

BRANCH LINE

NMRA'S FIRST REGION

USPS 870-060 ISSN 07449771

VOLUME 59 NUMBER 4

October—December 2002

Table of Contents

- Page 1 - Vice President's
Message
- Page 2 - Made in the PCR
- Page 3 - Editor's Notebook
- Page 4 - Anne In India
- Page 6 - Home Layout or Club
- Page 7 - Maple Leaf 2003
- Page 8 - Designing for
Operations at
Ellenville
- Page 10 - Tri-Valley Zephyr
Clinics
- Page 11 - Achievement
Program
- Page 12 - Highlights of the
Board of Directors
- Page 14 - S-Scale in Review
- Page 16 - Tales of the Santa
Cruz Northern
- Page 18 - Tri-valley Outside
Activities
- Page 19 - ELSIE
- Page 20 - Tri-valley
Registration Form
- Page 21 - Coast Division Rpt.
- Page 22 - Contest Report
- Page 32 - Operations SIG
- Page 33 - RED Report
- Page 34 - Special Diorama
Contest
- Page 35 - Club Information
- Page 39 - Callboard
- Page 40 - Calendar

VICE PRESIDENT'S MESSAGE

By Gene Mayer

The Long Range Planning Committee submitted its final report to the Board of Directors (BOD) at the midyear meeting in Sacramento October 26. After a brief discussion and input from other members, the Board approved the plan unanimously. President deBlicek asked the committee to develop an implementation plan. Committee member Dave Connery volunteered to coordinate the first phase sending copies of the January Branch Line to all NMRA members who reside within the regional geographic boundaries.

The plan approved by the Board emphasizes the need for (1) improved communications, (2) revitalized division and local activities and (3) a new educational program to train new regional and division officers and committee chairs.. Any member who would like to review the plan can obtain an electronic copy from Secretary Rich Kolm (a PDF version) or me for a Word 2000 version. Our email addresses are listed in the Callboard directory.

The Bylaws Committee

presented a draft proposal for amendments of the PCR Bylaws and Manual of Operations. The amendments are needed to implement a new organizational structure proposed by the Board. The manual amendments will be presented to the Board at its April 28 meeting and their adoption will be subject to approval of the proposed bylaws amendments by the membership at the 2003 annual meeting. The proposed bylaws and manual amendments will be posted to the PCR web site prior to the meeting.

My wife and I went to New England in October to visit our niece and enjoy the fall colors. We also visited several tourist railroads, hobby shops and two granite quarries and mills. I was amazed to see how the granite was mined in rectangular blocks. Later when I visited the North Conway Model Railway Club I saw a scale model of an open pit mine or quarry. There I talked with the club president who is also an NER officer. He said that NMRA membership has

(Continued on page 24)

MADE IN THE PCR

by Dave Connery

Central Valley's CVT Curvable HO Switch Kit

Central Valley Model Works has produced a number of fine products over the years. The trucks they made many years ago are still highly sought in the used marketplace by modelers. Recently they have started producing HO tie strips for modelers who wanted to "semi-hand-lay" their track. In the past few months their eagerly awaited HO curvable switch kits have become available.

While all track has been down on my HO layout for a number of years, the idea of being able to build a switch to exactly the curve I wanted, without scratch building the turnouts, intrigues me. These kits come in Code 70 and Code 83 in #6 and #8 with #5, 7 & 9's in the near future. Kits are either Right or Left, can be built as either straight or curved but Central Valley does not recommend curving the switch away from the diverging route. For this review I assembled a #6 Left Code 83 switch (#2681) which I got from my friend, Al Massi, on the pretext of trying one out for him. Al is considering using these turnouts exclusively on a new layout he is building.

The kit consists of a molded styrene tie block, a styrene sprue containing all the detail parts, a poly bag that includes white brass castings for the point rails, a self adhesive foil strip, the styrene frog, a small piece of wire for use in the switch stand, a 3 3/4" X 10" sheet with a switch diagram showing suggested spiking locations on one side and a list of kit parts and recommended tools and materials on the other, and two 8 1/2" x 11" sheets

with diagrams on both sides of one and written instructions on both sides of the other.

Even though Central Valley recommends using soft plywood such as a Luan door skin for the roadbed, I decided to put the switch together on a scrap piece of Homosote©. The tools and materials I used included: a pair of PBL sprue cutters, a set of rail nippers, a pair of tweezers, a 8" mill file, a set of needle files, a hobby knife

with a #11 blade, a pin vise and #72 drill bit, needle nose pliers for spiking, about 36" of code 83 rail, small spikes, push pins, white glue, "Barge" cement, ACC and some MEK in an A-West applicator bottle.

Construction: I followed the directions, first cutting away the smaller tie holders and then white gluing the tie block to a line I had drawn on the Homosote© (34" radius curve) and pinned in place to dry. The plastic frog was glued in place with MEK and the points and throw bar were altered and

fitted for the #6 turnout. The stock rails, closure rails and point rails were pre-curved with my fingers, cut and filed as needed to fit in their locations and then "snapped" into place in the self-gauging tie plates, using the "Barge" cement to permanently hold them. I first stuck down the small paper foil strips under the ends of the closure and adjacent stock rails and was careful not to get any glue onto these contact surfaces.

I glued the appropriate set of guard-rails in position. The throw bar, point rails and retainer plate were installed and a drop of ACC applied with a pin was used to hold the retainer plate in

I read in the past that hand spiking your layout "made you a better person". After several small attempts at hand laying I decided I was "already a good enough person, thank you very much".

(Continued on page 30)

Editor's Notebook

By Bill Kaufman

My Round Robin is building again. Not that we haven't always been, but most of us have reasonably mature layouts. Mine has been up and running in its current form for twelve or thirteen years. Most of Jim's predates that. Scott's is newer, but not a lot. Tom had a professional do most of the original building. Now we have tweaked, ripped out, re-aligned, and re-thought all these layouts, but basically the work has been improving something that already existed.

Otis and Philip are at the piles of 1" x 4" white pine and stacks of plywood and Homosote® stage. All things are possible. Philip has finished digging out and cementing under the house and Otis built a room above the garage in his new house.

John Armstrong designed a layout based on the SP around Dunsmuir to fit Otis' room. It is the second Dunsmuir layout in the Round Robin. We should eventually get good at these. Philip and his friend Shawn designed a layout based roughly on the SP&S, a plan which Philip has now modified two

or three times. I personally don't know anything about the SP&S, so this ought to be fun.

Anyway we are at the spline, cookie cutter and roadbed stage with both of these.

This issue has gotten away from me again. I keep meaning to put together lean and concise Branch Lines but then good stuff comes my way.

Otis and Philip are at the piles of 1" x 4" white pine and stacks of plywood and Homosote® stage. All things are possible.

I was really interested in Dave's review of the curvable Central Valley turnouts, because we were just beginning to play with a couple as we were laying out the Dunsmuir yard on Otis' layout.

Both Anne Ogborn and Les Dahlstadt's articles are sort of follow-ups on ideas from last issue. Les is quite directly related. Last time he told us about his research and the tools he was going to use to

plan his layout. Now we get to see what it is going to look like. Anne continues the prototype research theme, but what a prototype, the Darjeeling Himalayan Railway. If you want a peek at what she is talking about go to <http://www.rypn.org/DHR/> and <http://www.dhrs.org/>. You should take a look. They make the Colorado roads look like mainline monsters.

It seems to me that we experience model railroading in a number of different ways; some of us arm chair, some build lone wolf layouts, some join clubs, some are part of round robins, and so on. I have asked a couple of people if they would write about their experiences in the hobby. Just to start with one of the largest, John Edginton wrote about the Golden State Model Railroad Museum which most of us know as the East Bay club with a long history.

(Continued on page 27)

STATEMENT OF PUBLICATION

The BRANCH LINE (USPS 870060, ISSN 07449771), is issued four times a year in the months of January, April, July and October. Deadline for all materials is the fifteenth of the month preceding publication. No material will be returned unless requested and sufficient postage is provided. Membership in the PCR at \$6.00 includes a subscription to the BRANCH LINE. Separate subscriptions are available at \$4.00 per year.

The BRANCH LINE is published by the Pacific Coast Region, 530 Fig Tree Lane, Martinez, CA 94553

Second Class Postage paid at Martinez, Marysville, CA and additional mailing offices.

POSTMASTER: Send address changes to - BRANCH LINE, 530 Fig Tree Lane, Martinez, CA 94553

All comments about materials contained in the BRANCH LINE should be mailed directly to the Editor, 623 Las Colindas Rd., San Rafael, CA 94903. Inquiries regarding membership application, renewal or change of address should be directed to the Member Services Chairman, 530 Fig Tree Lane, Martinez, CA 94553

The BRANCH LINE is printed by the Morris Family Printers, 727 Rideout Way, Marysville, CA 95901 (530) 742-6930

Anne In India Anne Ogborn

Many of you are aware that Anne Ogborn, one of our resident HOn30 enthusiasts and leading light of the Elsie, models the DHR, an Indian railroad. Recently she threw over the humdrum work-a-day world to go do some serious research and railfanning in India. This is, in a seriously edited form, her report back to the Elsie email list on a couple of days spent chasing trains and riding Indian narrow gauge.

Editor

25 October

Howdy!

I've just returned from the Kalka-Shimla Railway. Two days of riding 30" gauge railroads!!

Things to observe:

Track:

We don't need to feel bad about our 'model RR looking' track. The KSR track really does mostly consist of curves back and forth at the minimum radius (37 meters). That's 14" or so in HO, so it really does snake around.

Every curve has a short length of rail driven into the ground at the end with curve data painted on it.

The bridges (many, many) are mostly arch gallery. One great part of them is that they're a favorite habitat for the many monkeys (white) that live in the area.

The KSR is definitely a very model able RR. Reasons:

Uniform equipment – 1 model of Diesel, 2 models of passenger car, a few misc.

Operations – The 4-6 passenger trains each day are packed, many special movements, and, if you backdate a bit, a substantial amount of freight traffic on the line. On my up bound trip we had 4

meets.

John Allen Scenery – John Allen's scenery is NOT as spectacular as the KSR's.

British buildings – One real disadvantage of modeling Asia is the need to scratch build hundreds of Asian buildings. Shimla was built as the British 'summer home' in India. The stations are beautiful and irresistible. Small facilities. Everything is 'model size'

Best of all – goats! There are goats wandering around the Kalka narrow gauge terminal, donkeys everywhere around, monkeys living all along the line, and of course a few cows and water buffalos.

More general thoughts:

VERY tight clearances! I USUALLY could reach out and touch the cuts. In some places head-out-the-window photography was impossible.

Very long coupling distances, and large coupler swings. There's at least 2 ft of coupler shaft between car bulkheads.

Just because it's narrow gauge doesn't mean you can't have industry. There's a large brewery, a large fruit processing plant, many small tea processing facilities, and a power plant, on the line.

The stations, etc. aren't all bucolic little places. Shimla and Kalka are both major stations. The Shimla station feels more like a major passenger terminal than a quaint 'end of the line', even though it's entirely 30" gauge.

The trains do about 20MPH, hitting 30 in a few stretches.

After Kalka-Simla I returned to Kalka. Couldn't get a reservation to Haora, so I got one as far as Delhi. Miserable trip with 12 people in our (6 person) compartment. In Delhi I changed trains, praying for reservation on the tourist quota.

(Continued on page 5)

(Continued from page 4)

Anne in India

No luck so this time I'm one of the 6 'extra' people in the compartment. I've wrenched my back, and at Lucknow I give up and get off the train. Got a reservation for the next day to New Jalpaiguri.

The up train appeared in the distance, pulling into New Jalpaiguri station to start the journey. My, that diesel's smoking a lot....

As it pulls up it turns out not to be a diesel, but a Class B!!!!

Whoo hoo, I'm in foamer heaven. All is not perfect; the Class B turns out to be the switcher. Our train will be pulled by a cute little NDM6 diesel.

Off we go - Hey, big news on the Darjeeling Himalayan Railway! As part of the Indian Railways plan to convert meter gauge to broad gauge, they're broad gauging the line from New Jalpaiguri to Siliguri. Going through Siliguri we pass through some street running, as only Indians can do street running. The shops on either side are as close as the clearance plate allows.

We get as far as Siliguri Junction and I decide to get down and take pix. I go into Siliguri town. Stop for lunch, and then ask Hiran Sikh how much to take his taxi to Sukhna. "200 Rupees", so off we go.

The Sukhna station is all gingerbread-y and looks like something out of a European fable. The 'yard' at Sukhna is a myth - they were rehabilitating the passing siding the day I was there, but the rest of the track is unusable. The station staff (2 men, two women) has nothing else to do. They give me the Indian overwhelming hospitality treatment. I'm escorted into the stationmaster's office, and given tea and an omelet. My bags are stored in his office. They demonstrate the Indicator machine (controls the authority on the line). Pretty soon we're at the picture taking and baby holding stage. They unlock the special garden and the first class waiting room. I'm in hog heaven.

