open for additional subdivision meets as they are announced. A good way to know what's going on is to subscribe to the PCR-NMRA group at Yahoo Groups on the internet. We only get a couple of messages per day on average, but it is constantly being updated and questions can be posed and answered as well. Try it out.



National Garden Railroad Convention

In Sacramento

9-13 July, 2003

The 19th National Garden Railways Convention hosted by the Sacramento Valley Garden Railway Society in Sacramento, the heart of California. Running from 9-13 July, 2003, the Convention will be headquartered at the DoubleTree Hotel, near CalExpo, with an upscale mall across the street. The hotel is offering great rates for the convention, just \$88 per night with free parking. There will be 103 Vendor spaces at the hotel, and is currently sold out. There is local transportation in the form of light rail and local bus service.

Transportation will be available to activities held away from the hotel. The company store and an Ice Cream Social will be held at the hotel.

The California State Railroad Museum in Old Sacramento will be a feature of the Convention and there will be shuttle buses to the museum. This is one of the premier Railroad Museums in the country. A special attraction at the Museum will be the Del Oro modular railway, a truly outstanding and enjoyable layout. It has been featured at the Queen Mary Big Train Show for a number of years.

Air-conditioned buses will be available to tour railways. Railways open for the tour will also be available by car if you prefer to do your own driving. Each day will feature a different group of railway layouts. There will also be some railways, in outlying areas, open for visitors arriving or departing by automobile.

A barbecue will be held at Hagan Park (limited to 400 guests), home of the Sacramento Live Steam group. There will be a quarter sized steam trains available to ride around the park. The Saturday Night Banquet, to be held at the Hotel is limited to 300 guests.



There will be a farewell breakfast before leaving for self-guided railway tours, and other tours including the very large Union Pacific rail yard in Roseville; three railroad hobby stores in Roseville and Sacramento; railroad museums in Folsom, Placerville, and Rio Vista; the Nevada State Railroad Museum;

Virginia City, Nevada; and a number of other nearby attractions.

Sacramento is easy to reach, either by airlines or by Amtrak. For registration and other information, go to www.svgrrs.org

Contacts

Registration:

SVGRS

Attn: Tom Silver

P O Box 359

Roseville CA 95678

tandbsilver@cs.com

(916) 988-0536

Vendor Registration:

SVGRS

Steve Wildermuth

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Roseville CA 95678

sdwdesign@rsvl.net

(916) 721-1302

Pictures From Convention

By Jim Long

Here are a few photos from the convention contributed by Jim Long



The inimitable Dwayne Coate and the Hobo Breakfast



Ed Liesse and John Holihan—Best in Show and Miss Congeniality on the Switching Contest.



Ray De Blicke hardly shows any emotion at being named Coast Division's Member of the year.



While the rest of us play, the Non-Rails do good works. Mary Moore Campagna and the representative of the shelter the Non-Rails donated their quilt to



Joseph Aymar (far left) won 1st place in diesels and Freight Cars (Open). Gary Anderson won for Traction and self propelled cars



ANNUAL MEETING HIGHLIGHTS

APRIL 27, 2003

By Rich Kolm, PCR Secretary

The Annual Business Meeting of members of the Pacific Coast Region is held in conjunction with the PCR Convention each year.

President Ray deBlieck called the meeting to order at 8:50 AM on Sunday, April 27 following the PCR convention breakfast at the Crowne Plaza Hotel in Pleasanton. There were 42 PCR members present.

Trustee deBlieck explained the NMRA Long Range Plan, which includes a proposal for single membership---membership in the NMRA would automatically include membership in the region and division where the member resides. Also, the NMRA Board of Trustees would be consolidated to streamline its operations, no longer having a trustee for each of the 17 regions. He said it may be another year before we see the proposed NMRA By-Laws on the ballot for membership approval. In the meantime, copies of the plan are available and he is looking for feedback.

Secretary Rich Kolm gave a summary of the Board of Directors meeting on April 23 (*see Highlights of the Board Meeting*).

Trustee deBlieck announced that he has been appointed Administrator of NMRA National Conventions. NMRA will be taking the lead in putting on national conventions, which will become fully operational in a couple of years.

