



BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Gene Mayer

I began composing this message in mid-June prior to leaving for Dayton, Ohio to attend my niece's wedding and continuing on to Toronto, Canada for the NMRA national convention. I was concerned about what the Board of Trustees (BOT) would do concerning the proposed administrative reorganization and single membership. Our PCR Yahoo Groups Internet messages have been full of member comments concerning the future of NMRA and the Pacific Coast Region (PCR) for some time. I was looking forward to attending the BOT meeting, but it was over before I arrived. I personally favor the single membership concept and believe that we should all work with NMRA to improve the organization.

I met PNR Trustee Roger Ferris on a Sunday afternoon prototype tour and he advised me that the meeting was over in one day. Roger, Stan Ames of NER and Ray DeBlieck said the Board of Trustees worked together and reached several compromises. The BOT adopted the new NMRA long-range plan and approved the proposed new single membership. I sat at the same table as NMRA president Alan Pollock during the Layout Design SIG banquet and he is very optimistic concerning the future of NMRA. I understand that Ray, as our Trustee, will report on the BOT actions elsewhere in this issue of the *Branch Line*.

The Toronto convention was excellent in every respect despite the fact that more than 500 members canceled their advance

- PCR needs to develop an educational program and specifically assign mentors to advise and assist new and existing members and modelers. Divisions should emphasize advanced planning and notification of meeting dates.
- PCR should create subdivisions in remote areas to provide more local activities.

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President's message

registrations because of SARS warnings. There were more than 200 fine clinics ranging from beginning level instructional courses to do-it-yourself modeling with the masters projects and advanced DCC electronics.

I had the opportunity to visit 3 large club layouts and 24 home layouts. The overall craftsmanship, quality and detail were excellent. About two-thirds of the pikes were prototype-based. Most of the freelance design railroads contained at least one prototype scene. All but two or three were DCC powered.

The convention enabled me to renew many old friendships. It was too bad that the annual NMRA National Train Show had to be canceled because of the SARS alert. The convention host committee sponsored a local train show that attracted many local vendors, hobby shops and manufacturers. I was able to find a printed "Red & White" grocery store sign that I have wanted for more than 20 years. It's surprising that a Canadian Company would print signs for the stores that were prevalent throughout the Southeastern states and even in Niles, California (my hometown) in the 1930's and '40's.

After the convention my wife and I drove to Montreal where we visited Exporail, the Canadian National Railway Museum. It's a magnificent museum and I only wish I could have spent more than a half day there. To my surprise we met Fred Hill (owner of the Pasadena Whistle Stop) and his wife at the museum. I also visited a very large, but unscenicked, O scale layout in Kingston. What was impressive about the layout is that it includes overhead wire, two rail, outside third rail and a portion with Marklin studs.

As I stated in the previous issue of the Branch Line the primary objective of this administration is to implement the PCR Long Range Plan. The first phase was to mail copies of the Branch line to more than 700 non-PCR NMRA members residing within the region's geographic boundaries. That effort

resulted in 18 new members—not bad considering that the application form did not contain a mailing address. The second phase is the in-service training program for officers and committee chairs scheduled for October 25 in Fremont.

1. PCR needs to develop an educational program and specifically assign mentors to advise and assist new and existing members and modelers. Divisions should emphasize advanced planning and notification of meeting dates.
2. PCR should create subdivisions in remote areas to provide more local activities.

I urge plain ordinary members to step up and volunteer to serve on one of our committees. We need more help!!!

L. E. Gene Mayer

President.



STATEMENT OF PUBLICATION

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MADE IN THE PCR

by Dave Connery

Foothill Model Works – O Scale Bridge Tenders Shack

I have been wanting to build one of Foothill Model Works kits for a number of years, but almost all of their inventory was in On3 models, a scale I was not working in -- although they were primarily modeling one of my favorite railroads, the West Side Lumber Company. My recent foray into On30 now gives me an “excuse” (like I really need one) to build some of their models. Coincidentally they began to produce a line of On30 cars, so their white boxes with the box car end logo will be a common inhabitant of my pile of “to be built” kits. In this article I will review their Bridge Tenders Shack.

The West Side Lumber Company had four large, curved bridges (trestles to all the rest of us). Each of these was long (between 300’ and 318’), and high (between 54’ and 76’). The best known of these was River Bridge, primarily because it was photographed so often (being only 7 miles from the Mill at Tuolumne). River Bridge was also the most unique, having a straight “A” frame center section over the creek with both end

sections curving – a trestle you just can’t fail to identify. At each of the bridges the West Side built a Bridge Tenders Shack, where an employee would stay all season long (no operations in the winter when the area was blanketed in heavy snow). Their purpose was to ensure the bridge did not catch fire and also served as a pair of eyes to check trains for safety as they rolled by. The prototype for this model is the rebuilt shack that served River Bridge and appears in several photos of the bridge.

These FMW kits are really nice. The casting work needs to be seen to be believed

Included with this kit is a small, “free-lanced” outhouse. The instructions for the shack are 4 pages that include a photo of the finished models, information on the prototype, a list of tools and supplies suggested, a list of all parts, complete step-by-step instructions and a full page of drawings showing all sides and some details. The primary material used in the kit is exquisite “High Tech Tooling Resin” castings. I’ve built a number of resin kits, both rolling stock (Westerfield, Sunshine and Funaro & Camerlengo) and structures (Railroad Avenue Model Works) and done some of my own casting but this material is different than any I have previously encountered. It holds detail wonderfully and can be cast in very thin cross sections.