Waiting for the down train to get home to New Jalpaiguri, the station master lets me know that first a special 'test train' will come. It does, preceded by much working of the indicator machine. They've fitted out 3 coaches and a diesel with air brakes!!! Wow, air brakes come to the DHR after 130 some years, and I'm there. I'm in ecstasy, burning up film, etc. The test train is very professional - sand bagged coaches, strip chart recorders everywhere.

They're going to run a couple kilometers up the line from Sukhna. They ask the station ladies to sit in a coach. One invites me to go along. So now I'm ON the test train. We go up. Our coach has a leaky brake cylinder, so they fiddle a bit. Back we go to Sukhna. They run the engine around to return the train to New Jalpaiguri, but at the south end of the siding the turnout's stuck. Nobody's had a meet at Sukhna in a year or so. They get it unstuck, and down goes the test train.

The down train comes, and down I go. We run over a rock during the street running in Siliguri, but the train re-rails itself. The closeness of everything to the train is a problem - on the up bound journey we stopped while a woman coaxed her goat out from under the coach....

Next morning I'm a bit apprehensive that my taxiwallas will come, but they're exactly on time, and we're off.

I knew that there was a small DHR yard at New Jalpaiguri. Turns out the DHR yard is in the middle of the scrubby land around the broad gauge yard throat - out in the middle of the yard. OK, no problem. We drive out in the middle of the yard and find the thing.

This turns out to be quite a find. There are 4, count'em, 4 Class B's sitting in what turns out to be a small coach and engine facility rather than a yard. The first is under steam. The second and third are brand new, 2 of the 4 made in Madras last year. They have a small gas engine on each side used to power blowers when starting the engine. I can't say they do much for the aesthetics. There are also a couple diesels, and what little

(Continued on page 26)

Home Layout or Club

Commentary by John A. Edginton

I started out, like most of us, with a 1940's Lionel train running around a Christmas tree in Kingsburg, California. Later, this grew to a portable, sectional layout that occupied a fairly large room in our garage, making its annual pilgrimage to join our little California city's exhibit at the County Fair. Other than the local farm implement store that carried such model railroad supplies as were to be had, there was not much support from anyone or any organization nearby.

I was just starting to build some HO equipment when in 1953 I found myself at UC Berkeley and began a long hiatus from the hobby. During those years I tantalized myself with a couple of visits to the layouts of the East Bay Model Engineers Society (EBMES) in nearby Emeryville and thought, 'WOW! Wouldn't it have been great to have a resource like that when I was learning the hobby?'

Eight years ago I was about to board an airplane for a business trip with the knowledge that my work life was about to change with a move from a large to a small law firm. I'm going to have more time, I thought, and while looking around the newsstand, my eyes lit on a *Model Railroader* magazine and, as they say, the rest is history. The bug had bit. The question was what to do?

HO was the scale for me. I read a lot trying to try to catch up on the new products and

technology. I discovered that my modeling skills were intact. I was amazed at the level of detail and the variety of kits and models available. The raw materials were no longer the wood, stamped tinfoil and cast pot metal held together by airplane glue or solder of my youth.

"But where were these new little beauties going to run?" was the question. After discussing some layout possibilities in our historic home

I'm going to have more time, I thought, and while looking around the newsstand, my eyes lit on a *Model Railroader* magazine and, as they say, the rest is history. The bug had bit. The question was what to do?

with my wife, none of which were met with enthusiasm, the thoughts of EBMES hazily came back to my frontal lobes.

The club was no longer in Emeryville, but of all things in Point Richmond, a neat old whaler's village by the Bay and now operated under the auspices of the Golden State Model Railroad Museum (GSMRM). It only took one visit for me to realize that their HO layout would solve all my

problems and create an outlet for my skills. A Sunday visit, followed by a couple of Friday evenings and I was well and truly hooked. It wasn't long before I was a full member and then a director and officer of both entities. (See their website, www.gsmrm.org, for more info)

I can compare the experience of having an extensive home layout when young and the experience of now belonging to a large club.

I felt a great deal of pride in building my own layout as a youngster. It was rewarding to figure out things myself and actually make them work. I never had to argue with myself about

(Continued on page 25)

Maple Leaf 2003 NMRA Convention

by Pete Moffett, MMR

Inside Activities Chair

Maple Leaf 2003 is the NMRA's National Convention to be held in Toronto from July 13th to 20th, 2003. Let us tell you about it.

The headquarters hotel for the convention is the International Plaza Hotel on Dixon Road, and the Congress Center, across the street from the hotel, will be the site of the National Train Show, held on the last weekend of the convention. Typically a week at a National Convention consists of many activities inside the hotel and a variety of events outside the hotel. Registration information and forms are available at <http://www.ml2003.com/pages/registration.html> or in the NMRA Bulletin.

Basic registration grants you access to all the activities inside the hotel (with the exception of a few extra fare clinics and the banquet) plus entry to the National Train Show. When your registration form has been received you will be sent a list of the extra fare activities. You send in your choices with a cheque for the full amount and your extra fare tickets will be waiting for you at the ML2003 Registration desk. You can purchase additional activities when you get to the hotel on an "as available" basis. Within certain restrictions, you can trade and return tickets.

Activities inside the hotel include the clinic program, Junior College Program, SIGs Roundhouse, auctions, contests, youth program, banquet and welcoming party. Outside activities are tour based and almost 100 tours will be offered.

Clinic program: Approximately 250 clinics will be including traditional presentations

showing slides and demonstrating techniques. Additionally a clinic room dedicated to "Core Skills" clinics will help you learn about the basic skills used in model railroading. Manufacturers

will display and explain how to use their products in "Commercial Clinics". "Modeling With The Masters" clinics are extra fare and run 4 hours. MMRs will assist you to build a wooden trestle, or a white metal vehicle, or a styrene structure, or a resin kit, which you will take home when the clinic is finished. Also extra fare is a workshop where you can build a couple of electronic animation projects. "Make-n-Take" clinics are presented free by manufacturers to showcase their products. Three different "Make-n-Take" clinics will be offered and they will allow you to a) build a diorama complete with track, structure and scenery b) paint and decal a boxcar and c) build and paint a laser cut structure.

Junior College Program: JCP for short, is targeted at youth and consists

of a series of "stations" or project locations where participants run a switching problem, build a tree, operate a DCC controlled crane, or a variety of other fun projects. Participants get a ticket punched when they complete a station. When they have successfully completed all the stations, they get a free gift to take home. At the end of the week JCP moves from the hotel to the Train Show and always draws crowds. If you bring your kids to the convention this will be a great activity for them. Additionally, there will be a room set aside for other youth activities where the youngsters will be supervised while they are able to play video games, board games and other activities targeted at their age group.

Maple Leaf
2003 is the
NMRA's
National
Convention
to be held
in Toronto
from July
13th to 20th,
2003. Let
us tell you

(Continued on page 29)

Designing for Operations at Ellenville By Les Dahlstedt

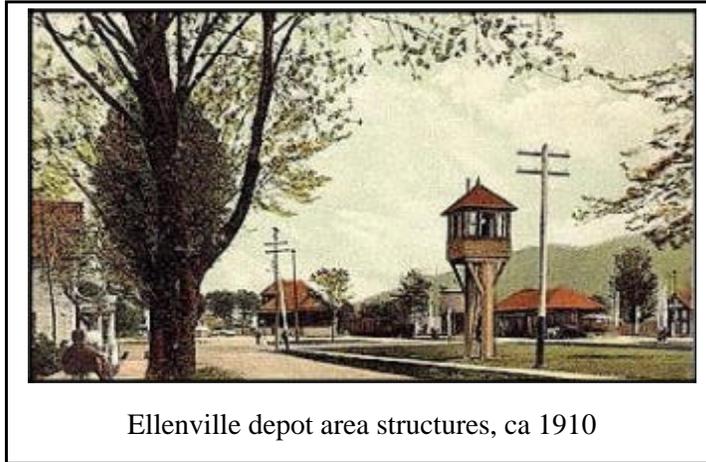
Quite a lot has been accomplished since my earlier *Branch Line* article on researching the Kingston branch of the NYO&W. The layout design was completed in September, room preparation finalized in November, and some initial efforts aimed at the development of an operating scheme were begun. Most importantly, layout construction is now underway!

As a modeler who was once blissfully content to 'run trains', I hope to illuminate the satisfaction of designing and building a layout specifically for organized operating sessions. Whether you are a lone wolf or part of an active group of modelers does not really matter. What *is* important is that faithful prototype modeling is not an unreachable goal. You should not be intimidated by things you might not fully comprehend right away. With that said, let's transport ourselves 75 years back in time, to a warm early June day in upstate New York's Rondout Valley.

My layout is designed for point to point operation, with the upper and lower decks connected by a helix. The prototype has interchange at both ends of the branch. During the O&W heydays in the early 20th century, Summitville was known as the Grand Central of the Catskills. There was a year-round stampede of freight traffic in addition to the passenger service that peaked during the summer months. Since the NYO&W interchanged with the New York Central, New Haven and Erie at various locations along its main line, some of the freight traffic

found its way to customers on the Kingston branch. At Kingston, interchange opportunities included the Ulster & Delaware, who acted as a bridge carrier to and from the New York Central West Shore Division. Businesses and industries along the line were customers of the NYO&W. Finally, frequent passenger trains served the resorts, hotels and communities along the branch.

Ellenville, NY was the largest NYO&W town of any consequence between Summitville and Kingston, and offers many operating possibilities.



Ellenville depot area structures, ca 1910

The glass products industry responsible for kicking off Ellenville's growth in the mid-19th century was largely gone fifty years later, but other industries and on line customers had risen to take its place by 1920. Using the prototype valuation survey maps from 1916 as a starting point of reference, I created the

design for Ellenville as it would've been in June of 1928. This portion of the lower deck is 13 feet in length and varies in width from 34 to 44 inches. The elevation of Ellenville is 46' at the railhead.

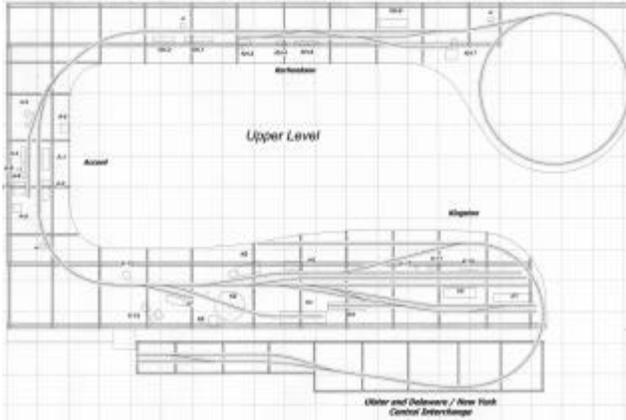
There were approximately two dozen line side buildings at Ellenville. All will be modeled, including the railway's own structures - the passenger station, freight house, coal trestle, water tank, section houses and milk sheds. Customers and industries on the line included a cheese factory, Railway Express Agency, Barr Demijohn Company (glass bottles), W.K. Shook (a wholesale hardware dealer), Hunt & Donaldson (feed and grain), Sun Ray Water Company (spring

(Continued on page 9)

(Continued from page 8)

Operations at Ellenville

water bottler), Standard Oil (oil dealer), George Hauck Brewing Co. (a soft drink maker during Prohibition), and William Deyo Co. (coal and lumber dealer).



In my earlier article on the process of prototype research, I noted various sources of information. Rail historical societies may not possess information on the nature and details of line-side businesses. Local libraries and historical societies are more likely to have what you need. To better understand the nature of these Ellenville businesses I recently contacted the Ellenville library. They have considerable information on these early 20th century businesses and so another information gathering trip to New York is planned for mid-December.

In preparation for future operating sessions, I've begun to create detailed scripts for each train. As the scripts reach maturity, they will be used to acquaint operators with movements of specific trains. Once a basic script for a train like the Times Square has been finalized, it will be an easy task to modify it and create variable operating scenarios for each location. Right now my 6 developed scripts are helping to flesh out switching problems and helping me to define optimum equipment utilization.

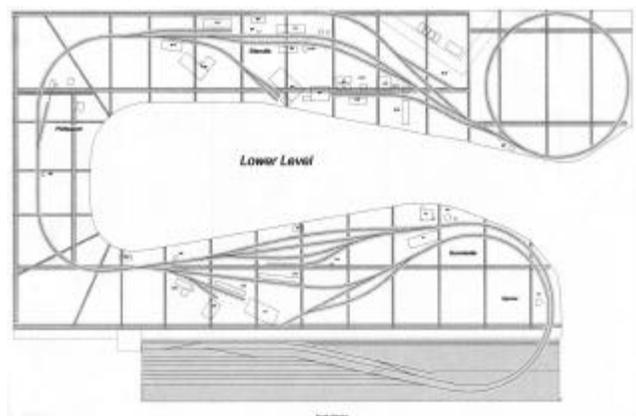
To add operating interest and a prototypical flavor to this moderate sized layout, I will be incorporating specific rules for road crews. Crews

will be required to conduct a simulated "air test" each time the train is rebuilt after a switching move. We plan to operate with a timetable which means road crews will need to minimize the number of times they break a consist. Crews of northbound trains will be required to take on water and a helper engine before leaving Ellenville.