L.E. "Gene" Mayer was elected President and Dave Connery was elected Vice-President in the recent PCR election. They took office as the first item of new business. President Mayer announced that Larry Altbaum and Rich Kolm

agreed to continue as Treasurer and Secretary, respectively.

The By-Laws were amended to reorganize PCR committees into departments on a motion by Bill Scott that was adopted on a unanimous vote. On April 23, the Board of Directors approved amendment of the PCR Manual of Operations

**The By-Laws
were amended
to reorganize
PCR
committees
into
departments**

contingent upon this approval of the By-Laws. (*The table of new PCR departments is posted on the PCR website, at www.pcrnmra.org, as are the By-Laws and Manual as amended.*)

President Mayer reported on implementation of PCR's new Long Range Plan, which will be under the leadership of Vice-President Connery. The LRP includes programs at the Division level for membership retention and for attracting new members. (*Copies are available by e-mail from Secretary Kolm.*)

Representatives of Daylight, Redwood Empire, and Sierra Divisions announced their upcoming activities. Gus Campagna announced that registrations are now being accepted for next year's PCR convention, "Napa Valley '04", which will be at the Embassy Suites Hotel in Napa, April 29 to May 2, 2004. Future PCR conventions will be in Concord in 2005 and in Sacramento in 2006.

The meeting was adjourned at 9:40 AM. The next Annual Business Meeting will be at the 2004 PCR Convention in Napa.

RLK 5/16/03

Tales of the Santa Cruz Northern

By
Jim Providenza

It Was Whole for a Whole Two Weeks!

I've just come in from the garage, having promised our esteemed editor that I would get something emailed to him this weekend. Wiping the plaster dust off my hands, I hadn't realized that it had been that long ago that I put in the scenery at the east end of Dougherty's. I've been using premixed wallboard mud for scenery for, well, a long time, certainly at least 7 or 8 years.

As I sat down I realized that the SCN had once again been "whole" until about an hour ago. It had looked essentially complete. All track was ballasted, all rail weathered. All the basic scenery had been completed. There was only one mocked up structure on the layout, the L. A. Hearne Co. up at Fallon. And that was a photographic mockup to boot. The SCN looked pretty good. It ran pretty well. And that lasted all of about -- two weeks.

Now two weeks is undoubtedly some sort of record, at least for the Santa Cruz Northern. But that is okay. The railroad has only been "complete" once before, back in February and March of 2000. That time it stayed that way for about 5 or 6 weeks as I recall. If you have a copy of Allen Keller's Great Model Railroads #35, it was shot late February 2000. It took about a month after Allen and his crew left for me to start tearing into things as I installed 4 Tomar train order signals and backdated the station at E. Rica. Even then the damage wasn't too significant and you could say with some truth that the SCN was an (almost) finished railroad until early October of that year. Of course then I went after the main peninsula with 12 close

friends and a Sawz-All.

When the dust settled we had moved the peninsula out into "car space" about a foot; we were operating again by early March 2001, in time for the annual SCN WinterRail op session. I've never believed in letting scenery and such like stuff interfere with the business of

operations, so with one thing and another, there was much to be done on the SCN as this year's PCR convention rolled around. I had several op sessions scheduled for the time around the convention and I was determined to have the layout looking its best.

Some of you may have met Doug Harding at the convention, a good friend out from Iowa. Doug stayed with us for a week and "vacationed" by putting in several days' hard labor on the SCN, working over areas at Fallon and down the branch to San Vicente. I'm afraid when he gets back to his Iowa Central RR his first few feet of new scenery may look suspiciously like parts of the California Coast Range! With Doug's help the SCN really looked its best for the op sessions.

But, while the SCN looked fine and ran well, we kept running into operational problems on the railroad during the op sessions. We couldn't seem to get the trains over the road smoothly. Crews were concerned that trains were too long, scheduled meets didn't work out well; locals couldn't seem to get their work done in time to



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Operations Special Interest Group News

By

Seth Neumann

We had a lot of Operations activities in the Bay Area this past quarter. The Tri-Valley Zephyr (2003 PCR Convention) featured a strong operational track with Presentations on setting up and operating under TT&TO by Jack Burgess of Yosemite Valley Fame, Jim Providenza gave a comprehensive introduction to Operations in his "Realistic Operations" clinic, I presented clinic on yard design and operations and then we had the Operations roundtable, followed by dinner and then the Layout Design Sig roundtable, moderated by Jim Providenza. Branch line editor, Bill Kaufman was scheduled to present and introduction to operations but had to cancel due to illness. Happily, he is fine now!