All the castings in my kit appeared flawless, with an absolute minimum of flash. What flash there was I removed by scraping with a #11 knife. On several of the pieces in other FMW kits I merely rubbed the castings over a sheet of sand paper taped to a board to remove the thin flash and liberate small parts included in the casting. I washed all pieces before any assembly in dish detergent to remove any remaining mold release that might prevent a



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solid glue joint.

I followed the very clear step-by-step instructions and used ACC for all resin joints and MEC for gluing the styrene porch railings. Everything went together well and both the shack and out house were assembled in about 2 1/2 hours one evening. When the joints had all set I washed the completed model in dish detergent to remove any oils that might have come from my hands.

I spray painted the tar paper roofs with Floquil Weathered Black, masked the roofs and then spray painted all remaining wood parts with Floquil Foundation. When the Foundation had cured I used an Alcohol and India Ink solution to make the "Foundation" parts look like unpainted weathered wood. I then dry brushed the window frames and door with Polly Scale Aged White to make them look like they had probably been recycled from a former use. I finished up with some Bragdon's powders to complete the aging/weathering process.

These FMW kits are really nice. The casting work needs to be seen to be believed and they go together exactly as the instructions suggest – producing a very fine and prototypically correct model. This kit number FMW-1510 sells for \$29.95. Their complete line is available on their web site at: <http://home.inreach.com/jkitts/> and includes a wide selection of O scale structures -- all based on Sierra Foothill prototypes; and a number of On3 and On30 rolling stock kits.

Owner Jerry Kitts and son Scott are a pleasure to deal with, are superbly talented modelers and Jerry also offers a custom painting service. He is one of the true experts at model painting and his work shows it. In addition to the above web site they can be reached at PO Box 470, 1131 Maize Ct., Willits, CA 95490 and at (707) 459-5587 from 9 AM to 5 PM Mon. – Sat.

Long Range Plan Headed to the Ballot

Ray deBlicek – PCR Trustee

At the Toronto BOT meeting in July, the board voted to submit the long-anticipated Long Range Plan to the membership for a vote. It is scheduled to be part of the national ballot this coming winter.

To begin, let me tell you what LRP is and isn't. First off, the NMRA Long Range Plan reorganizes and to some extent reinvents the NMRA. Included is a full listing of all membership benefits. That extends to regional membership as well as national. Most of all, what LRP does is clean up the documents that define and govern the NMRA.

Now, for what it isn't. In reality it isn't even a printed plan. When it comes to a printed document, it is nothing more than a new set of bylaws. It is also not a complete cure-all for everything that ails the NMRA, and the model railroad community.

If you care about the NMRA, please get a copy and read it. The complete new bylaws are available on the NMRA website. If you don't have web access, ask a friend who does to get it for you. Once you've read it, if you have any questions, please contact me. I will be trying to get to division meets over the next few months to discuss LRP and answer questions.

If we are looking to solve all the problems of the NMRA, there is no single plan that could do that. For that, we need to look beyond LRP. The real solutions are in how we use the newer more streamlined structure, and how we work within the model railroad community. It has become clear in recent years that some change is needed, and this is a start.

Is LRP the final step? No.

Does it improve the NMRA? Yes.

For that reason, I encourage each and every one of you to vote YES.

Designing Comfortable Layout Spaces

By Les Dahlstedt

Most of us become so focused on building our prize layout that we forget about building some creature comforts into the layout room. Considering the many hours we'll spend building and operating the layout, it is silly not to make some accommodation for comfort. In the long run, adding a few creature comforts is neither expensive or time consuming. You'll enjoy the time you spend working on the layout and your guests and operators will thank you for your intelligence and insight.

Part One: From the Ground Up

Most layouts in our part of the country are built in garages with cement floors. Your options up to now were to build a wooden floor over the concrete, or seal the floor, paint it, lay tiles or carpet. I recommend some sort of concrete seal to



keep the dust locked in place. However, I wanted a surface that would wear well, be easy to maintain, give a measure of comfort and not swallow up small dropped parts. I was thinking about using a low pile industrial grade carpeting with integral pad, selling for at about \$25 a yard, when I discovered something I'd not seen before.

The new item, which may have been around for some time, are 24" interlocking squares of 1/2" thick resilient rubber-like tiles and are now appearing on the shelves of such stores as Lowe's, Costco and some of the retail auto parts outlets. The tiles come in 6 packs, giving 24 square feet of coverage and

are marketed for applications like pickup truck bed lining, fitness room floor covering, in front of your workbench, etc. Prices vary from \$10 to \$20 a package. The more expensive product from Lowe's has a finer non-slip surface feature, while the Costco product has the more traditional diamond plate design.

Each tile has tabs along the four edges that interlock with mating slots in the next tile. Installation proceeds quickly. Where the tiles meet the wall or some vertical surface, a sharp utility knife and a straightedge makes for a clean cut.

The benefits of this product are greater than I first anticipated:

- Very soft, yet supportive surface. No more back pain from standing on hard concrete.
- Fast installation, motivating me to remove some tiles when I have to do those really dirty jobs.
- Easy routine maintenance. Vacuum up the loose debris, and then mop it down with mild soap and water.
- Non-slip surface underfoot. Being interlocked with a generally skid-proof underside, they stay where you put them on the concrete.
- Sound-deadening qualities similar to carpeting.
- Easy to find small items dropped onto its surface.
- Reasonable cost.