The layout use DCC and will have sound-equipped locomotives. Road crews will communicate with whistle signals and be required to eliminate cylinder condensation by initiating a cylinder blow down if their engine has not moved in 15 minutes.

In 1928, the prototype operated with train orders so single blade train order boards (under dispatcher's control) will be used on my Kingston Branch. Train orders were issued via telegraph in 1928 but the Kingston Branch dispatcher will issue computer-generated train orders printed out in the layout room and retrieved by each train's conductor.

Working Ellenville's industries will be deceptively challenging. As with the prototype, northbound freights are second class and inferior to all southbound traffic. Keeping the single track



main open will be paramount while working Ellenville. The freight house passing siding becomes the logical place for crews to keep their train while working local industries. To help keep

(Continued on page 34)

Tri-Valley Zephyr

Clinics as of November 2002

These are the Clinics scheduled as of now for the Tri-Valley Convention. As always, things could change between now and then. Full updates will be available at the convention.

John Ameling: Board by Board Construction Made Easy

John is a master builder. He has learned lots of secrets that allow him to build beautiful model buildings the way the prototype carpenters do it.

Dave Biondi & John Marshall: Train Talk II, the Gondola

Our Train Talk guys have decided to use the Gondola for the second in their series of "Train Talk" clinics. This clinic will share techniques both use in modeling in their respective scales to improve the equipment appearance.

Dave Biondi, Bill Schaumberg, Jim Providenza, Don Cabrall and Bill Kaufman: Model Photography (railroad, guys, railroad!)

This quintet will present a 4-part clinic on photographing model railroad scenes and equipment. The series will include basics sessions on equipment and lighting, a photo shoot using modules, and a critique session where photos taken by the attendees are reviewed and suggestions for improvements provided.

Special note: This series will require advanced sign up in order to attend/participate. You must register with Dave Biondi by E-mail (GrdpaTrns@aol.com) by March 31, 2003

Dave Biondi: Advanced Backdrop Painting

Need a backdrop? Don't know where to start? This is the clinic for you. Dave has mastered the technique and shares his secrets with us. Fast, easy and beautiful.

Jack Burgess: Basics of Operation

Jack covers the basics of prototype operation including how timetables, rule books, and train orders worked together to move trains over congested railroad mainlines 75 years ago.

Jack Burgess: Timetable and Train Order Operation

In this clinic Jack moves from prototype to layout to discuss developing your own timetable, issuing train orders, and use of other prototype paperwork to enhance operations.

Bob Clark: Layout Design for Passenger Operations

If you missed this clinic at Redding in 2002, here is your chance to catch it. This is a great look at the what, why and how of passenger operations and facilities.

Bob Clark: Passenger Facilities at St. Louis and Cincinnati

Bob expands his clinic on Passenger Car Facilities with an in-depth look at the facilities used in these two major cities. Join him as he tours their operations visually and pick-up ideas for things you can add to improve the appearance and functionality of your passenger operations.

Dave Connery and Brad Lloyd: Fences, Fences and More Fences

The dynamic-duo team-up once again to tackle an under looked topic in model railroading; about fences. They share techniques they have learned to make these necessary evils of model railroading both easy and practical for your layout.

Les Dahlstedt and John Marshall: Time Capsule Modeling

Do you remember childhood puzzles where you had to spot "what's wrong with this picture"? Les and John teach us how to avoid the "what's wrong with this picture" scenario on our layouts.

Don Fiehmman: DCC Made easy! (?)

This two part clinic based on Don's series of articles in *RAILROAD MODEL CRAFTSMAN* is designed for the modeler who wants to know more about or is considering conversion to DCC operation. It covers the history of 'command control', how it works and how to wire a railroad for DCC.

(Continued on page 23)

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

I recently received an e-mail from a member indicating that he wanted to get started working on his AP certificates and that he had "... downloaded a number of documents from the National web site, but needed a brief clarification of precisely what was needed to begin the process."

Great question! Getting started by downloading the general requirements from the Internet for each of the Achievement Program categories is a good first step. This will let you get an overview of the program and the basic requirements for each certificate. Note that there are eleven different AP categories and that a modeler must only meet the qualifications for seven certificates in order to achieve the goal of Master Model Railroader. Of the seven certificates, you must receive one from each of four areas:

- Railroad Equipment

- Master Builder - Motive Power

- Master Builder - Cars

- Railroad Scenery

- Master Builder - Structures

- Master Builder - Scenery

- Master Builder - Prototype Models

- Railroad Construction and Operation

- Model Railroad Engineer - Civil

- Model Railroad Engineer - Electrical

- Chief Dispatcher

- Service to the Hobby and NMRA Member

- Association Official

- Association Volunteer

- Model Railroad Author

If you have held an office at the National, Regional, or Divisional level, I'd first look at the

requirements for Association Official; you may already qualify! If you haven't been an official but you have been a contest judge or had your layout open for organized tours during a NMRA event, check the requirements for Association Volunteer. You might find that you need only to document your past efforts to get credit for these efforts.

Assuming that you have a layout, next take a close look at the requirements for Model Engineer - Civil and Master Builder - Scenery. For example, if you are in HO scale, you need to only complete 32 square feet of scenery to meet the basic requirements for this certificate....that is the equivalent of a 4'x8' layout! The requirements for Civil are more varied but will be covered by many typical layouts; one of the requirements is to construct a certain amount of track (50 linear feet in HO for example). The track must be complete with ballast, drainage facilities, roadbed profile, etc. The track must include at least six different features such as a passing track, spur, crossover, turntable, grade change, etc. Again, many layouts will easily meet this particular requirement.

Next, I'd suggest listing those certificates for which you think that you might already, at least partially, satisfy. For each AP certificate, jot down what you have already done and what still needs to be done to satisfy the requirements. Maybe you already have much more than 50 of prefab track completed on your layout and it has several spurs, a couple of sidings, and a turntable. In fact, you can count five different track features on the layout and you only need one more. You realize that you have been meaning to finish that crossover to avoid backing the passenger train into the station and now realize that, if you moved it up your "To Do" list, you'd complete this requirement for Model Engineer - Civil!

(Continued on page 33)

HIGHLIGHTS PCR BOARD OF DIRECTORS MEETING

OCTOBER 26, 2002

By Rich Kolm, PCR Secretary

Your PCR Board of Directors meets twice a year—one meeting is at the PCR Annual Convention in the spring and the other, like this one, 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 DoubleTree Hotel in Sacramento, California, on Saturday, October 26, 2002. President and Trustee Ray deBlieck presided over the 3-hour meeting. Around the table were Vice-President L.E. “Gene” Mayer, Directors Jack Wall from Coast Division, Brewster Bird from Daylight Division, Ron Plies from Redwood Empire Division, and Bob Mountjoy from Sierra Division, and Secretary Rich Kolm. Also present were Jim Long, Bob Ferguson, Norman Morris, Harold Mentzer, Mary Campagna, Gus Campagna, and Dave Connery.

Treasurer’s report. Treasurer Larry Altbaum’s written report pointed out the continuing trend of lower revenue from dues and interest along with higher expenses. The issue of reduced membership, and hence revenue, continues to warrant attention and he urged the Board to consider promotional activities using the funds budgeted for that purpose. The report concluded that in all the Region is fiscally sound.

Declining membership. Bob Ferguson, Chairperson of the Member Services Committee, described the continuing decline in PCR membership from 1,359 members in mid-1994 to only 951 members today. This is an issue addressed in PCR’s Long Range Plan (see below).

New standing committees. The Board approved amendments to the Manual of Operations, which were recommended in a report presented by L.E. “Gene” Mayer, Chairperson of

the By-Laws and Manual of Operations Committee. These amendments in Section 6 clean up the organization of subsections as related to special committees and establish three new standing committees:

- Honors Committee, to monitor and keep the records for PCR’s program of awards recognizing meritorious service (but not actually selecting the awardees).
- Education Committee, to make and maintain contact with outside organizations that provide educational programs related to model railroading and to serve as a resource to such programs.
- Special Interests Coordination Committee, to be responsible for effective coordination between the programs and activities of PCR and the various organizations and groups set up to serve special interests related to model railroading.

Reorganization of committees into departments. The Board concurred with President deBlieck’s proposal to reorganize PCR committees into seven departments to improve operations. This requires amendments to the By-Laws and the Manual of Operations as recommended in the By-Laws and Manual of Operations Committee report. The Board directed that the By-Laws amendment be submitted to the membership for approval at the Annual Business Meeting in Pleasanton next April. In the meantime, details of the reorganization will be circulated for review. After membership approval of the By-Laws amendment, the Board’s amendment of the Manual of Operations will establish the structure of the departments, which

(Continued on page 13)

(Continued from page 12)

has been proposed as follows:

- Administration Dept. – Managed by the President – includes Budget and Finance, By-Laws and Manual of Operations, Nominating, Ballot, and Honors Committees.
- Membership Dept. – Manager (new position) – includes Member Services, Membership Promotion, Member Aid, Education, and Special Interests Coordination Committees.
- Publication Dept. – Manager (current Chairperson position) – includes Publisher, Editor of the *Branch Line*, Circulation Manager, and Webmaster.
- Convention Dept. – Manager (current Chairperson position) – includes Convention Committee and Convention Host Committees.
- Contest Dept. – Manager (current Chairperson position) – includes Division Contest Chairpersons.
- Achievement Program Dept. – AP Manager (current position) – includes Division AP Chairpersons.
- Non-Rail Activities Dept. – Manager (current Chairperson position) – includes staff and committees as needed.

Nominations for President and Vice-President. The Board certified that the candidates in the upcoming election are L.E. “Gene” Mayer for President and Dave Connery for Vice-President. The ballot will appear in the *Branch Line*. The President and Vice-President will serve a two-year term beginning at the Annual Business Meeting in 2003.

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

2003: “Tri-Valley Zephyr” will be hosted by Coast Division, April 23-27, 2003 at the Crowne Plaza Hotel in Pleasanton. Dennis Stokely is the Chairperson and Jack Wall is the Registrar, who is accepting registrations.

2004: “Napa Valley 04” will be hosted by Napa Valley Railroaders and the Redwood Empire Division at the Embassy Suites in Napa. Harold Mentzer is the Chairperson.

2005: The Board accepted the bid of the Walnut Creek Model Railroad Society to host the 2005 convention in Concord, contingent upon successful negotiations with the Sheraton Concord Hotel. Bill Swindell is the Chairperson and Bob Ferguson is the Registrar and Treasurer.

2006: The Board accepted the proposal of Sierra Division to hold the 2006 convention in Sacramento, that being the 25th anniversary of the California State Railroad Museum. The co-hosts with Sierra Division may be the Sacramento Modular Railroaders and the Sacramento Model Railroad Club. Convention dates will be selected to coincide with the expected Museum celebration, provided it takes place in April or May of 2006. A joint convention with PNR or PSR may also be considered.

Jim Long said a new Convention Handbook is being put together based on an earlier draft prepared by Bob Clark, and will soon be finished.

Norman Morris, Chairperson of “Shasta Daylight 2002” at Redding, reported that the 2002 PCR Convention was very successful and a net surplus of \$8,680 was shared by PCR, Sierra Division (Host Committee), and Bay Area NTRAK.

Long Range Plan. L.E. “Gene” Mayer, Long Range Planning Committee Chairperson,

(Continued on page 31)

S Scale In Review

By Lee Johnson

After a few years of hibernation, S scale finally had a West Coast all S scale convention in Stockton the end of October, S-West IV was held over two days playing host to people not only from CA, OR, WA, NV and AZ, but also from CO, ID, IL, NC, and FL.

In the dealer's rooms were both an S scale and an AF/hi-rail layout, so equipment could be test run before purchase. There were enough items available from the dealers and the swap table that no one had any problems finding a way to spend their money.

Both days were filled with clinics ranging from building "telltale" to building Pacific Rail Shops kits to building turnouts and layout design. On Friday evening there was a self-guided tour of Barry Menges' 13' X 17' AF/hi-rail layout in Galt along with his large collection of American Flyer.

On Saturday morning, everyone boarded buses to tour Arden Goehring's Union Pacific S scale layout with 11 scale miles of mainline track representing the Laramie, WY to Sherman Hill area. A River Raisin Models UP gas turbine with 38 cars took a little under 30 minutes to make a complete trip around the layout. Then the buses went to Valley Springs to view Vic Cherven's large S scale layout of the Southern Pacific from Sacramento to Sparks with a working hump yard in Roseville.

Based on convention attendees having an enjoyable time, the convention was a success. At this time, there has not been any decision where or when S-West V will be held.

The first weekend in November found the Bay

area S Scalers module layout being operated at the Gorre & Daphetid Operators train show at the Crossroads Shopping Center in Carmel, and the weekend after that the layout ran at the Museum of the San Ramon Valley (old SP depot) in Danville, giving many people the opportunity to see S scale in action.