The roundtables were wide ranging covering everything from layout construction to backdrops, to special design considerations for time table and train order operations! It seemed like the meeting was continuing over at the Outback Steakhouse during dinner, judging from the familiar faces at the neighboring tables. By my count, at least 50 people participated at some time during the day and we never had less than 30 people.

In addition to the events surrounding the PCR convention (and thanks to the PCR leadership for all of the support of the OP/LD activity!), we were fortunate to have a number of out of town operators visit the Bay Area recently. This let the local layout owners show off their efforts to an appreciative crowd and get a lot of useful feedback on their operating schemes. It gave the rest of us an opportunity to operate with some new people and share techniques and stories with

a lot of very knowledgeable folks. We now have over a dozen operating layouts in the area, several of which have made major improvements or come on line in the last year.

The upshot of this activity is that a number of us have decided to organize a biennial (every other year) operating event, tentatively called BayRail, to be held in the late fall or early Spring, the first of which will be held in fall 2004 or Spring 2005. Contact me if you are a layout owner interested in getting involved.

That's all for now!

Seth Neumann

sneumann@pacbell.net

650-965-4687

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make connections. The Cementipede seemed to cause havoc wherever it was. I asked for input and decided that we really did need a longer siding at Dougherty's if we were going to continue to run trains of the length I wanted to.

Ahhh, but you see "The Plan" doesn't call for any work up at Dougherty's for another year or three when I expect to make another set of major changes to the layout. And of course the layout was finally whole again...

So, I decided to scrape the timeline. The fascia on the helix above Watson Crick Trestle is toast. Sawdust and plaster dust are settling; my trusty Dremel moto-tool, now on its last legs after 30 years of service, will be called on one more time for some rail cutting and grinding. The new east switch at Dougherty's should be taking shape this evening. Long live the Santa Cruz Northern, may it never be finished!

GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

The Museum opened to the public on the first weekend of April and will continue its schedule through the end of December 2003. The Museum is open on Saturdays and Sundays from noon to 5 PM; however, certain model train operations are scheduled only for Sundays and Memorial Day, 4th of July and Labor Day. Saturdays the Museum is open for visitation and trains may or may not be running on the layouts and members may be working on the layouts. The public and other model railroaders are of course welcome to visit on Saturdays 12-5 PM, Wednesdays from 12-5 PM and Friday evenings from 7:30-10 PM. No fees are collected except on Sundays and the indicated holidays.

The front of the Museum has a new look with the installation of a wrought iron style fence, with new landscaping yet to be installed featuring appropriate railroad artifacts. We are still hopeful of installing a prototype caboose and other cars on the spur in front of the Museum on Dornan Drive and are still sad about the loss of the UP baggage car that we hoped would be the first car on the premises. The good news is that it will be added to the PLA collection at Niles. The East Bay Regional Parks has corrected the peeling paint problem on our roof beams and even the interior has a fresher look. Attendance has not suffered from our new schedule and we are always looking for new members to help build and run our public layouts. We specifically seek HO traction and narrow gauge enthusiasts and O scale modelers of all varieties.

Associate memberships 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 and to help with the door.

One of the exciting attractions at the Museum is to see members run their brass and other super detailed equipment on Sundays. All eras and many railroads, particularly fallen flags are represented. HO scale generally operates their layout in accordance with a specific theme, such as 'transition' or 'modern,' and this displays the modelers' art at the highest level. The N and HO layouts also evoke many scenes in the style of modeling the prototype, such as the Tehachapi Loop, Oakland Mole, John Muir Trestle, Bakersfield Yard, Yolo Causeway and Key Route Inn.

Other nearby attractions include the Park for picnics and hiking (Bay Trail); the RED OAK VICTORY and the ATSF Ferry Pier restoration just down the road; and, the Rosie the Riveter Memorial and National Park. We continue to receive much-needed donations of equipment and books. In fact, we are in the process of receiving a donation of a historic brass collection, which will be displayed to the public. As a tax exempt organization, all donations to the Museum ordinarily are tax deductible and donations of models, prototype artifacts and library materials, both prototype and model, are greatly appreciated. Donated equipment is either used in our Museum operations or is auctioned off to members or otherwise sold with the funds benefiting the Museum.