Editor's Notebook

By Bill Kaufman

You have to be careful what you ask for, you might get it. On the e-mail list Yahoo I asked for somebody to give me a report on the Toronto Convention. I was signed up to go on a wonderful train trip across Canada and was going to do a clinic and have a great time. Medical stuff, which I am pretty much over now, made me reconsider and I stayed home. I wanted to know what I had missed.

Seth Newmann, who had organized the train trip, posted a wonderful account on the website and said he had some pictures. I asked if I could run it as an article and he graciously said, "Yes."

Jim Radkey posted another one that I will run in the next issue. (Though his "Mouseland" trip is in this issue.)

Rod Smith decided that those two were primarily concerned with the SIG's and he wrote one about the convention in general. Gene Mayer wrote extensively about the convention in his column. Dave Connery's Left Seat observations are about conventions. And Jim Providenza's "Tales of the Santa Cruz Northern" is about an epiphany he had at Toronto.

Just to be perverse, I think, Lee Johnson reports on the S scale convention in Oconomowoc, WI. (But he does promise that the S scalers will have a convention in conjunction with the NMRA in Seattle.)

There are some other things in this issue. I asked Jim Zeek and Vern Alexander to write up something. Jim came through with a terrific article on real logging and how the Walthers kit can be used and modified to represent various eras and places. (He's the guy that pointed out to me that the drying yard for my little 1920's mill should be as big as my whole driveway.)

Vern, who is as full of stories as anyone I

know, came up with one about hitching a cab ride while out railfanning with Rich Sturm.

Les Dahlstadt is starting an occasional series on "Designing A Comfortable Layout." I need that. I saw a birthday card the other day with a rock band on the cover. Inside it said, "We're getting old, Damn it! You, me, AC/DC! We're getting old!" For my generation you need to replace it with the Rolling Stones or some one similar. But the sentiment is right and comfort is becoming an issue.

More seriously, when three people, each independently, makes an effort to inform the model railroad community that someone has died, you should sit up and take notice.

It began when Jim Long, the Coast Division Superintendent, announced, "Todd Bendigkeit, a long time Coast Division Member, passed away on July 9th from a heart attack. You will remember Todd as one of the people Bill Burket always call 'The Peanut Gallery.' Todd had suffered from diabetes most of his life. This is what caused him to lose his legs several years ago. Todd was playing Bridge with some friend when it happened. Todd will be missed by all of us." Other announcements also appeared on other boards about Todd.

Then Steve Wesolowski reported on the "Celebration of Todd's Life" at his parents' home. "I was able to attend. There I saw several PCR members I knew by sight if not all their names, many on the Coast Auction Committee, helping celebrate Todd's contributions to others.

"I've enjoyed Todd's friendship, humor and help since I rejoined the PCR and our hobby after a 32 year break, in Summer 2000. But I did not realize until Wednesday: I met Todd at our Freshman Orientation at UCSC's Crown College

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in Fall 1970, but I hadn't seen Todd since graduation in 1974. Because of the differing contexts and 26 year old memories, I somehow concluded the Todd Bendigkeit I met in Summer 2000 was a different fellow. Somehow the subject of trains never came up during conversations at UCSC.

“As I told his family, I was lucky to enjoy Todd's company his last 3 years because of our shared love of trains, even more frequently because of the PCR Coast meets.”

Then Scott Irby chased me down and said that I should say something in the Branchline. He sent me an obituary, a picture of Todd with his parents, and a letter which said, “I met Todd sometime in the late ‘80’s at the Train Shop and struck up a friendship with him then which continued for several years after he lost the ability to drive and helped him to attend numerous Coast meets and GATS shows where he was a willing promoter of the hobby at the Region’s booth. We often went to railroadiansa shows as well.

“I always found him to be a friend and one who loved his hobby. He was very outgoing and willing to share his knowledge with all.”

I didn’t know Todd, but we should all have such friends, both Todd and the people who

cared enough about him to make sure that we all knew that someone unique had died. It takes a special person to accumulate such friends.

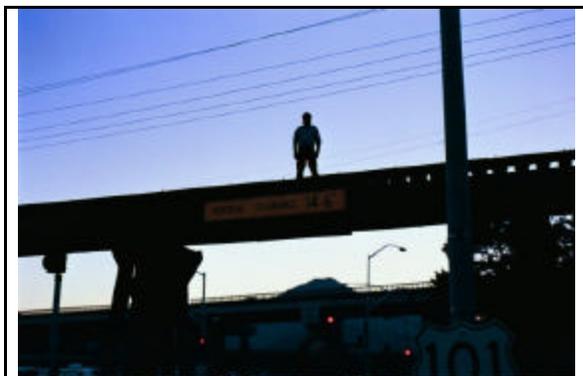
We are beginning to ramp up for the Napa Convention. There’s a blurb farther along in this issue about the Wine Train that I concocted mostly from press releases . There will also be a tour to the California Northern and the wonderful facility it has for loading and unloading almost anything without building huge structures. The Non-rails are going to the Jelly Belly factory for those of us who are not counting our calories. The clinics will be a lot of the usual suspects plus some hotshots from out of town. The layouts will include Harold Mentzer and most of the rest of the Sonoma Highballers, plus the clubs and some of the Marin layouts. The registration is on page 32.