During S-West IV, SouthWind Models announced that with enough reservations, they would be importing Southern Pacific 2-8-2 class Mk-5 and Mk-6 each in at least two versions. Some of the variations will be the "as built" and modernized (sport) cab,

long and short smoke box, with and with out Worthington feedwater heater, and whaleback and Vanderbilt tender. While in Korea, SWM found the previously built 6-dome wine tank cars that had been incorrectly painted, still existed. There has been enough interest in these cars by S scalers, that SWM will import cars that they receive orders for with the understanding the painting and lettering for the GATX and SHPX cars is reversed. SWM will be sending a newsletter shortly explaining both the SP 2-8-2 and 6-dome tank car projects. The B&O 2-8-8-4 has arrived from Korea.

S-Helper Service has now received their shipment of the new composite 2-bay open top hopper cars. The discharge chute doors actually open allowing the true-to-life operation of loading the car at one location and unloading at another. These cars are available in AT&SF, B&O, C&O, CB&Q, NKP, VGN, and WAB road names plus PRR and LV which are already sold out. There

Based on convention attendees having an enjoyable time, the convention was a success.

(Continued on page 15)

(Continued from page 14)

will be another run of the PRR and LV cars in new road numbers in the near future. Also new are 2-bay PS-2 covered hoppers painted for CRR of NJ with the liberty herald, and PRR with the small shadow keystone. The new 3-bay PS-2 covered hoppers are available in WAB with the flag logo, Genesee & Wyoming (orange), and RDG with a "buy savings bonds" logo.

BTS has announced the first batch of PRR P54 passenger car kits are now being made. With this car a reality, the MP54 MU cars cannot be too far behind.

Advanced word from Banta Modelworks is that they will be producing a modular style brick wall system similar to DPM. They hope to have kits or at least samples ready in the spring of 2003 with kits on the market in time for the next NASG convention. BMW also has the Rico Depot ready to ship, and it can be built as the early version with the tower or built as after the fire without the tower. It will also include the platform around the baggage end of the building. Now available is the new Roger Malinowski designed "Block of Blackhawk" which is a row of building fronts only.

Trainstuff LLC has released two new structures in S. The Siegel Building is a four-story brick building, which can be used as an office building or for apartments. As the name implies, John's Feed & Grain is a model of a wooden structure that would be found in almost any small, rural town. The masters for the cast iron downtown structures are finished. One of the structures is for the middle of the block and the other can be made into either a right or left hand corner building.

The Automatic Train Control "shoe" locomotive detail part not previously made is now available from River Raisin Model. This ATC "Shoe" was used both on steam and diesel locomotives.

If anyone is interested in obtaining

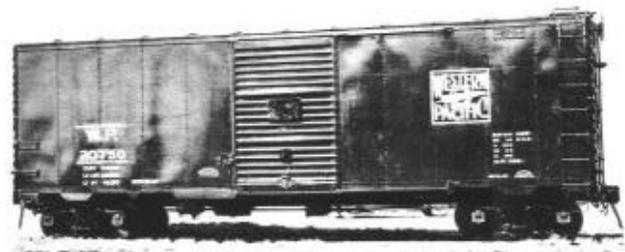
additional information about anything in the column of S scale in general, my e-mail is Leemax@jps.net or call me at (925) 943-1590.

Tri-Valley Zephyr Company Store

Tri-valley Zephyr Convention Car

The Convention car for the 2003 PCR Tri-Valley Zephyr will be an HO Branchline Trains 1947 AAR Western Pacific box car in the original paint scheme. This car will be available in five different and prototypically correct numbers and these numbers will be different from those used by Branchline for their repainted cars. Those ordering more than one car will automatically be given different numbers up to a total of 5 cars.

The cars sell for \$15 to Convention Registrants. All cars pre-ordered before the convention will be available for pick-up upon arrival at the convention. A special convention decal will be included with the cars, for those desiring to add this car to their commemorative collection.



2003 Convention Shirts

The good looking gray Tri-Valley Zephyr golf type shirts are available now. These shirts come in a high quality, "breathable" fabric with the stunning logo in colors over the pocket. The shirts are available in S, M, L, XL, 2XL and 3XL (no pocket on this size) and sell for \$25 each.

Tales of the Santa Cruz Northern

Sounds

Jim Providenza

As I write this I'm getting ready for another op session on the SCN. It used to be that I tried to cram all this preparation into a couple of days. While this got the job done, it caused a lot of stress. Model Railroading wasn't much fun around the Providenza household for those couple of days. The sounds that came out of the layout room / garage were occasionally not printable. Made me grumpy around the family too. Not an ideal way to go. I reformed my ways a number of years ago and now spread op session preparation over a several weeks. The sounds coming from the layout are (usually) much nicer.

But the sounds I want to talk about today are another sort, though the impetus for this "tale" does come from this same bit of op session preparation. DCC has a number of interesting facets. I love the ability to smooth out the performance of a locomotive, to match speed curves of locomotives of differing model manufacturers (though this can be time consuming and again cause more of those unprintable mutterings). And I can't wait for the day that the often rumored, DCC controlled, operating Kadee-compatible knuckle coupler hits the market!

While I wait for that joyous event I am working through the wonders of DCC sound. I knew this was dangerous stuff when the first Soundtraxx sound decoders hit the market. I had previously operated on Dave Biondi's old Sierra layout when he was running with the OnBoard command control system. I was familiar with how intoxicating sound could be. So I steeled

myself against DCC sound. I swore I wouldn't succumb. Except I knew that if Soundtraxx ever came out with an Alco sound unit I was dead meat. Sure enough, it happened. So I bought one. Just one. Blew it up of course by trying to play with it before I had it properly installed (sometimes I learn the hard way). The Soundtraxx folks repaired the decoder in short order...

But what really got to me recently was that EMD second generation turbo whine.

And I really did only eat just one, for over a year. But then my son Mike really wanted one. Now who ever heard of a ten year old with a sound equipped locomotive? Well, he hauled firewood all winter long earning the money... so now we had a first generation EMD sound unit. Then Stewart came out with their Alco C630. What could possibly be wrong with, no that's not the way to put it, it really has to have sound. Before too long I decided that I really did have to set some sort of limit. There were GE's to equip, and a GP35 that really ought to have a second generation EMD chip with the turbo, as well as a fleet of decrepit Alco RS11's and C420's.

After some thought I finally did set a limit, cast in concrete, which I figure I won't go over by more than one or two decoders, if I'm lucky. I decided I want all through freights to have a sound equipped unit. I figure this will provide a constant stream of sound on the layout without overloading the senses. We'll see.

Along the way, I've discovered some things.

(Continued on page 17)

(Continued from page 16)

Some are personal preferences, some may have a broader application. You choose.

I found that as I added more sound equipped locomotives to the layout I reduced the volume on each individual locomotive and then reduced it again. I find myself attempting to reach an ideal level where each individual locomotive sound is loud enough for the train crew working the train to hear it plainly, but still quiet enough that it does not “intrude” if that is the right term, on the operating personnel in other towns. Difficult to be sure on a double deck layout. For the time being I’ve settled on a sound level that doesn’t have to be so low that it can’t be heard, rather that it should be “in the background” if you are not directly in front of the train..

I’ve also discovered that sound makes me run locomotives slower. Or rather, it makes me start and stop much more slowly. The prime mover sound in the Soundtraxx diesel sound decoders is linked to the throttle setting. You can adjust this to some extent by changing the values of the appropriate DCC configuration variable (CV), but for practical purposes there is a certain amount of lag time as the prototype sound builds for each advance in throttle setting. The same is true when you reduce throttle – it takes time for the sound to ramp down. I found if I advance the throttle too fast the engine speeds up before the sound does. Not good. In fact, to my ear, really bad! All of a sudden things are out of sync and the wonderful illusion that sound adds is destroyed. So, I crack the throttle much more slowly these days and start reducing throttle much earlier. Better (more realistic) operating through modern sound? Down the road I’ll have to mess with momentum a bit more...

In September I had the opportunity to operate on several fine layouts in Utah. Really great stuff. But only one of the four had DCC sound. The first time I couldn’t blow for a grade crossing I felt, hmmm, incomplete I guess. Sound can bite with a vengeance it appears!

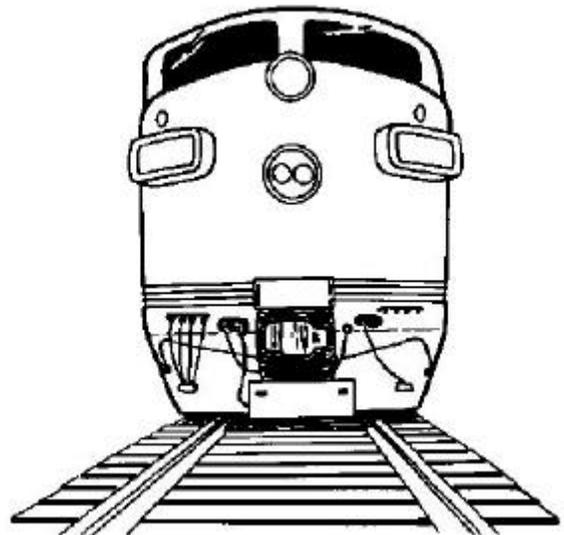
But what really got to me recently was that EMD second generation turbo whine. As I

mentioned, it was the Alco sound decoder that I couldn’t resist. And EMD first generation sound is, well, soothing. Something I grew up with. And I’ve always loved the gutsy sound of GE 4 cycle prime movers. Adding a second generation EMD unit was almost an afterthought. That sound is everywhere it seems. So no big deal. Yeah. Right.

The first time I put the WP 3007, a GP35 on the engine lead at Mac St. and the sound kicked in I just looked at in amazement. I couldn’t believe the way it impacted me. Just grabbed me by the gut and twisted. Absolutely unexpected emotion.

Back to yesterday. I was assembling the power for the Westbound Drag at Mac St. Yard. I needed another powered unit to run with the 3007. I thought; why not try the WP2260, a GE U23B also with a Soundtraxx decoder. I hadn’t tried running two sound equipped units together before, let alone two different prototype manufacturers. So I MU’d the pair and spliced the WP754 (a dummy GE U30B) between them. Cracked the throttle ever so gently. The U-boat loaded first with that rhythmic chug, chug, chug. A second later the EMD lit off. And then the turbo kicked in as the power slowly eased down the Back Track to tie onto its train.

Heaven!



Tri-Valley Zephyr

Outside Activities Update

The Tri-Valley Zephyr has established a variety of interesting activities that take place away from the central convention site. Please note that there are associated fees for the Speeder Trip, Wine Tasting Tour and Blackhawk Auto Museum. Also note that the Wine Tasting Tour will be by bus. You have to provide your own transportation to All other events.

Speeders Through Niles Canyon: April 24 & 25 - \$25.00/person

The Tri-Valley Zephyr announced a very limited number of trips over Niles Canyon Railway tracks by railroad motor cars (a.k.a. Speeders). This unique experience will take you along the route of the final link of the trans-continental railroad, from the station in Sunol to the historic town of Niles and back. Stops will be made at the Brightside Yard for a tour of the Niles Canyon Railway equipment, at the Farwell Bridge for a photo op, the brick factory and the Vallejo Mill site. The proceeds of the trip will go to the Pacific Locomotive Association to aid in their preservation work. The trips are on Thursday, April 24th and Friday, April 25th. Times are 8:00 am, 10:00 am, 1:00 pm, and 3:00 pm. We expect all trips to sell out, making changes difficult once your trip is scheduled.

Due to the limited seating, priority for this trip will go to early registrants. Please register as early as possible, so as not to miss out on this unique opportunity. No one under the age of 16 will be allowed on this trip. You will be responsible for your transportation to Sunol.



Livermore Valley Wine Tasting Tour: April 25 - \$35.00/person

The Livermore Valley is home to a number of very good wineries. We have put together a day-

long (10:30 am - 4:30 pm) tasting tour at three (3) wineries for your enjoyment. Transportation will be by tour bus, eliminating any driving concerns. The first stop will be at Wente Vineyards for a wine making tour followed by a wine tasting. Stoney Ridge will be our second stop for a nice lunch (½ smoked turkey sandwich, salad and soft drink) followed by wine tasting. The final stop will be the tasting room at the Elliston Winery, located in an old mansion. A tour of the mansion is included.

Orchid Ranch: April 23 - Free

Three different orchid growers share a nursery and grow Cattleyas, Phalaenopsis and Paphiopedilums to name just a few. Each grower will talk about their orchid experiences. A potting demonstration will be given. Tour Hours: 2:30 - 4:00 pm. Transportation is not provided.

Blackhawk Auto Museum: April 24 - \$6.00/person

The Blackhawk Museum is a fabulous collection of restored automobiles covering two floors. A docent-led tour is available (if we can muster at least 20 people) and lasts 30 minutes. Allow two (2) hours to see the complete collection. There are likely to be Smithsonian traveling exhibits (subject matter not available at this early date) that you can visit as part of your museum admission. The museum is located in the Blackhawk Plaza, where there are several nice restaurants. Tour Time: 2:00 pm. Transportation not available.

Museum of San Ramon Valley: April 23 - Free (donations o.k.)