(Continued from page 9)

Board of Directors

recognized that improvement of paper and printing quality would cost significantly more than the current expense. The Board left it to the Chairperson to deal with keeping costs in line.

PCR Conventions. Jim Long, Convention Committee Chairperson, reported on the status of upcoming conventions:

2004 in Napa: "Napa Valley 04" will be at Embassy Suites, hosted by the Napa Valley Railroaders and the Redwood Empire Division. Harold Mentzer is the Chairperson and Gus Campagna is the Registrar.

2005 in Concord: This one will be at the Sheraton Concord Hotel, hosted by the Walnut Creek Model Railroad Society. Bill Swindell is the Chairperson and Bob Ferguson is the Registrar.

2006 in Sacramento: L.E. "Gene" Mayer said there is still no word whether the California State Railroad Museum will have a 25th Anniversary celebration that year. Convention plans and dates may have to be firmed up regardless of the museum's plans.

John Allen Award. Chairperson Ray deBlicke reported that the Honors Committee will administer the award for the Coast Division, but the Coast Division will remain the sponsor.

PCR Long Range Plan Implementation. L.E. "Gene" Mayer, Chairperson of the Long Range Planning Committee, reported that the members of the Committee have agreed to stay on as the new Long Range Plan Implementation Committee, which will be headed by Dave Connery. The last issue of the *Branch Line* was mailed to all NMRA members in the PCR territory. PCR leadership training, for region

and division officers, will be offered in conjunction with the mid-year Board meeting on Saturday, October 25.

Purchase and storage of PCR equipment. Director Plies initiated a discussion of whether PCR should purchase and store equipment, such as digital ("power point") projectors, for use by convention committees and divisions. President deBlicke created a special committee to study the matter and report back at the next Board meeting.

Question about joint activities with PSR. A member of PCR asked the Board to consider entering into discussions with Pacific Southwest Region (PSR) about joint activities because both regions are affected by declining membership, reduced participation at regional conventions, and increased costs. PSR was part of a larger PCR until the split in the early 1980s. Trustee deBlicke and President-Elect Mayer agreed to take this question under advisement and report back to the Board.

PCR Budget. Treasurer Larry Altbaum presented a Budget for FY 2003, which was approved by the Board with revisions discussed during the Board meeting.

The next meeting of the PCR Board of Directors will be on Saturday, October 25, 2003, at a location to be determined.

RLK 5/16/03



CONTEST REPORT

By Ken Lunders, PCR Contest Chair

Thanks to everyone who participated in the model contest this past convention. I am pleased to report that 14 of the entries earned Merit Awards. This is more than TWICE the number at any previous PCR convention I have been involved in.

Elsewhere in this issue you should find columns regarding the results of the Switching Contest, and the special Mini-Diorama contest, as well as one by Jim Providenza about the Photo Contest.

Special thanks go out to the Convention Contest Chairman, Rusty Rustermeier, and to the following individuals who volunteered and who judged the models: Bill Scott, Phil Maggs, Bob Wirthlin, Steve Wesolowski, Tom Vanden Bosch, Joseph Aymar, Ed Zak, Pat LaTorres, Jim Radkey, Ken Martin, and Bill Roberts.

THE RESULTS

Steam Locomotive – Open

1st place – Scott Maze – O Fenchurch 0-6-0T — Merit Award earned with 98 points

Steam Locomotive – Kit

3rd place – Bill Case – HO German Class 85 Tank Engine

2nd place – Tom Knapp – Nn3 Pacific Coast #107

1st place – Scott Maze – O London Northeastern Rwy #2512 — Merit Award earned with 96 points

Diesel & Other Locomotives – Open

1st place – Joseph Aymar – HO UP SD70M — Merit Award earned with 96 points

Freight Car – Open

3rd place – Charles Harmon – HO St. Louis, Iron Mtn. & Southern Stock Car — Merit Award earned with 88 points