Lastly is another RIP. A couple of months ago a truck carrying a crane had a disagreement with a trestle in Larkspur. It was fifteen feet high and the trestle clearance was only fourteen feet. Now the loss of any railroad structure diminishes us all but this was the one that Dirty Harry jumped from and landed on the bus. The city of Larkspur, which had been itching to tear it down for years, declared it unstable and it is gone.

Bill



Todd and his parents.



Dirty Harry on the trestle

An Impression of the Maple Leaf 2003 NMRA Convention In Toronto

by Rod Smith

The Maple Leaf 2003 is my 18th National convention, so you can probably imagine I enjoy these things. My wife Katie was along and it was her 17th. (I attended the 1968 one in San Francisco before we were married).

We arrived by air Saturday evening and checked into the hotel. It was too late to pick up registration materials, but I did meet fellow PCR member Jim Radkey in the lobby. He'd come by rail!

Sunday morning, after a wonderful brunch in the hotel restaurant, I picked up the registration packet which contained the Timetable. It had 155 pages of information about the convention! Quite a lot to digest.

Since little was happening Sunday, Katie and I decided to go downtown for a little touring. A bus stopped just outside, and took us toward the subway. When the driver learned we were in town for a railway convention, he said to pass on the subway, and transfer to another bus which would take us to the trolley line going to town. Wow, that was a great way to see the city. We visited the Station area, saw the old Royal York Hotel, the Skydome and CN Tower, and walked around the harbor front area. Toronto is a beautiful city, and there were people walking everywhere. Lots of buses and trolleys too.

Back at the convention, there was a reception in the evening to introduce the week's events. It was difficult, as usual, to choose which ones to attend, since going to one meant missing another. But that's what makes these conventions so great; lots of choices.

Tours began Sunday and ran through

Saturday. There were probably 100 clinics. Some given by names we recognize from the magazines, such as Sam Swanson, Pete Moffett, Clark Kooning, and Dave Connery, to name a few. Yes, PCR was well represented in the clinician presenters. In addition to Dave, there was Ed Loizeaux, Bob Clark, Mark Gurries, Richard Hendrickson, Gene Mayer, Walter Naumann, and Jim Providenza. I've probably missed someone, too. The clinics covered just about any subject you could ask about, and the ones I attended through the week were very interesting.

Katie went on several of the non-rail tours with some friends we've met over the years, as well as some from the Bay Area. She also enjoyed some exploration of the ethnic areas of Toronto with friends. We both enjoyed a night of dinner theater in the company of Dave and Emma Connery, Jim and Debbi Dias, and Mary Fortin. Another evening we had a wonderful dinner cruise around the harbor with several busloads of conventioners.

Of course, let's don't forget the layout tours, of which there were a number to take. I was on three, and each was a delight. How I envy those folks the basements they all seem to have. One fellow didn't have a basement, so he built his wife a craft room above the garage. Of course, she never got to occupy it, graciously donating it to the railway! All the layouts I visited had something to remember and apply here at home. While many concentrated on the Canadian railways, there were still plenty with other interests, including one I saw of a British branchline terminus. All scales were represented, and many had prototypical scenes which I recognized.

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VIEW FROM THE LEFT SEAT

By

Dave Connery, PCR Vice-president

Convention Season

A lot gets written about conventions in both our Branch Line and the NMRA Bulletin. Conventions are an important part of how many of us “do” model railroading; they provide inspiration; skills and knowledge, an opportunity to show off what we have accomplished, a target date for completing projects, a means of communicating within our organization and most important of all – they provide fellowship opportunities. This year I went a bit overboard with Model Railroad conventions – and loved every minute of it.

I started the “season” with the PCR in Pleasanton, which has been previously covered in these pages. In early July my wife and I attended the National Garden Railway Convention in Sacramento. We enjoyed it for all of the above reasons, getting to visit many nice garden railways, being inspired by the contest models and ogling all the products available in the vendor show. Most of all, meeting new friends and seeing those we’ve known for years. If you have never been to a garden railway activity you might be surprised at how many people you know there. I visited both the garden and HO layouts of PCR member Ray Fernandes in Shingle Springs and saw lots of PCR members including Kermit Paul, Bob Ferguson, Ron Kolodziejczak, Reg Shaffer, Bob Brown, Dave Benjamson, John Mc Cool and many others. I was surprised to see Madeline and Jim Cook, who now live in Arizona and have become involved in garden railroading. I also saw Helen Soito, who sadly had to tell me my friend Paul had passed away. Because many couples are involved in creating a garden railway, social activities play a more prominent role in these conventions.

We went directly from the National Garden

Railway Convention to the NMRA National Convention in Toronto. There were a lot of PCR members there and if you missed it, you missed a very nice convention. The weather was almost perfect, the facilities were well suited for the convention, everything seemed to work flawlessly from my perspective and the host committee was very well prepared and accommodating. No, people were not running around with surgical masks on. I think host committee members only donned their masks when they were in a room with NMRA officials [only kidding!]. Actually, I don’t think the NMRA officers were around during the week (at least I never saw them). Apparently they attended the BOD meeting during the opening weekend then returned on Saturday for the NMRA banquet. NMA officers and Host Committee leaders both sat at the head table during the banquet – separated by a very large uniformed member of the Royal Canadian Mounted Police! I doubt if things will be quite the same between some of our Canadian members and the NMRA.