This museum is located in the former Danville Southern Pacific Depot. A docent-led tour will give you a chronology of the San Ramon Valley history. An N scale layout will be operating in the museum. Transportation not available.

ELSIE

By
Ken Lunders

The Left Coast (Elsie) HOn30 group had the privilege of setting up at the annual Train Show in San Luis Obispo this past October 5th & 6th. This was a great annual show to be able to attend. If you haven't been to one yet, make plans now to be there next year at about the same time.

Our setup was small by historic standards. We had two 4' modules brought by Roberto Lombardi, one 4' module from Siles Bazerman, one 4' module plus 2 corners each from Bill Wilbanks and Al Sandrini. We also had two 2' universal sections designed and built by Al & Bill in the setup. Other Elsie's arrived during the show and contributed structures, motive power, rolling stock & lively discussion.

The first day we ran conventional DC on the modules. The second day we became the first HOn30 modular setup to use DCC. We had as many as four pieces of motive power running simultaneously on the mainline. We also managed to put together the longest HOn30 train ever. It measured over 8' 2½" and made several circuits of the modules without derailment.

One of the most vexing issues of the show, however, was trying to remember the full name of the "wrongway" character on the Rocky & Bullwinkle show. The speculation was no doubt inspired by a couple of the trains going head to head while traversing the modules. Fortunately, Craig Heenan provided

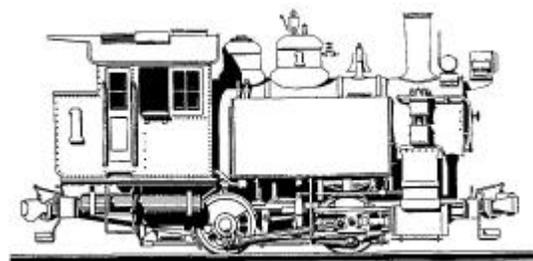
an answer a few days later: Captain Peter "Wrongway" Peachfuzz. We can all sleep better now.

Come and see us at the 17th annual model train show in Bakersfield. This is held at the Kern County fairgrounds January 18th & 19th, 2003. Check out how we stuff DCC into such

tiny equipment. We plan to have an even longer train assembled and running on more modules.

We don't have officers or dues, but we do have fun! We held our first irregular meet in October 1999 in San Jose and have been growing since. We use existing nationally recognized standards for module construction but are not

limited to being a modular group. If you have thought of exploring this challenging gauge please call either 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. Join us on-line at YahooGroups by signing up for the LeftCoastHOn30 mail list. If you are looking for more HOn30 information, you can find it by visiting <http://www.HOn30.com>.



Registration Form



COAST DIVISION REPORT

By Rod Smith, Chief Clerk

Coast Division met on September 8 in Santa Clara. 136 members and friends attended, including 6 first timers. We need more of you folks to come to that first meet and learn of all the fun and fellowship these meetings can provide! Hopefully, you will continue to attend the quarterly meetings, meet your fellow modelers, and benefit from the socialization which occurs there.

When I attended my first meet, way back in the Pleistocene era, Coast Division was a small, but friendly, group who made me feel welcome. I learned a lot from those folks, had a good time at the meet, and found new friends with whom I shared a love of model railroading. You can do the same.

Coast is bigger now, and offers a lot more at the meets. Now we have clinics, discussion groups, a much larger auction, contests, layout tours, and food! My, how we have grown. And, it's a lot more fun now.

At the September meet, we enjoyed two fine clinics. **Bill Burket** showed some of the wonderful things he has acquired during his career as a locomotive engineer. He discussed the story behind each one, and easily filled the hour allotted to him. **Don Fiehm** presented a clinic about DCC, and how easy it makes operating our layouts.

Having operated on several DCC layouts, I can attest to how much more enjoyable DCC makes operation. It is such a pleasure getting away from having to anticipate throwing a toggle switch before running into a block of track.

Dave Connery conducted another very

When I attended my first meet, way back in the Pleistocene era, Coast Division was a small, but friendly, group who made me feel welcome.

interesting roundtable discussion. This meet, we discussed the impending demise of Champ Decals (due to retirement), problems with rub-ons when using dullcote, Central Valley turnouts and tie strips, assembling kits using solder (not for plastic), the availability of passenger car interior details, and when the post office changed letterbox paint schemes. How is that for an eclectic bunch of topics?

During the Business Meeting, Superintendent **Jim Long** mentioned a proposal to hold Mini Meets in the farther reaches of the Division, with the hope of encouraging folks who find it difficult to come to the quarterly meets, to get together in a smaller venue to exchange ideas and form

friendships.

Maps for the Fall layout tours were distributed, and member **Peter Weiglin** reported on the MRIA Show in Chicago. 2003 Convention Chairman **Dennis Stokely** spoke about the Pleasanton convention, which is rapidly approaching. Look elsewhere in this issue for an update, and be sure to register soon so you can take advantage of the early registration fee.

PCR President **Ray deBlieck** informed us of the status of the NMRA long range plan, and how it can affect us as members. Our own **Bob Ferguson** and **Bill Swindell** (who so ably handle the auction accounting for us) have volunteered to help set up the needed database for the NMRA National organization. It is in good and experienced hands.

Everyone at the meet enjoyed the auction after

(Continued on page 28)

CONTEST REPORT

By Ken Lunders,

Last issue I wrote about taking an hour a day to engage in some model related activity. If you have taken it to heart you likely have accomplished a lot by now. Each hour by itself doesn't seem to make a lot of difference, but taken all together they have a huge impact.

I would bet each of you could produce a contest quality model in time for the PCR Convention if you began today just putting in an hour each day on the project. Whether or not you choose to enter it in the contest is another subject entirely, and one I won't dwell on in this column.

I can imagine some of you asking why you would want to even make a "contest quality" model in the first place. "Good enough is good enough, eh? Especially if I don't want to enter a contest."

Well, sort of. Lets take a look at what a contest quality model really is.

At its most basic level, a contest quality model is any model someone enters into a contest. But that definition is really too literal. It is akin to saying that the reason that something is so is that it is so. That kind of logic might work on a child. For a short while.

With simple literalism aside we can begin to see that for a model to be contest quality it needs to have something going for it. Usually this something manifests itself in careful research, accurate and careful assembly, and realistic finish. To enter it in a contest, you will also need adequate documentation. This might not seem like a lot, and it isn't!

Okay, so now we have an idea of what the steps are to build something that is contest quality. Is that all there is to it? Uh... yes and no.

For instance, and this may seem like an advertisement, if you were to buy any recent Fine Scale Miniatures or Sierra West structure kit and assemble it doing nothing more than precisely following the instructions, you would have a finely detailed model that is truly contest quality.

Would the same hold true for gluing together a simple Walthers kit?

Nope. The difference is that you will use a variety of techniques and materials for building the FSM & SW kits. In fact, assembling and finishing one of them is like taking a course in model building. The price you pay for the kit is really just the tuition. As a bonus, you have a finished structure at the end of the class. Once class lets out you still have the know-how you picked up and can apply it to other projects. Perhaps even applying it to that simple Walthers kit to make it an outstanding example of what can be done. Or you might scratch build that item you have been waiting years to see as a kit on the hobby store shelf.

But it doesn't have to cost as much as one of those FSM or SW kits to get the education. If you have more than a few years worth of modeling magazines lying around you probably have all the information at hand you might need. Check out the articles on building rolling stock to better match a particular prototype. Or how about that one on applying chalk weathering. You get the idea.

So, I would have to say that the best reason for building a contest quality model you will get the opportunity to try out a lot of different materials & techniques. See what works for you, and what doesn't. You will build better models. And it only takes an hour a day.

(Continued from page 10)

Tri-Valley Clinics

David Griffy: Constructing Bench Work with Metal Struts and Fittings

Dave outlines the bench work system developed by the Silicon Valley Lines for the club's modular layout. This innovative idea is applicable to modular and home layouts alike.

Charlie Getz: Advanced Laser Building

Charlie shares his experiences and the tricks he has learned to make a laser cut kit into an award-winning model.

Mark Gurries: DCC Basics

In this clinic Mark discusses the DCC system from both a benefit and component point of view. He compares various DCC Systems and offers recommendations of how to get started.

Mark Gurries: DCC Decoders

In this two-part clinic Mark discusses the system component that makes your engines and layout come alive. He will cover decoder basics along with a review various decoder hardware and software features to help you choose the right decoder for the job. Some familiarity with DCC is required.

Mark Gurries: DCC Wiring

Mark reviews wiring considerations for converting an existing layout and offers suggestions to get maximum performance from your DCC equipment if you are building new. His discussion also covers special electrical issues, wire, cabling and tools. Some familiarity with DCC is required.

Jeffery Heller: Make Those Brass Engines Run Reliably

Tired of spending lots of money on brass engines that don't run well? So is Jeffery. He has developed some simple to perform ways to rework them so that they run like what you paid for.

Richard Hendrickson: Santa Fe Cabooses

Richard is a fine scale modeler who loves the SF. One area that is of special interest to him is the caboose. Join him in an overview of the SF caboose and its modeling.

Robert Hundman: Modeling the D&H Wood Caboose

Bob is the Editor/Publisher of Mainline Modeler

and N Scale magazines and his modeling skills are phenomenal! If you have never seen how he does it, this is the clinic for you. Everything you will see can be done by you too. Don't miss this one.

V. Bruce Hunt: SP Narrow Gage in Laws, California

This clinic focuses on the town of Laws, California and the SP narrow gage operations that created the town.

Tommy Johnson: Working the San Joaquin Division

Tommy is a retired runner. He has run over just about every mile of track on the SP. Join him for a trip down memory lane. What was it like firing on the SJ back in the early 50's? Join him and learn all about it.

Tommy Johnson: Special Trains on the Santa Fe and SP

Tommy fired and ran lots of special trains over both of these lines. Join him as he shares his experiences back in the 50's and 60's on both steam and diesels.

Bill Kaufman: Basics of Operations

This clinic will be based on Bill's article in the August 2002 RMC. Bill will explore the 4 main aspects of railroading and road operations.

Tom Knapp: Locomotive Construction

Tom models in a scale that doesn't offer much in the way of motive power and has to scratch build many of the locomotives he operates. The methods he has learned and will share with us are applicable to all scales.

Tom Knapp: Turnouts and Track

Tom shares the methods and processes he has developed over the years to install trackwork with the precision required for reliable Nn3 operations.

Rich Kolm: Turnouts, What You Need to Know

Rich covers basic information about turnouts, modeling compromises, how turnouts are used in trackwork design, NMRA standards and recommended practices, along with a review of prefabricated turnouts, and thoughts on installing them.

(Continued on page 24)

(Continued from page 23)

Tri-Valley Clinics

John LaBarba: Dry Brush Weathering

John will share with us the tricks and techniques he has spent years developing and perfecting to become a master of dry brush weathering.

Ogden Lamont: Installing SoundTraxx Decoders

Ogden is doing two clinics on installing speakers and SoundTraxx decoders in HO locomotives. One clinic covers steam and the other diesel.

Gene Mayer: Scratch Build a Southern Coal Hopper

The Southern Railway's all aluminum rotary hoppers are a unique car. Gene shares his techniques for scratch building this special car using styrene.

Harold Mentzer: Designing Model Bridges

Harold loves railroad bridges. But you can't build them the way the railroads do. So, what do you do? Harold has developed some quick and easy techniques for building all types of railroad bridges that look as good in miniature as the real ones do out on the plant.

David Mussatti: Logging with steam in the 1950's

A look at the narrow gauge logging lines of the Sierra's, SP's narrow gauge lines and the WP and SP steam operations in the 50's.

David Mussatti: Revisiting the Rio Grande Circle

Colorado in October, what could be more beautiful? The Georgetown loop, Leadville, Cumbres Durango and more. Join David as we relive his recent trip over the famous D&RG.

Seth Neumann: Operations

Seth, the president of the Operations Special Interest (OPSIG) Group, focuses on attaining realistic operations on your home layout.

Kermit Paul: Unique Laser Kits

Most craftsman kits available today are produced using lasers to make precision cuts in wood materials for buildings and scenic details. Join Kermit as he explains how to put together a package to get that unique building you need but which is not commercially available.

Reg Shaffer: Small Scale Live Steam

Reg is the master of live steam operations in 1:20.3 (F) scale. He knows how to make 'em run like the prototypes. This clinic will feature an operating live steam layout.

Anthony Thompson: Southern Pacific Caboosees

Tony is a noted expert on the Southern Pacific. His clinic will tell you everything you ever wanted to know about the SP caboose fleet.

Peter Weiglin: Pennsylvania Diesels

Peter is the author of a new book on the PRR and the diesel fleets that it operated. If it ran on PRR rails, Peter knows about it and will share his love of the "Standard Railroad of the World's diesels".

(Continued from page 1)

Vice President's Message

been declining. The North Conway club used to be a 100% NMRA club. Today only about half of the club members belong to NMRA. Thus the declining membership is not limited to PCR.