2nd place – Scott Maze – O Yosemite Short Line Boxcar — Merit Award earned with 98 points

1st place – Joseph Aymar – HO Wabash 4-truck Flatcar with Load — Merit Award earned with 105 points

Freight Car – Kit

2nd place – John Houlihan – O UP Bulkhead Flatcar

1st place – John Houlihan – O PFE Reefer

Caboose – Open

2nd place – Charles Harmon – O Santa Fe #1089 - Merit Award earned with 92 points

1st place – Robert Ray – Z NP 24' Wood Caboose #1668 - Merit Award earned with 107 points



Fred Verrier won for both a MOW—Kit and Display—kit, earning a Merit Award for the Discount Tire Service display.

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(Continued from page 24)

Caboose – Kit

1st place – Fred Verrier – On30 Cedarvale & Mt. Summit Lines #910

M-O-W – Kit

1st place – Fred Verrier – O Sierra Pacific Logging Heavy Equipment Flatcar

Structure – Open

2nd place – Bill Goodenough – HO Fruit Packing Shed - Merit Award earned with 89 points

1st place – Joseph Aymar – HO Curved Wood Trestle - Merit Award earned with 97 points

Structure – Kit

2nd place – Mike Blumensaadt – N Gulf Service Station

1st place – Mike Blumensaadt – N 5 Story Hotel

Structure – Novice

3rd place – Ron Kaiser – HO Small Freight Shed

2nd place – Ron Kaiser – HO Pritchard’s Barn

1st place – Gus Campagna – G Narrow Gauge Truss Rod Bridge

Display – Open

2nd place – Harold Mentzer – HO Tie Mill - Merit Award earned with 89 points

1st place – Bob Wirthlin – HO Coal Tipple - Merit Award earned with 97 points

Display – Kit

1st place – Fred Verrier – O Dan’s Discount Tire Service - Merit Award earned with 89 points

Traction & Self Propelled Cars – Kit

1st place – Gary Anderson – HO B.A.R.T. A Car

Best in Show

Tom Vanden Bosch – HO NYC Well Car - Tom’s outstanding model earned 113 points and a Merit Award.

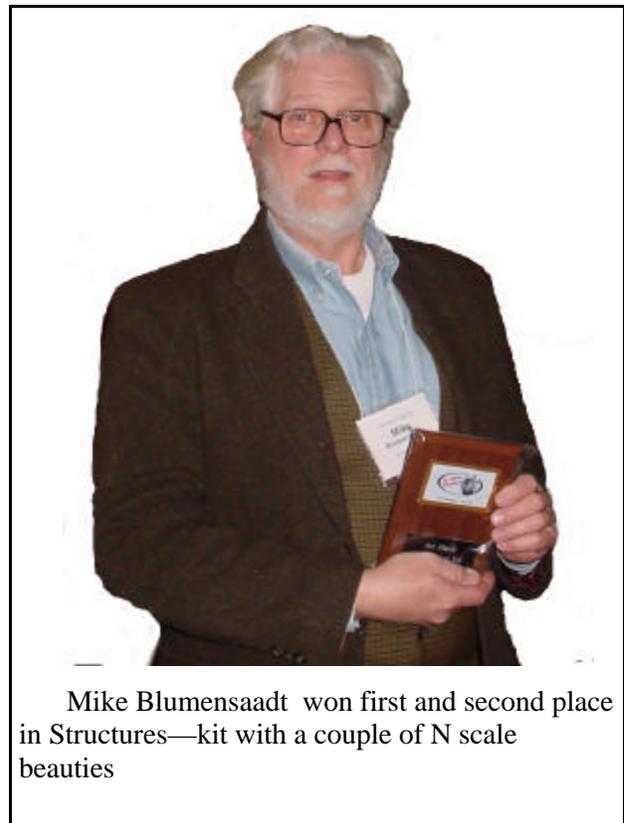
The Ingenuity Award is only occasionally presented. According to the PCR Contest Directory, “The Ingenuity Award will be given

for the entry with the most ingenious or innovative features, construction methods, or materials. The winner of the Ingenuity Award must provide the PCR newsletter editor with a written description of the model’s winning features.” This year I am pleased to announce that it was awarded to Bob Wirthlin for his animated coal tipple. I hope to read a review of his project elsewhere in this issue of the *Branch Line*, or in a future one.