While I know I don’t recall all the PCR members I saw I do remember seeing: PCR Trustee Ray deBlicek and his family, PCR President Gene Mayer and his wife, PCR Secretary Rich Kolm and his wife, PCR Treasurer Larry Altbaum, PCR Publications Chair Gus Campagna, PCR Non-rail Chair Mary Moore-Campagna, Bill and Kitty Wells, Rod Smith and his wife, Jim Providenza and his family, Otis McGee, Jim Diaz and his wife, Rick Fortin and his wife, Dave Parks and his wife, Glen Sutherland and his wife, Richard Klammer, Brad Eyman, Don Kieser and his wife, Tom Lawler, Bob Clark, Mark Gurries, John Marshall

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Left Seat

and his wife, Seth Neumann Jim Radkey, Lee Buckner, Walt Naumann, Dave Bayless and Ed Loizeaux and of course several PCR members now living outside the region including Ed and Gay Liesse and sons Dave and Ken and families, along with Richard Hendrickson.

Also I believe 12 clinics were led by PCR members -- actually 2 that were scheduled to be led by Ted Culotta were done by Richard Hendrickson as Ted was in China (Toronto wasn't dangerous so Ted decided to go directly to the SARS source). As you can see from the above, there seemed to be an unusually high number of spouses and family members along for the Toronto convention (one group from the Bay Area traveled together to the convention on a VIA rail train). Following the convention my wife and I elected to rent a car and spent 3+ weeks touring Eastern Canada. Beautiful!

By the time you read this I will have attended two more model railroad conventions. The first week in September I will be in Denver for the National Narrow Gauge Convention. Narrow Gauge Conventions are run a bit different than PCR or NMRA conventions. I enjoy the narrow gauge format very much (Clinics, Contest Room and Vendor Show every morning and evening with self-guided tours to layouts and rail attractions every afternoon). If you have never been, next year is your opportunity. The National Narrow Gauge Convention will be held in Santa Clara, September 1-4, 2004. Ask me for details.

Following the Narrow Gauge Convention I plan on driving to Phoenix for the Pacific Southwest Region Convention and a whole other group of great model railroad friends. Of course there is also the V&T symposium coming up in mid-October in Carson City. Too many conventions this year? Nah, some seasons are simply better than others. I just can't figure out why I never have time for much modeling!

PCR LEADERSHIP CONFERENCE
by Dave Connery, PCR VP

On Saturday, October 25th the PCR will host a Leadership Conference for all Region, Division and Club leaders. This conference is a part of our recently approved Long Range Plan implementation and while targeted at current or prospective volunteers in divisions, Clubs and the Region is open to all modelers who would like to attend.

The conference will be held at the California School for the Deaf in Fremont. Topics will include recruiting, training and motivating volunteers, organizing activities, running meetings, monitoring how things are going and follow-up. We will be showing proven techniques and providing "tools" for all of us to become more effective in managing our model railroad organizations.

The session will start promptly at 10 AM with a coffee and donuts gathering period beginning at 9:30 AM. At noon we will take a lunch break and have sandwiches brought in (no host). Beginning at 1 PM the PCR Board will hold their mid-year Board Meeting while other attendees will continue with the leadership sessions. About 3 PM we will conclude the leadership sessions and everyone will be free to join the BOD for the "New Business" portion of the meeting. We also plan on having several local model railroad layouts open for visits (with maps) on Saturday evening.

If you are involved at the Club, Division or Region level, or think you might become involved, you are urged to attend. Directions to the School and some inexpensive nearby motel options will be available.

Model Railroading Is Fun!

or

It Went Around, But It Didn't Come Around

By

Vern Alexander

I am a believer in weathered railroad models. Some folks don't see things as I do in this regard, but I am fairly staunch in my belief. Railroad equipment should look like it has been outside in the weather a time or two. Granted, everything was all nice and shiny at least once in its time of service, and periodically was restored to that condition at times of maintenance or rebuilding. But my point is that it goes right back out into the weather, and the vast majority of equipment that is seen on the rails is, well, pretty darn dirty. This was especially true of the steam era.

That is why that darned car bothered me so much. The setting is Don Cabrall's magnificent 1930's era Hessel and Lone Pine. The car was bright blue and all shiny. Someone (Accurail?) had actually done this on purpose. I was insulted! I began a constant stream of abuse and denigration directed toward that car, liberally laced with words such as "Tyco" and "toy."

Well, I got my comeuppance. The freight car mavens showed me that this abomination was actually prototypical. It was used by the Southern Pacific to ship water from Shasta Springs. Very red-faced, I was forced to eat a crow banquet without even being a member of the tribe. (I did learn that if you put enough mustard on crow, it tastes a lot like . . . lumpy mustard!)

But the "war" was still on, even though I had lost a major battle. I continued carping about the fact that the car looked like it was still on the showroom floor, even after months of service on the H&LP. Constant abrasion ultimately gets pretty annoying, so, perhaps to shut me up, Don gave me the car to weather. And weather it I did.