Attendance has shown a significant increase at the last two Sierra Division meets at Sutter Creek, California and Carson City, Nevada. I believe the increased participation can be attributed to better advance publicity and extremely interesting programs, which attracted many people from other divisions. The large number of families who attended Northern California's Model Railroad Show in Roseville November 8th and 9th was encouraging for possible growth in the hobby. More than 100 youngsters earned junior engineer badges operating the Sacramento Modular Club and Sierra Division switching layouts. I was particularly impressed by an eight year old who returned to the switching layout several times while I was manning the switching layout. Later he told me he operated trains on his grandfather's layout. He is Sierra Division member Tom Ebert's grandson.



(Continued from page 6)

Home Layout or Club?

how something was to be done or where the spur was going to be located. On the other hand, I never really had anyone to show me how to do it better or to be an example to challenge me to improve. Reading an article in a magazine is significantly different from hands on experience.

Unless you are blessed with more self-discipline than I seem to be able to muster, progress on a home layout may lag well behind what originally was envisioned. But, no one yells at you if the yard isn't finished on time, there is a short in the wiring or if the color just isn't quite right on that kitbashed switcher.

Clubs vary, I know, from my reading and visits. Yet, most will offer unique experiences. My suggestion is that you first join a club and then build that home layout if you still must. Consider the following attributes of club membership.

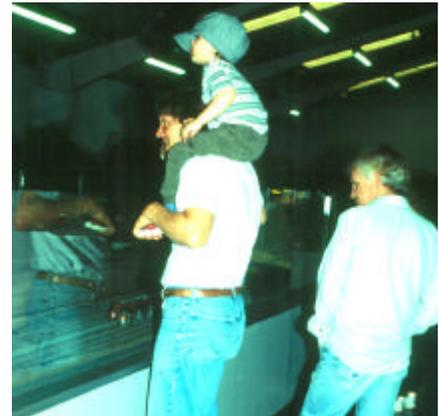
- **Education/Expertise.** One of the sure things about being around a larger group of model railroaders is that you are going to learn from them. There will be an expert on every modeling skill - weathering, construction skills, benchwork, trackwork, scenery, design, electrical and electronics, prototype history and practices - but in addition, one learns teamwork (and what happens when it is NOT present), organizational skills (and politics), responsibility to the public and how to educate others. Model railroaders come in all ages and sexes, with varying "people" skills and from every ethnic group and economic background. Our club includes skilled professionals, entrepreneurs, highly competent technical experts, real railroad employees, blue-collar workers in a variety of fields, students and a number of retired persons. It is the most eclectic group I have ever associated with and everyone has something to offer.
- **Operations.** Club layouts tend to be more



complex and provide opportunities for interesting prototypical operations. Operating with different themes and eras is possible. Many large layouts incorporate both traction and narrow gauge systems. When not open to the public, most club layouts usually are available for member use.

- **Public View.** There is something special about operating a layout for the public.

Museum quality sets a standard for equipment and scenery and individual members take great pride in being able to show off both their



skills and their equipment. There is nothing like having the public admire your most recent masterpiece. Public shows educate youth and the general public about railroad history and lore as well as modeling skills. Some of my biggest thrills have been in the excitement and enthusiasm shown by youth groups that visit the Museum.

- **Affordability.** Club or museum layouts allow people of modest means to participate on a much grander scale than would be allowed by their own private resources. This

(Continued on page 28)

(Continued from page 5)

Anne in India

remains of the DHR's freight fleet.

The facility itself is cute, with a funky little garden out front.

And on to the Mahananda Bridge. The taxi garage turns out to be right next to the bridge abutment. While I'm taking modeler's photos of the south abutment, what comes along but the morning train!

Pretty soon we're pacing the train through a wildlife preserve. It's gorgeous territory, lush tropical rain forest. I was concerned that it'd be impossible to model, but I think I can do the ground cover with Noch leaves over poly fiber. The trees 'look different', but should be easy to do - deciduous trees with branches only at the top.

Like the V&O's "Lichen Belt", I have the advantage that all the hard modeling is covered by the vine that grows all over everything.

We work our way up to this wonderful curve. It's not mentioned anywhere, but there's a hairpin curve where the RR dips into a ravine. This place is absolutely gorgeous. They've built little 'viewing galleries', with benches and stairs and railings, on the side of the reinforcing embankment. It's all overgrown and green, a wonderful tropical paradise spot.

The RR does follow the Hill Cart Road very closely. A charming aspect is the many homes that front on the RR are almost like private RR stations.

Chunbatti loop turns out to be a lot more fun than I'd imagined. It's actually at one edge of the straggling little town of Chunbatti. The loop is 48 of my steps across. It feels incredibly tight, because the road passes inside the RR loop, makes a hairpin, and passes over the same bridge as the RR. Because of this, the center of the loop is just a small, off center circle.

Tindharia was the day's disappointment.

Photography is off limits at the workshops, and the trip up to Tindharia was largely useless. I did get station photos.

I have to find a way to model bamboo. It's one of the plants that appear along the line. Pain, pain, in my brain. I tried modeling it for my zoo module, and the two small plants I made were pretty painful.

Above Tindharia is the loop at Agony Point. Originally Agony Point was all natural, and incredibly beautiful. Somebody put a little circular commemorative thingy in the middle.

Next somebody built a "concrete carbuncle", as Ken Walker calls it, a little shed on the side of the hill. A tourist hotel has been constructed at the end of the little peninsula of hill that holds the loop. It's big, it's ugly, it's tacky. They've removed all natural vegetation inside the loop and constructed a "front yard" for the hotel. There are concrete benches with a concrete bunny rabbit at each end.

On beyond Agony point we go through the zigzags. The grade on these is really amazing - maybe 10%???? Anyway, we make it through all the zigzags (switchbacks to you yanks) and keep heading upwards through Gayabari to Mahanadi. At Mahanadi station the diesel gives up the ghost. It's the same one they were using for the air brake tests, and somehow they didn't get everything back in place when they restored it to service. Ooops.... We hang out an hour. A passing taxi (van) offers to take us to Kurseong for 10 Rupees.

As we pull out we meet the down train, hauled by a class B. At Kurseong the railfanning picks up a bit. The taxi drops us in front of a hotel where I take a room. Across the street is the Kurseong running shed, and a Class B being steamed up (789 for those into such things). The crew cleans her up while she builds up steam.

When they get partially steamed up they pull up into the passenger station. The station at Kurseong is a stub terminal off the mainline with its throat in the main road. There's so much traffic

(Continued on page 33)

(Continued from page 3)

Editor's Notebook

The issue is full of Convention stuff. Tri-valley has a list of its clinics and its outside activities (think speeders up Niles Canyon). It's not going to get any better. I'm the publicity guy for the convention in Napa in '04. You are likely to hear a lot about it.

The Board of Directors met and Rich Kolm has their highlights (see p. 12). I've picked up a new boss, Gus Campagna. I think he is the new manager of the Publications Department 'cause he's the only guy bigger than me in the region, and might be able to keep me in line.

Plus we have all the regulars: the VP's report, Division reports, news from the Layout Design/Operations Special Interest Groups and Tales from the Santa Cruz Northern.

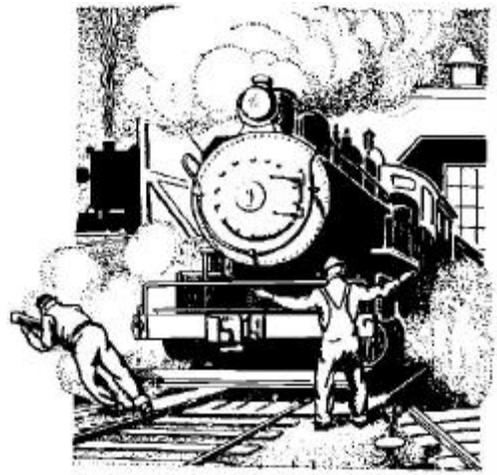
I also have a couple of items that don't seem to fit anywhere else.

Doug Wagner sent the following announcement, "The Golden Empire Historical And Modeling Society will be hosting their annual model train show on January 18 & 19, 2003. Times are Saturday 10:00 AM - 5:00 PM; Sunday 10:00 AM - 4:00 PM. Admission is \$5.00 per person and good for both days. Kids ages 12 and under free with a paying adult. Location is the Kern County Fairgrounds, 1142 South 'P' Street, Bakersfield, CA. We are always looking for more vendors and layouts to participate in the show. For more information, contact Doug Wagner at (661) 589-0391 or email at carldw@aol.com."

Dave Biondi sent me a note that "John Barclay, a respected SP modeler and long-time member of the PCR, died November 13, 2002 in Portland, Oregon. John died from metastasized prostate cancer. Remember him when you hear the train whistle blow. If you are so moved, a remembrance in his name can be sent to the American Cancer Society earmarked for prostate cancer awareness and prevention."

This is the last issue for this year, so I want to wish you the happiest of holidays, filled with warmth and cheer and a wonderful New Year.

Bill Kaufman



Tri-Valley Zephyr Swap Meet

In lieu of the traditional silent auction, Convention attendees will be able to sell, swap or otherwise dispose of no longer wanted equipment, scenery items or reading material during an evening-long swap meet.

One table will be available to any registered convention attendee at a cost of \$10.00. The table fee must be received not later than February 1, 2003. Additional tables will be made available (to those who have purchased a single table) after February 1st, in the event that all tables are not sold in the first round. Transactions are the responsibility of both buyer and seller. Table reservations can be made by contacting Tom Blinn at (925) 484-3644 / tblinn@attbi.com <<mailto:tblinn@attbi.com>> / 2328 Gloria Court, Pleasanton, CA 94588.

(Continued from page 25)

Home Layout or Club?

can allow ownership of higher end equipment since no personal investment is necessary (apart from dues or contributions) in the layout or club organization.

- **Size.** There is a special thrill to operating your equipment on a large club layout. Longer trains and longer equipment like prototypical length passenger cars can be operated much more realistically. It could take a half-hour run to get your train from its point of origin to its destination without ever passing the same place twice.
- **Plenty to do.** There is always something to be done on a club layout. They never are finished. You are always challenged to improve your skills either in construction or operation in all facets of the hobby.
- **Outreach.** Public club operations attract others to the hobby, a definite need. Clubs can also be a vehicle for involving youth and others, perhaps of limited means, in the hobby and provides to all a historical education with respect to railroading and transportation.

People worry about the graying of the model railroader because youth today is not exposed to railroads as the romantic enterprise and occupation. My great, great grandfather was a freight conductor in the days of steam, and no doubt that, together with my Lionel trains and the fact that the SP was only two blocks away gave me a good start. Clubs are a place where youth and the experienced can get together and the enthusiasm is contagious. Club and public shows let people either reminisce or learn about the wonder of railroads. For this reason I think model railroad clubs are extremely important to keep this hobby alive.

GSMRM and your nearby club deserves your support. Come on down and see how you can help. GSMRM needs more members in order to be able to meet its commitment to public operation. It is your regional public model railroading display facility with regular weekly

open hours. Openings exist for members in all three Scales, O, HO and N, regardless whether your specialty is standard gauge, narrow gauge or traction. The Museum also needs volunteers or members who are willing to be docents on Saturdays and Sundays to fulfill our educational mission and to help out with the door. On the other hand, operating for the public demands pride and excellence and the rewards offered by the larger club layout should be apparent to most readers. [See Club News at p. 31 for further information on GSMRM.]



(Continued from page 21)

Coast Division Meet

the business meeting. There were plenty of items entered, and many went home with new owners who have great plans for incorporating them into their own layouts. The Rainbow Girls provided plenty of food and drink for us throughout the day.

The Raffle prizes were won by **Theresa Carlquist**, and **Jim Long**. The format of the contest this meet was a popular vote for a flat car with a load. Winners were **1. Bob Bell**, **2. Fred Verrier** and **3. John Marshall**. Congratulations to the winners, and thank you to all who participated by entering and voting. The switching contest winners were **Alan Havens** and **Loren Gresbrecht**.

Our next meet is December 8 in Fremont. All the usual activities will happen there. This meet may have occurred before you read this, so here's a reminder to mark your calendar for March 2, 2003 when we plan to return to Santa Clara again to have some more fun! I hope to see you all at one or both of these meets.

(Continued from page 7)

Maple Leaf 2003

SIGs Roundhouse: The Layout Design SIG, TH&B Historical Society, CN SIG, CP SIG, Newfoundland SIG, Railroad Industries SIG and the Operations SIG will be in attendance. The Operations SIG will operate their portable layout so you can see and discuss what model railroad operation can be like up close and personal. The Railroad Prototype Modelers will have a room where they will be displaying their models and you will have a chance to talk modeling with them.

Auctions: It is traditional at National Conventions to have both a live and silent auction and ML2003 will be no exception. Auction registration will be on Tuesday with the Live Auction running all day Wednesday and the Silent Auction on Thursday.

Model Contests: Many people fear that to enter the Model Contest at a National Convention you have to have a super quality model. This is simply not true. You see the same models at a National that you see at one regional Convention model contests, just more of them. There are many prizes to be won and often a single model entered in a category wins many special prizes offered by the manufacturers by virtue of it being the only model in the category. Don't be shy about bringing your models to the contest at ML2003. You may surprise yourself and go home with an armful of trophies. Registration forms for the model contest they can be downloaded from the NMRA website (www.nmra.org). There is also a Photo Contest and an Arts and Crafts Contest. A special prize will be offered for the best model of Canadian prototype motive power. Also at this convention there will be a "Thumbs, eh" contest for those "off the wall" and

whimsical but fun models.