Once again there were modular setups at the convention and not one entry was received for the Module/Portable Layout Contest. This is the third year in a row. I can guarantee there will be at least one next year!

OTHER MATTERS

This is my last column as PCR Contest Chairman. Bill Scott, whom most of you know, will be taking the job. Bill has been instrumental in making sure we have ribbons, plaques & other items necessary for the contests to run smoothly. I am sure things can only get better from this point onward with Bill in charge.



Mike Blumensaadt won first and second place in Structures—kit with a couple of N scale beauties



Daylight Division Report

by Doug Wagner

Who would have thought that we would be contending with rain and snow in California in May? Well, despite the inclement weather and just being a week after the PCR convention in Pleasanton, we still have a good showing of members at the Daylight meet in Mariposa, May 3rd. The meeting was held at Bob Jakl's, which is housed in a 34' x 80' building—and the layout takes up the whole building! Everyone was treated to an unbelievable collection of O Scale equipment on a gigantic layout that was running at least 4 through trains continuously along with some yard activity.

After the conclusion of the meeting, everyone headed for lunch at Hamburger Heaven, in Mariposa, where I enjoyed one of the best burgers I've ever had—and they weren't small, either! After eating too much at lunch, we headed over to a quaint train shop, Dale's Rails, also in Mariposa. After spending some of our hard-earned money at Dale's, we headed out for an afternoon of layout visiting.

We then headed to Glenn Sutherland's magnificent HO Sierra Railway layout with its dozens of prototype scenes, including a scene depicting 3 dogs barking at a snake—complete with sound! Next came Dave Viale's O Scale Southern Pacific empire, to be believed only when seen. Dave has started scenery on his layout and will be completed by the time of the Daylight hosted PCR convention in 2008--but more on the convention later.

After visiting the 3 layouts up on the hill, it was time to travel down to Merced to visit 3 layouts there. Charlie Pigott's HO scale West Virginia based layout, Jim North's bedroom sized Santa Fe layout and Rudi Von Prittwitz's Southern Pacific Tehachapi Loop layout were enjoyed by all those that dropped by to visit these

great looking layouts. It was a great day for visiting some great layouts.

The Daylight Division's next meet will be held in Santa Barbara on Saturday, August 23rd. It will be hosted by Gary Siegel's Louisville and Nashville layout. For those that haven't been to any Daylight meets, even when it's in your own city (and you members know who you are!), make an excuse to get over to Santa Barbara for the weekend. I'm sure that you could convince your significant other to come over to Santa Barbara for the weekend! Besides, you'll get to operate on one of the premiere layouts around on Gary's L & N HO scale layout and see some other great layouts to boot! And I'll guarantee that you'll learn how to make some great looking trees for Gary's layout!

In other Daylight business, Chuck Harmon, of Fresno, has offered to take over as editor of the Observation newsletter. I'm not sure if he really offered because he wanted to, or he was just tired of hearing me complaining about doing it! Only kidding, Chuck! But really, I'm very appreciative of Chuck taking some of my workload off of my shoulders! And besides, he'll make my wife happy as now I'll have more time for all those honey-do's that have been on the back burner for eons! If you now want to have something put in the Observation, send it to Chuck Harmon via email at harmonsta@aol.com. If you still want to do it the old fashion way, please send it to Doug Wagner at (661) 589-0391, and I'll forward it to Chuck.

Now, for the convention in 2008 I mentioned earlier. It will be the Daylight Division's turn to host the PCR convention in 2008. Since the last two were in the "southern" part of the division—

(Continued on page 27)



Redwood Empire Division Report

by Steve Skold

RED's annual meeting occurred on May 10th at the home of the Vallejo Model Railroad Club. Elections were held for Superintendent and Chief Clerk. Nolan Alexander narrowly defeated Pat Boyle for Superintendent by one vote-19-18. That goes to show every vote counts! Steve Skold was elected unopposed for Chief Clerk. We had 37 votes cast out of 103 regular members which is the highest turnout in recent years. It is amazing what a contested election can do.

Gus Campagna replaced Mike McSween as Membership Chairman. Mike had done a fine job for the past 6 years. He decided it was time for someone else. Another change, Steve Skold is filling in for Contest Chairman, a position that has not been filled for some time.