Perhaps a little more captive of my zeal than of prototypical probability, I put some serious weathering on that car. There was no longer a smidgeon of doubt—that car had been outside, and

for a significant period of time! It was with great satisfaction that, during the next operating session, I switched it into the train I was making up at Lone Pine for points South. It carried a load of water for the resort at Blucher Springs.

For those unfamiliar with the H&LP, Lone Pine is the yard at the northern end of the railroad, and the gateway to the outside world via the Northwestern Pacific. Everything coming on and off the H&LP comes through Lone Pine, and I am its curmudgeonly yardmaster. Whatever I send out South, returns to me in a northbound train.

Halfway around the layout is another yard, Bloomfield, which is operated by a scheming and conniving individual whom I will call Steve Skold, so as not to protect the name of the perpetrator. Steve is perhaps not quite as curmudgeonly as I, but is probably smarter and more devious.

I don't know if I was blatantly smirking that day, as the now-weathered Shasta Water car moved South out of Lone Pine, but my chest was swelling almost belly-size with pride.

Later on in the operating session, the car returned as an empty—and as my worst nightmare. The car was bright blue and shiny!

It takes a lot to render me speechless, even momentarily, but this did. My sense of reality took a major jolt. It returned when I heard the undertone of snickers, and looked up to find every eye in the room turned toward me atop of an assortment of goofy grins. That so-and-so Skold had snatched up the car I weathered, and had replaced it with a brand new one bearing the same number.

I recognize a masterwork when I see one, and give him full credit.

Model railroading is indeed fun!

Operations Special Interest Group News

By

Seth Neumann

Lori and I started our Toronto convention experience a week early with a long weekend on Vancouver Island celebrating our anniversary in Victoria.

On Tuesday morning we caught the ferry from Sydney to Tsawassen on the mainland. We had to be at the VIA station in Vancouver at 5:30 PM to catch the eastbound Canadian for our 3 day run to Toronto and that meant we had a few hours to spare. We had a pretty good PCR showing on the Canadian:

Lori and myself

Rick and Mary Fortin

Jim and Debbie Dias

Larry and Linda Altbaum

Ed Loizeaux

Jim and Terri Providenza and their kids Mike and Susan

David and Barbara Parks

Otis McGee

Mark Gurries of DCC list fame joined us as well as a Southern California contingent and Jim's friends Richard and Venita Lake from St. Louis.

After a few minutes' delay we started off through the 'burbs of Vancouver and up the Fraser River Canyon. The food and service in the dining car was superb and soon we found ourselves up in the domes until the last light faded. What can you say about the Canadian? It's on every short list of great train rides. There is a reason for that!

Everyone was up in the dome cars at dawn as we passed Mt. Robson, crested Yellowhead Pass and descended into Jasper. We had a 1 hour stop in Jasper.



We left at about lunch time and had a fine lunch while passing out of the Rockies and into the Alberta plains. We had a brief stop at Edmonton around supper time and had a good view of the yard at Edmonton. We saw some unique Canadian locomotives such as GMD-1s. We hit the Saskatchewan border as darkness fell, which everyone says is a good way to see Saskatchewan <g>. There were a few older wooden grain elevators (for those of you who saw the Winterail show on them last year) and a couple of impressive trestle/viaducts.

CN had very heavy traffic and we had constant meets, often going in the hole as at 2500' we were able to fit into the 6,000' sidings and many of the westbound unit grainers could not!

Thursday morning we woke up in Manitoba ("it's like Minnesota, only more so") with more prairies and lots of canola fields. We pulled into Winnipeg around noon and had a few minutes to hit a nearby mall in the search for sweatshirts (it was overcast and the Domes were air conditioned for bright sun!) We had a few minutes of delay



Terri Leinsteiner and Rick Fortin in the Dome car with others

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due to a problem with one of the galleys and then headed off. After an hour or so the terrain changed as we entered the Canadian Shield: this is a 1,000 mile region of exposed ancient granite with poor drainage so the area has many lakes and bogs. The feeling is of very broken ground, but nothing is more than a 100' or so above anything else, it's just constant up and down. The railroad passed countless lakes and many small hunting and fishing lodges, some with flag stops. It started to rain giving us spectacular views from the domes of searchlight signals reflecting on the rain-slicked stainless steel fluting of the classic (1955) Budd equipment.

Friday dawned overcast as we passed through the last of the shield. We had a stop in the rain at Capreol, passed Sudbury and then ran for Toronto arriving about two hours late after a 73 hour journey!



Some of the usual suspects in the Lounge car on the Canadian.

The ML 2003 guys had done a super job and had organized a self guided tour for early (Saturday) arrivals and on Sunday the convention started. The Op SIG had arranged an Op Session at the Waterloo club in Guelph, about an hour west. Jim Providenza, Otis McGee, Jim Radkey, Walt Naumann (Santa Barbara) and I participated along with several others.



Otis, Walt and Robin at Waterloo.

This ambitious and unique layout in a large Quonset hut depicts freight operations around Sudbury in the 70s. They have amassed an era correct roster of prototypical Canadian equipment. Operations were controlled by OCS, which is usually described as similar to Track Warrant Control, but Jim -- who dispatched -- says it is more like manual block on the radio.

That evening we had the traditional Layout Design SIG get acquainted meeting which lasted until late in the evening.

Monday morning I caught a few clinics and then took a layout tour. The highlight of the tour was the Aberfoyle Junction O scale layout, a massive and scenically complete layout also in huge Quonset hut that comfortably accepted the 40 or so passengers of our bus. It's been covered extensively in the press and looks even better in person. It's not an operator's layout, but the scenery is overwhelming.