Banquet & Welcoming Party: Like bookends to a great convention the "Welcoming Party" and "NMRA Banquet" begin and end your week. On Sunday evening at the start of the convention attend the "Welcoming Party" where the week's activities will be explained and you will get a chance to meet those who have worked so hard for the past 5 years to make your convention the best it can be. It is also a great place to meet new friends and renew old friendships. Saturday evening at the end of the week is the NMRA Banquet where you will be able to socialize with new friends and old during the "Happy Hour" and then enjoy a fun filled evening of dining and awards presentations. This is a great way to cap off a week of fun.

Tours: There are 45 regular layout tours available and 5 super tours. For these you will board a highway coach and you will be taken to a series of home and club layouts then back to the hotel. Most layout tours last from 4 to 6 hours with the super tours lasting up to 10 hours. There are over 20 prototype tours offered visiting a variety of prototype locations including the South Simcoe Railway, PROCOR, CPR John St. Roundhouse and a whole lot more. General tours are available for the whole family and include places like the Metro Zoo, Casa Loma, Harbour Dinner Cruise and Stage West Dinner Theatre to name a few.

National Train Show: The National Train Show will be at the Toronto Congress Centre across the street from the convention hotel and opens on the Friday. With the first few hours reserved for convention only, registrants get first crack at the available merchandise and can talk to the manufacturers without the public competing for their attention. The public is admitted on Friday

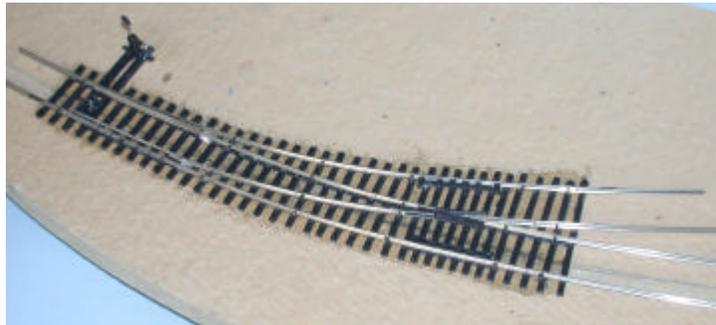


(Continued on page 37)

(Continued from page 2)

Made in the PCR

position (an exacting glue joint so you don't glue the throw bar in place). I then drilled and placed small spikes at the indicated locations (Note that Central Valley suggests either gluing or spiking – I did both). Using the smallest spikes available, the heads are grossly out of scale with the superbly molded in detail on the CVT ties. If you want really beautiful detailed track I would suggest you not spike down the rail except in places where actual experience indicates it is necessary.



The bar has been raised considerably when it comes to beautiful trackwork. I know I read in the past that hand spiking your layout “made you a better person”. After several small attempts at hand laying I decided I was “already a good enough person, thank you very much”. No other track products on the market, and most certainly no hand laid track, comes close to the CVT line for exquisite scale detail.

Details: To finish the turnout I decided to add the “optional details”. These included rail braces for the point area, bolt bars for the frog sides and some joint bars where rails would have been connected. Having come this far, I followed the instructions to install a switch stand with an “animated target”. This is really dicey, as you are using ACC to glue both switch stand feet to the 3/64” wide head ties, which are holding the sliding throw bar. My only suggestion is take your time and follow each step exactly as in the directions.

On my first two tries I cemented the throw bar to the head tie and had to carefully take them apart and clean up the dried ACC. On the third try I used the thickest ACC I know of and semi-succeeded. In fairness, Central Valley says to install it as an animated switch stand “if you are

brave”. I then looked up “brave” in the dictionary and found it's meanings include “a boast, challenge, defiance; to brag”. I think that is an accurate description. This is a very delicate assembly and I would do this at the very end after all track is down and ballast in place. Once modeled, it will be necessary to be especially careful around this area, especially when cleaning track.

General comments: As noted above, this line of trackwork products has achieved a whole new level in our quest for more accurate models – “yes, Virginia track work is part of the model”. It took me about 3 ½ hours to complete this one turnout. I could

have saved about ½ hour by not doing any spiking. I think after building 3 or 4, the time would get down to about 1 ½ hours per turnout, especially if you were doing several at once, saving time to get tools, wait for glue to set, reread the directions, etc.

Electrically, the track checked out well, I was apparently needlessly concerned about the foil serving as a good electrical path. Since this sample turnout is not a part of my layout I was unable to really test the tracking of equipment through the turnout but a “see-thru” track inspection car seemed to negotiate the turnout in all directions but there was some “bounce”, especially as the wheels hit the points. This causes me some concern some wheel sets will “pick” as they hit the point ends, which are not inset into the stock rails. This was certainly not an adequate test of the turnout in regular operation.

You can now create a turnout to fit your unique design with wonderfully smooth flowing prototypical rail lines, and for this reason these new turnouts are desperately needed. If, however,

(Continued on page 31)

(Continued from page 30)

Made in the PCR

you currently purchase completely RTR cars to save a few hours of modeling, then I don't think these turnouts are right for you. I would find it hard to get enthusiastic looking at a layout that would require 100 or more turnouts, if they were all to utilize these CVT kits.

PROS: The absolutely the finest detailed trackwork I have seen. With these you are able to make beautifully flowing curves through turnouts without the unsightly "end of turnout" rail ends to deal with. Furthermore, you are able to produce all prototypical gradients of curvature in your turnouts. Having a complete track system (straight as well as turnout tie blocks available) allows totally consistent and beautifully detailed ties, plates and spike heads. The standard for great close-up photos of equipment on trackwork will become CVT ties. The kits retail for \$11.95 and you supply your own rail.

CONS: This is definitely not a product for "new" modelers, or those without the patience to build fine and intricate mechanisms or who are in a rush to get done. It is hand laying, but with the ties, point rails and frog provided. As noted above, I am concerned wheels will "pick at" the points without some "fiddling and filing". Since the frogs are plastic, there is a .3 inch dead spot on one rail as your equipment passes through the turnout. While this shouldn't cause a problem, I would not recommend using cleaning cars with solvent based cleaners in them (such as Tony's Train Exchange "Clean Machine"). Aztec's Craytex roller based cleaning cars should work just fine.

Central Valley Model Works is owned by Jack Parker and is located at 1203 Pike Ln., Oceano, CA. Jack's superb Northern Pacific layout was open for visitors during the 2001 PCR Convention in San Luis Obispo. Jack's layout ran flawlessly while I was there. In addition to this new line of track work, they also produce a Northern Pacific stock car, steel truss and plate girder bridges and parts, and wonderful sprues of

Fences and Railing as well as Steps and Ladders. I have used all of these HO products and have been thoroughly satisfied with each. Their web site is <http://www.cvmw.com>.

(Continued from page 13)

Board of Directors

submitted the Committee's Final Report with a Long Range Plan for PCR. He said the Plan is a consensus of committee members based on 2-1/2 years of work and is valid whether NMRA goes to single membership or not. The report is available by e-mail from him or Secretary Rich Kolm. The Plan includes recommendations for programs at the Divisions for improving member retention and attracting new members. President deBlieck asked the Committee to develop an implementation program. In connection with this, the Board authorized printing additional copies of the first issue of the *Branch Line* in 2003 to be mailed to all non-PCR members of NMRA in PCR territory.

Unfinished Business. Consideration of new programs and projects of benefit to PCR members, as related to revenue from the 21st Century Limited convention account, was continued to the next meeting. The future of the Hawaiian Division, which is currently inactive, is a problem that will need attention. The creation of a new separate division in the northern part of the Sierra Division is an ongoing consideration by Dwayne Coate.

Contest judging. Under New Business, there was considerable discussion whether the contest room at PCR conventions should be open or closed during judging. The Board adopted a policy that contest judging shall be in open contest rooms beginning with the 2004 PCR Convention and optional with the 2003 PCR Convention.

The next meeting of the PCR Board of Directors is tentatively scheduled for Wednesday, April 23, 2003 at the PCR Convention in Pleasanton.

OPERATIONS SPECIAL INTEREST GROUP NEWS

By
Seth Neumann

The big news is that the 2003 Regional Layout Design and Operations Sig meet will be held at the Santa Clara Depot on February 1, 2003. More details on the program, but there will be an extensive program of layout tours and operating sessions (aimed at new operators) Saturday night and Sunday, the 2nd. See else where in this issue for details!

So I've been thinking a lot about designing for operations, building towards operating, getting operating and improving an already-operating layout. I've been working on all 5 phases on different layouts:

- 1 Les Dahlstedt is completing the design of a 20s era layout based on the NYO&W in the Rondout Valley. We've been testing the design of his moderate-sized layout to ensure that there are enough operations to make it interesting but that there still is enough room to do the work. I think Les has a winner!
- 2 I'm working through the construction phase and hoping to get enough track down on my 1999 UP in Niles Canyon to operate some time in 2003. It takes time and all of the good operating sessions do take away from layout time. Still there's nothing like a few great sessions (such as the ones I was able to participate in during the Salt Lake area "Great Basin Getaway" in September) to get those construction juices going. Of course I've had to rely on a lot of help from friends, who have been there to tell me when something I'm doing won't work. I feel it's better to do over now than after a lot



of other work has been done around the thing that needs to be corrected.

- 3 Mike Birmingham is far enough along with his 3-room size 1953 SP&S that he's been holding occasional sessions to identify track problems and establish timings for TT&TO operation. We've also been planning the signaling system to emulate the prototype's Automatic Block Signaling (ABS) overlay.
- 4 Dave Biondi has now run three full sessions on his late 70s era Sierra Railroad. Things are really falling into place and the operating plan is mature enough that last session featured a passenger excursion. As yardmaster, I loved it: it plugged up the main long enough for us to get the yard organized and the Sonora turn on the road! Dave has wisely adopted a "zero-tolerance policy" on track defects and his aggressive efforts are paying off in much smoother operations.
- 5 Rick Fortin is building a major extension to his large (early 70s era) Sierra Western and Santa Fe. Rick has always been a stickler for perfect track, when you have a derailment on the SW&SF, you can be pretty sure it wasn't the layout! Operating possibilities will be greatly expanded when he gets back on line in early 2003.

I think the key in all these cases is to take the time to do it right. Compromises in construction will lead to problems in operation. You must be prepared to tear out and rebuild anything which isn't right or it will jump up and bite you during an op session. But the reward is a smooth running railroad and a lot of fun!

See you at the Depot on February 1st!



Redwood Empire Division Report

The RED met on November 10th at Ursuline High School in Santa Rosa. There were approximately 30 in attendance of which most continued on to Healdsburg to visit Bill and Kitty Wells' layout. Door prizes were won by Harold Mentzer, Mike McSween, Noble Emery, Jim Gray, Richard Wagner and Joseph Aymar. Joseph Aymar also won the special door prize of a year's subscription to Railroad Model Craftsman. Shirly Mentzer brought food, coffee and dessert as is always the case.

Clinics included Harold Mentzer's on weighting cars for better operation and Paul Christensen's run down on what is new in hobby shops (including his at Fulton Station). Most of the time was spent on showing models brought in by the members. The show and tell format seems to be more popular than the formal model contests. There were six members who brought their models which is more than we usual get for contests. Bill Williams brought some information about a live steam group that is starting up in Santa Rosa. Finally, the SCMRS have a new location, the freight depot in Healdsburg. For information, contact Dave Gibbons at 707-526-2057.

2003 will have 4 RED meetings scheduled for the 2nd Sunday of the 2nd month in each quarter. These will be Feb 9, May 11, Aug 10 and Nov 9. The first two are tentatively scheduled for Napa and Vallejo. More information will be in the next RED Call Board on line at the RED Web Site <http://home.earthlink.net/~campgus/>.

The annual RED business meeting will be at the May meeting when we will elect a new Supt and Chief Clerk. Nominations will be made at the Feb meeting. Contact Ed Zakareckis at 707-425-1159 if you would like to run for one of these offices or nominate someone else.

(Continued from page 26)

Anne in India

that a portable traffic cop stand sits right in the middle of it. It's on wheels so they can move it out of the way. The terminal has a small yard, just extensions of the terminal track, and a disused turntable.

I'll be in high heaven when I'm detailing structures. Every house has a little yard, and every yard is neatly landscaped. I love landscaping in HO (oops, OO9!) The other great thing is the trees - I can actually start the layout without many, I'll just plant tea everywhere. And when I do add trees, they're in widely separated clumps, and they only have branches at the top. This alone should cut a year or two off construction.

On the other hand, to be realistic I have to mix some 'exotic' plants in with the ground cover viney stuff, and that probably means making lots of plants by hand

Well, that's the news from here.

(Continued from page 11)

Achievement Program

If you have entered any NMRA judged modeling contests in the past, dig out your old score sheets. If you received at least 87½ points and a Merit Award for a model that you built, that Merit Award will count toward Master Builder certificates.