RED had about 20% of its membership attend the recent PCR Convention in Pleasanton. It would be nice if we could get that kind of participation at next years Convention in Napa. Gus Campagna took a first in the contest with his G scale bridge. The Sonoma County Hi-Ballers won the coveted Best Use of Space award in the Special Mini-Diorama contest. Finally, Ron Kaiser took a second and a third in Structures. Pat Boyle won the RED Member of the Year award.

Nolan Alexander, Gus Campagna, Mary Moore-Campagna and Ed Zakerekis spent a lot of hours in the hospitality room signing up registrants for the Napa Convention. Harold Mentzer was unable to attend as he was recovering from broken ribs in an automobile accident. Don Cabrall was stricken with a gall bladder attack after lunch on Thursday and spent the rest of the weekend in the hospital where he had the offending organ removed. They are both recovering nicely.

The next RED meet will be in Ferndale and

will be covered elsewhere in this edition. The November meet will be held on November 9th in Santa Rosa. Details will be in a future the Call Board.

Did you know that Joseph Aymar won a first place with his Diesel Locomotive?

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1997, in Bakersfield, and 2001, in San Luis Obispo--the consensus at the Mariposa meet amongst the members, was that the 2008 convention should be held in the "northern" part of the division, say Fresno or Merced. No committee has officially been formed yet, but if you have any suggestions, please forward them to Doug Wagner either by email at carldw@aol.com, or by phone at (661) 589-0391. A committee will have to be formed, so some of you may be getting a begging phone call from one of us. I've already volunteered to serve as Registrar for the convention, so that nails one position down.

I guess that's enough for the Daylight Division for now. After being a little lazy in getting the reports in, I'm trying to make up for it. Remember, Santa Barbara, August 23rd, weekend in Santa Barbara. That should be enough! —*Doug Wagner*



Club Info

BAY AREA NTRAK MODEL RAILROAD CLUB

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY

Located at 900-A Dornan Drive in Miller-Knox Regional Park in Point

Richmond, CA. Club meetings and behind the scenes tours, to which you are welcome, are Friday evenings from 7:30 to 10 PM, and Wednesday afternoons from 12 to 4 PM when work on the layouts typically is done. We welcome new members in all our scales, O, HO and N, including narrow gauge and traction enthusiasts. For information, a map and to see photos view, www.gsrmr.org. Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 PM). For other information or to schedule special shows, email John Edginton, EBMES President, at jedginton@edg-law.com or use the communication section of the website.

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

NITTY GRITTY NARROW GAUGERS

The Nitty Gritty Narrow Gaugers is a round robin group of On3 modelers that meets bi-weekly in members'

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homes in or near the Santa Clara Valley. Individual members construct modules following basic guidelines. We display our modular railroad twice a year. There are no officers, no dues and no bylaws. Contact Fred Verrier, 889 Brookgrove Ln., Cupertino, CA 95014(408) 253-9669

SACRAMENTO MODEL HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to dmegeath@aol.com; web site <http://www.smrhs.com> Modeled as the Sierra Central Railroad, both HO and HO_{N3} layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 pm.

SACRAMENTO MODULAR RAILROADERS

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

Santa Barbara, California. We meet every third Tuesday at 7:30PM and other times. The club consists of enthusiasts of all scales and prototypes. Membership is \$2 per month. The club has no address, but activities includes operations and work sessions at member layouts and field trips. The club has a collection of railroad books and videos for loan to members. Email the club secretary, Walter Naumann at wjnaumann@aol.com or phone at 805 564 1359.

TRI-CITIES MODEL RAILROAD CLUB

The Tri-Cities Club meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO scale layouts. Work nights are Friday, the business meeting is the 1st Tuesday of the month and operating session are on the 1st and 3rd Sunday. For more information contact Stanley Keiser at (510) 791-1504. The Tri-City Society of Model Engineers (TCSME) will be holding a Railroad Swap Meet at the Niles Depot on Mission Blvd in Fremont on June 1 from 10 until 5. Anyone wanting to obtain a table please contact Nick Frischhertz at (408) 263-4210 nffjr@aol.com. Their website is <http://nilesdepot.railfan.net/>.