Monday evening we had the Operations SIG meeting and, while the focus was on business, we did manage to have a discussion

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of phones in operations. Somewhere along the line I offered to write a clinic on developing a phone system for your operating layout. Stay tuned.

The Op SIG had also arranged with the Wabash modular group to have a huge operating layout in the SIG room running TT&TO so anyone could walk up and be running under TT&TO within an hour or so. It was fully subscribed! It would be nice to get one of the modular groups (FREMO?) to host this at our next convention!

Tuesday was a real treat: Jim Providenza had prevailed upon Trevor Marshall, local LD SIG guy, to give us a tour of Bayview Junction, Hamilton rail hot spots and the now-defunct Toronto, Hamilton and Buffalo Railway. We saw 3 trains in 45 minutes at Bayview! There are quite a few beautifully restored stations in the area which made the trip worthwhile in itself.

That evening Rick Fortin, Jim Radkey and I participated in another Op Session, this one at the Guelph Club also in Guelph (we were getting to know that 401 to Highway 6 thing real well!) This is an older club that has modernized (Digitrax DCC) and represents a freelanced Canadian Rockies theme. Rick and I took the main yards. Again, an enjoyable experience.

Wednesday was something really special, I'll quote Rick Fortin:

"And on Wednesday three of us participated in the best op session of all. Through a stroke of luck, and with the right question to the right person at the right time, I was able to arrange an invitation for Jim Dias, Seth Neumann and me to spend a day with the three-man crew of a short line railroad, the Guelph Junction Railroad. The crew, Brad the conductor, Don the brakeman, and Bruce the engineer, were waiting for us with their train at



Rick Fortin, Seth Neumann and Jim Dias with OSR 181

9:00 AM at the agreed upon spot. We were immediately invited up into the cab and we rode along with them while they blocked their train in their small yard, swapping cars with the Canadian Pacific local on the interchange track, then ran down to the end of the line 35 miles away to exchange cars at a small Canadian National [via the Goderich and Exeter] interchange yard at the end of the line, setting out and picking up cars along the way out and back, and finally putting their train away eight hours later. We rode in the cab and in the caboose, and went to lunch with the guys, BS'ing with them as if we were part of the crew. Best of all, the three of us actually operated the train for about twenty minutes each. We had a MU'd consist of two Alcos - and RS18 and RS23 - about a dozen cars, and the caboose. Bruce coached us while we notched up the throttle for the hills (up to run 8 at times!), applied the brakes on the down grades (Bruce jokingly warned us we'd get fired if we exceeded the speed limit!), and blew the horn for the grade crossings (Seth had the

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extra excitement of an idiot driver crossing the tracks just barely in time). Here we were, three "foamers" three thousand miles from home, and in another country to boot, running a 1 to 1 scale freight train! Now that's an op session!! And something I will never forget!!!"

Wednesday night we had the LD SIG business meeting, and the good news is we are going for some real organizational structure which will yield better programs and more consistency in publication of the Journal. The Seattle team (Tom Enloe and Bill Sorensen) is planning some great stuff including a Vancouver tour (maybe op sessions too) the leading weekend of the 2004 convention. So block some time to get in early if you can.

Thursday was the Layout Design SIG self-guided tour and picnic. (It's going back to the traditional Wednesday next year). All of the usual suspects attended and we set off, detouring to a Hobby Shop downtown. This probably cost us a layout later as there are no freeways in Downtown Toronto until you get to the lake. We saw some excellent layouts, including Rich Chrysler's CN Hagersville sub featuring Rich's son's superb model of the CN Liuna St. Station in Hamilton. Another afternoon layout was the HO Model Engineer's Society in Hamilton which has many models of prototypical structures including the TH&B station in Hamilton.

After a fine picnic in a provincial park, we headed off to the evening layouts, crossing and recrossing Oakville and Mississauga. ("How many times did we pass that Ford plant? And what are those towers? Are we there yet?"). At one point Lori jumped out at a gas station and told the attendant: "I'm in a van with 6 guys and we're lost -- don't call the police: just sell me a map of wherever it is we are!"

Highlights were the Wakefield's (father & son) CP Bruce Division, Roy Audas' Sudbury Passenger operations (when the Canadian was

still run by CP there was a Toronto section and a Montreal section which merged westbound and split eastbound a Sudbury). There were also two massive club layouts: the Delaware and Rutland and the York modelers.

Friday was clinic day for me. That night was the LD SIG banquet, with all of the good stuff that entails, but I was very impressed that Alan Pollock (NMRA Prez) attended and presented an award to SIG founder and guiding light, Doug Gurin, recognizing his contribution to the hobby. I hope this will be a step along the way to the national NMRA and SIG developing the good relationship we have here in the PCR!

Saturday I caught an early clinic, then went over to the abbreviated train show for an hour. You have got to admire the persistence of the ML2003 group. This was much bigger than your typical regional convention's show and they had at least a dozen modular layouts running. The vendors were very Canadian oriented, but it was a fun show.