After completing this survey of your volunteer efforts, layout, and contest models, you may find that, while you haven't made progress toward the requirements for some of the AP certificates, you may be actually very close for some others. I'd suggest then making a list of what you need to do to finish up one of the certificates that interests you. Use this list to prioritize your upcoming projects and before you know it, you will be completing the Statement of Qualifications or SOQ for your first AP 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 35.

(Continued from page 9)

Operations at Ellenville

the train on time, cars will be blocked in staging to minimize the number of switching moves.

The traffic moving in and out of Ellenville will be interesting and varied. Previously-iced wood sheathed reefer cars will arrive at the cheese factory to pick up crates of locally produced cheddar and gouda. There will be hoppers of silica for Barr Demijohn and outbound loads of rugged bottles crated up in wooden boxcars. Sun Ray will receive boxcars of empty water bottles and ship outbound loads of filled water bottles.

Railway Express will transport its outbound shipments across the street to the O&W freight house, where empty boxcars will be spotted. William Deyo Co. will receive wooden hoppers of anthracite coal that will be loaded into each of four tall storage silos for sale to local industries and later in the year, to homeowners who'll fill their coal bins for next winter's heating. Flatcars loaded with lumber will also be spotted on the Deyo sidings. Boxcars containing feed and grain will arrive at Hunt and Donaldson for sale to local farmers.

Boxcars filled with hardware products and gons filled with pipe will arrive at the W.K Shook wholesale hardware distributor. The occasional boxcar of lubricating oil will arrive for delivery to the Standard Oil distributor. Local milk trains will pick up unprocessed 40 quart cans at the two milk platforms in Ellenville before heading off to the creamery at Kerhonkson. Finally, there will be the steady stream of passenger trains stopping at the passenger depot.

Track laying for the layout's lower level will start in January and by early March, I'll be thinking about constructing that helix. The first work trains should be running to the upper level by springtime. If you'd like to know more about the Kingston Branch, contact me at kingstonbranch@earthlink.net.

**Tri-Valley Zephyr
Special Diorama Contest:**

In addition to the PCR model contest, the Convention is holding a special diorama contest. Winners will be decided by a popular vote for "Best in Show", "Funniest" and "Most Creative Use of Space" categories. Entry requirements are:

1. Dioramas must be no larger than 11" x 17" (they should just fit into a ream-sized paper box), with no part of the diorama extending beyond the edges of these measurements. There is no limit on height. If a backdrop is included, it must also fit within these parameters.
2. Each diorama must be completely self-contained. Two dioramas may be constructed to constitute one scene, however no part may extend over the edges of each respective diorama and each diorama will be judged separately.
3. Dioramas can be done in any scale.
4. Dioramas must contain at least four different elements from the list below (i.e. you could include elements A, C, F, and K and be okay, but having 4 trees (E) only constitutes one of the four needed elements and does not qualify.

Elements:

- | | |
|-------------------|-----------------------|
| A. Track | I. Building/Structure |
| B. Rolling Stock | J. Figure - Person |
| C. Trestle/Bridge | K. Figure - Animal |
| D. Rocks | L. Animation |
| E. Trees | M. Lights |
| F. Water | N. Vehicle |
| G. Snow | O. Backdrop |
| H. Sound | |

5. Somewhere on the diorama, at least one reference must be made to railroading. This could be an abandoned track, railroad structure or sign, wrecked railroad car, even a tavern called "The Whistle Stop" would work. Use your imagination.
6. You may enter as many dioramas as you desire.

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

Operating days for the public, April and through December, are Saturday and Sunday afternoons from 12 to 5 PM. Club meetings are Friday evenings from 7:30 to 10 PM, and Wednesday afternoons from 12 to 4 PM. We welcome new members in all our scales, O, HO and N, including narrow gauge and traction enthusiasts. The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Admission is: Adults \$3; Seniors and Children under 12 \$2, with a family maximum of \$7. For information, a map and to see photos view, www.gsmrm.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 LODE 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

(Continued on page 36)

(Continued from page 35)

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 napajohn@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' 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://members.aol.com/dmegeath/index.html>. Modeled as the Sierra Central Railroad, both HO and HOn3 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.

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.

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's 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 will have open houses on September 14 and 15 from 11 am to 6 pm each day. In addition, the railroad is open on the last Friday night of every month from 8 pm to 10 pm for operations. The 2002 Annual show will be the two weekends before and after Thanksgiving; November 22 from 8-10 pm, November 23 & 24 from 11 am-6 pm, November 29 from 2-10 pm and November 30/December 1 from 11 am-6 pm. 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"

(Continued from page 29)

Maple Leaf 2003

afternoon and Saturday and Sunday. Registrants are free to enter the show whenever they wish all weekend but most find Friday morning the best time.

Hotels: Three hotels are available, the International Plaza, the Delta and the Regal Constellation. When you register you will be sent a hotel registration form. Once you return it, the "Housing Bureau" will inform you at which hotel you will be staying. The NMRA has pre booked all of the rooms and the Housing Bureau will handle room allocation. A shuttle bus will tour constantly between the hotels from 6am to midnight so you will be able to get to the headquarters hotel easily if you are staying at the Delta or Regal Constellation. If you prefer to walk, the Regal Constellation is the furthest and it is less than mile west of the International Plaza on Dixon Road.

Non Rail Program: Includes hands-on clinics, demonstrations, lectures and tours. More than twenty different lecture, demonstration, and hands-on clinics will be offered over the course of the week. Twenty six half or full day tours available for rails, non-rails and children are currently being planned, some including special luncheons. Evening tours will explore Toronto's theatre life. The ladies hospitality room will be open all day and will be the site of evening gatherings for games, simple crafts and friendship. A bus will enable people to shop at Sherway Gardens each day. Everyone is welcome to join us for our traditional Non Rail Luncheon, a delicious buffet prepared by the chefs of the International Plaza on Tuesday July 15. There will be entertainment, door prizes and fun for all. In keeping with tradition, The Maple Leaf 2003 convention will award a special prize and plaque to the highest scoring entry in the NMRA Arts and Crafts contest, demonstrating the theme of MAPLE LEAF.

This is just a small summary of the many activities that will take place at ML2003.

Tri-Valley Zephyr

Proudly Presents

AN OLD-TIME

MOVIE NITE!

Your Host

Don Ol sen

" Selected Short Subjects "

Southern Pacific in the East Bay

Santa Fe: Avon to Richmond

(A Brief Intermission)

BUSTER KEATON

in

"THE GENERAL"

**Sacramento Northern
in the East Bay**

" Premier "

Nine Lines Around the Bay

by

Don Ol sen

(Soft Drinks and Popped Corn)



**MEMBERSHIP APPLICATION
PACIFIC COAST REGION**

12/02

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 only (requires NMRA membership# above) at \$6.00

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.

Callboard

President Ray Deblieck 1304 Santa Clara Ave Alameda, CA 94501 (510) 521-9778 RaydBCS@aol.com	Trustee Ray Deblieck 1304 Santa Clara Ave Alameda, CA 94501 (510) 521-9778 RaydBCS@aol.com	Vice President L. E. "Gene" Mayer 4349 Virgusell Circle Carmichael, CA 95608 (916) 486-0934 GeneFWRR@aol.com	Treasurer Larry Altbaum 40 Live Oak Lane Danville, CA 94506 (925) 736-8160 emerbaum@msn.com	Secretary Richard L. Kolm 3535 Arcadian Way Castro Valley, CA 94546 510) 538-8973 IronHorseK@aol.com
--	--	--	---	--

Board of Directors

Director, Daylight Division Brewster Bird 1122 West Princeton Ave. Visalia, CA 93277 (559) 732-6096 Williambird@mybluelight.	Director, Coast Division Jack Wall 266 South Sea Way Livermore, CA 94550 (925) 294-9766 JackWall@aol.com	Director, Sierra Division Bob Mountjoy 4932 Hidden Meadow Way Antelope, CA 94583 (916) 728-1205	Dir., Redw'd Empire Div. Ron Plies P. O. Box 950 Fortuna, CA 95540 (707) 725-9063 Rplies@cox.net	Director, Hawaiian Div.
--	--	--	--	--------------------------------

Publications Department

Manager Gus Campagna PO Box 758 Soda Springs Ca 95728-0758 campgus@earthlink.net	Editor Bill Kaufman 623 Las Colindas Rd San Rafael CA 94903 (415) 491-0543 Whk58@pacbell.net	Circulation Manager Norman Morris 727 Rideout Way Marysville, CA 95901 (530) 742-6930 Nomanmorris@Cs.Com	Webmaster Kevin Hurley 1099 Pleasant Valley Road Aptos, CA 95003 (831) 728-1934 Kmhurley01@charter.net
---	--	--	--

Membership Department

Manager	Member Promotion	Computer Records Bob Ferguson 530 Fig Tree Lane Martinez, CA 94553 (925) 228-6833 Bobpcrd@Aol.Com	Member Aid Rod Smith 40330 Monte Court Fremont CA 94538 510-657-3362 railgeezzer@aol.com
----------------	-------------------------	---	--

Achievement Department

Manager Jack Burgess, MMR 36129 Sandalwood St. Newark, CA 94560 510-797-9557 Jack@Yosemitevalleyrr. Com	Daylight Division Brewster Bird 1122 W. Princeton Ave. Visalia, CA 93277 (559) 732-6096 Williambird@mybluelight. comwilliam-	Coast Division Kermit Paul 15 Boies Court Pleasant Hill, CA 925—935-1859	Sierra Division	Redwood Empire Division Harold Mentzer 102 Berna Ave Napa, CA 94559 (707) 226-5153 Gramashrly@Aol.Com
--	---	---	------------------------	---

Non-Rail Department

Manager Mary Moore Campagna PO Box 758 Soda Springs Ca 95728-0758 campgus@earthlink.net
--

Contest Department

Manager Ken Lunders 22530 Kinst Ct Cupertino, CA 95014 (408) 777-9572 Ken@Intercad-Inc.Com	Model Contest Ken Lunders 22530 Kinst Ct. Cupertino, CA 95014 (408) 777-9572 Ken@Intercad-Inc.Com	Photo Contest Jim Providenza 16 Drake Cove. San Rafael, CA 94903 (415)472-6715 Rrjim@Aol.Com	
Daylight Division Bill Scott 341 Evergreen Clovis, CA 93612 (559) 298-7715 Vallyflyer@Aol.Com	Coast Division James Rustermier 4775 Raway Dr. San Jose CA 95111 408-972-1689 Rusty1945@Juno.Com	Sierra Division Norm Morris 727 Rideout Way Marysville, CA 95901 (530) 742-6930 Nomanmorris@Cs.Com	
		Redwood Empire Division	Hawaiian Division

Convention Department

Department Chair Jim Long 47464 Cholla Street Fremont, CA 94539 (510) 651-3467 Jimclong@Aol.Com	2003 - Tri-Valley Dennis Stokley 106 Minerva Way San Ramon CA 94583 925-828-1990 stokely4@Aol.Com	2004 - Napa Harold Mentzer 102 Berna Ave. Napa CA 94559 907 (226) 5151 Gramashrly@Aol.Com
---	---	---

Division Superintendents

Daylight Division Bob Randall 2212 B Street Bakersfield, CA 93301 (661) 859-0636 Daylightbr@Aol.Com	Coast Division Jim Long 47464 Cholla Street Fremont, CA 94539 (510) 651-3467 Jimclong@Aol.Com	Sierra Division Dick Witzens 6764 Will Rogers Dr. Fair Oaks, CA 95628 (916) 966-4592 Witzrr@Cs.Com	Redwood Empire Division Howard Brown 2321 Sunrise Ave Santa Rosa, CA 95409-4038 (707)578-7167 Howardb@Sonic.Net	Hawaiian Division
---	---	--	---	--------------------------

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

SECOND-CLASS POSTAGE
PAID
MARTINEZ, CA 94553



Calendar

December 1, 2002, **Coast Division** - California
School for the Deaf, 39350 Gallaudet Dr.
Fremont

December 14-15, 2002: **Napa Valley Model
Railroad Club Show**. Napa Fairgrounds

December 28-29, 2002: **Great American Train
Show**, Civic Center San Rafael.

January 18 & 19, 2003, **Golden Empire
Historical And Modeling Society Train
Show**, Kern County Fairgrounds, Bakersfield,
CA.

Feb 1-2, 2003 **Layout Design and Operations
SIGs joint Regional Meeting**, Santa Clara,
CA

February 7-9 **SLOMRC Veterans Hall Run**,
San Luis Obispo.

February 9, 2003: **Redwood Empire Division
Meet** in Napa

April 11-12 **Western Pacific Historical Society
Convention**, Holiday Inn, Hegenberger Road
Oakland .

April 23 to 27, 2003, **Tri-Valley Zephyr**, PCR
Convention, Crowne Plaza Hotel, Pleasanton

July 13 to 19, 2003, **Maple Leaf 2003**, National
Convention, International Plaza Hotel, 655
Dixon Road, Toronto, Ontario, Canada

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