VALLEJO MODEL RAILROAD CLUB

The Vallejo Model Railroad Club, founded in 1976, takes its theme from the environs of the greater Vallejo and Solano County region, with diversions into mountains, logging, and mining. The Club is home to the two thousand (2000) square foot HO-scale layout Vallejo and Solano Western Railroad and a smaller N-scale layout. The club currently meets every Wednesday and Friday evening (with exceptions for Holidays). Doors open by 7:00 PM. It is located in the Civic Building, Solano County Fairgrounds, 900 Fairgrounds Drive, off Interstate 80 at Highway 37, in Vallejo, California. Enter Sage Street, Gate #1; if stopped by the Gate Guard, state that you are 'visiting the Vallejo Model Railroad Club'. The Club welcomes all model railroad hobbyists and enjoys visits and tours, with prior arrangements. Contacts may be to PO Box 4057, Vallejo, California, 94590-0405. The Club's telephone, which has an answering machine, is 707-643-1809. E-mails may be to either loggingRR@aol.com or lamberttrp@aol.com.

WALNUT CREEK MODEL RAILROAD SOCIETY

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



**MEMBERSHIP APPLICATION
PACIFIC COAST REGION**

5/03

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIPCODE: _____

TELEPHONE: _____ NMRA # (if a member): _____

FAMILY MEMBER NAME(S) _____

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

- PCR and NMRA for one year at \$51.00
- PCR and NMRA for five years \$235.00
- NMRA Affiliate and PCR at \$29.00
(No NMRA Newsletter)
- NMRA YOUTH and PCR at \$36.00
- PCR only (requires NMRA membership# above) at \$6.00
- PCR only - five years (requires NMRA # above) at \$25.00
- PCR Family Associate at \$1.00 (Must have Regular PCR member as sponsor)
- Check here if this is a renewal PCR# _____

Life Memberships in both the NMRA and PCR are available. Contact the Member Services Chairman for actuarial quote. Send Application form and remittance to: PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553. Allow 3-6 weeks for processing.

The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Verification by _____ NMRA# _____

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– 2004 Napa Valley	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– 2005 Concord	Bill Swindell	(925) 372-6996	Bill.Swindell@clorox.com
– 2006 Sacramento	(vacant)	---	---

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– Daylight Division	Brewster Bird	(559) 732-6096	mec569@yahoo.com
– Redwood Empire Division	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– Sierra Division	(vacant)	---	---
– Hawaiian Division	(vacant)	---	---

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Non-Rail Activities Committee	---	---	---

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MARTINEZ, CA 94553

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Calendar

June 1, 2003: 10:00-5:00 Tri-Cities Model RR club
railroad swap meet, Niles Depot, Fremont.

July 9-13, 2003: 19th Annual Garden Railway
Convention, Sacramento website: www.svgrrs.org

July 13-19, 2003: NMRA National in Toronto.

July 19-20, 2003: GATS San Mateo at the San Mateo
Expo Center

July 22-27, 2003: Union Pacific Historical Society
Meet in San Pedro CA [http://www.uphs.org/
convention.htm](http://www.uphs.org/convention.htm)

August 1-3, 2003: RED Summer Picnic meet in
Fortuna CA.

August 8-10, 2003 San Luis Obispo Model Railroad
Club Vets Hall Run in San Luis Obispo.

August 16-17, 2003: GATS Santa Rosa at the
Sonoma Co Fairgrounds

September 7, 2003: Coast Division's Quarterly Meet
Buchser Middle School in Santa Clara (1111
Bellomy St.)

October 4 & 5, 2003 San Luis Obispo Model
Railroad Club 14th Annual Model Train Show,
Veteran's Memorial Hall, San Luis Obispo

October 25, 2003,--PCR Leadership Conference 10
AM preceding Board Meeting at California
School for the Deaf, Fremont.

October 25, 2003,--PCR Midyear Board of Directors
Meeting 1 PM to 4 PM.at California School for
the Deaf, Fremont.

October 25, 2003, 9:30 am to 4:00 pm Stanislaus
Model Railroaders 20th Annual Railroad Show
and Swap Meet. Oakdale Community Center,
Oakdale

If you have any more listings send them to
whk58@pacbell.net