In any case Rick and I had to shove off for the Toronto O scale club for an Op Session! This was another older layout but it was a very early walk around layout that uses RC type controllers to operate huge rheostat power packs via servos. Brute force, but it works well, and some of those old O scale locomotives are real growlers! I got the utility roadswitcher job and didn't do any yard work. It is really impressive to have to take slack and then you can hear every coupler when you stretch it out! A 30 car O scale train has real dynamics!

Well all good things must end, and that night Rick and Mary and Lori and I had one last dinner in Toronto, down by the lake. Next morning we were on our way home.

We're looking forward to Seattle, maybe take the Starlight up, spend some time with the SIG in Vancouver, another weekend on Vancouver Island on the tail end with Lori....



COAST DIVISION REPORT

By Rod Smith, Chief Clerk

106 members and friends got together for the Coast Meet on June 1, 2003. We met at the California School for the Deaf in Fremont.

The clinics presented included Les Dahlstedt talking about the NYO&W Kingston Branch which he is researching and modeling. Jon Miller presented a clinic on Programming DCC Decoders using DecoderPro Software. Jon also presented this clinic at the PCR convention in Pleasanton. Dave Connery moderated another roundtable discussion; an event which seems to grow each meet, and is very stimulating.

At noon, we held the business meeting. Visitors and first attendees were introduced. Supt. Jim Long discussed the successful mini-meet held on March 29 in San Jose. It was well received, and more will be planned if sites can be arranged. If you know of one, give Jim a call. He also spoke about the PCR convention which Coast Division sponsored. Even though the weather was unseasonably cool and liquid, everyone had a good time.

It was noted two long-time supporters of PCR and Coast Division have passed away, Doris Towner and Marion Madsen. Our sympathy goes to their families.

John Marshall, who coordinates the clinics at our meets, requested more presenters. The barrel is getting low, and needs an infusion of clinics. Kevin Hurley, our webmaster announced he is updating the Coast Division website.

Dave Connery announced he still has WP boxcars for sale. These are the cars which were the convention car for the PCR in Pleasanton. There are only about 60 of these cars left, so if you want some, better hurry. Sales have been brisk, and the Division has covered all its costs for their production.

Dave is our new PCR Vice-President, and he spoke about the proposed PCR reorganization plan. Our Director, Jack Wall, announced the Coast Div. member of the year is Ray deBlieck, and the recipient of the John Allen Award this year is Dave Connery. Congratulations to them for this recognition of their efforts. Ray deBlieck announced the budget for the NMRA is balanced, and he discussed some of the issues facing the National organization. He also spoke about some issues with the National Convention in Toronto. I've just returned from this convention, and it was another fine convention presented by a great group of members who achieved success under very trying circumstances.

Harold Mentzer, Chair for the 2004 PCR Convention, invited everyone to meet in Napa next year. And, Mike Blumenstadt has earned his Golden Spike Award from the Achievement Program. Congratulations.

Steve Skold and Jack Nullmeyer were the winners in the raffle this meet. The auction consisted of about 330 items.

Our next meet will be held in Santa Clara on September 7, 2003. Put it on your calendar. The clinics scheduled are "Basics of Background Painting," by Dave Biondi and "War Emergency Freight Cars", by Ted Culotta. Both these members are experts on their subjects, and you will enjoy their presentations.

We also will have the Roundtable discussion, so come prepared with your questions which need answering. There's a lot of expertise available, just for the asking.

And, of course, there will be refreshments for sale by the Rainbow Girls, as there always are. See you there.

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Coast Division

Coast Division Clinic Program

September 7th 2003 meet

- 10 AM Ted Culotta – War Emergency Freight Cars.
 10 AM Les Dahlstedt installation techniques for Central Valley Tie Strip.
 11 AM Dave Biondi – Basics of Background Painting.
 11 AM Dave Connery – Railroad Roundtable.

December 7th 2003 meet

- 10 AM Don Fiehmman - DCC Development.
 11 AM Harold Mentzer – Designing model railroad bridges.
 11 AM Dave Connery – Railroad Roundtable.

March 1st 2004

- 10 AM Kermit Paul – Further adventures in automation.
 11 AM Seth Neumann – Operations Clinic.
 11 AM Dave Connery – Railroad Roundtable.



**PCR Members
 Needed To Staff
 PCR/NMRA Booth
 Pleasanton,
 GATS Show
 November 29th & 30th**

Calling all PCR members!!!!!!
 We need people to help man the NMRA/PCR booth at the upcoming Great American Train Show (GATS). It is a very difficult duty. You must be friendly and able to talk to people about trains. Well, you don't really need to be friendly but it helps. The next show is on Saturday, November 29th and Sunday, November 30th at the Pleasanton Fairgrounds.

The benefits include a pre-show preview (after the booth is set up), free admission (walk right past the antsy crowd waiting to get in), cold drinks supplied by me (put your order in when you call to me to volunteer your services), a chance to try out the switching contest, and credit toward your Association Volunteer achievement award. Also walking down the aisles looking for that unknown treasure is a great way for you to work off some of your Turkey Day dinner.

If you can help man the booth please call or e-mail Jim Radkey at 510 527 5282 or sscott@worldnet.att.net



NAPA WINE TRAIN TOUR



In 1859, a San Francisco millionaire purchased 2,000 acres at the foot of Mt. St. Helena in Napa County with the notion of building a mineral springs resort called Calistoga. To make it work, Samuel Brannan believed a railroad was needed to bring guests from San Francisco, who would cross the Bay in steam ships.

"Wanted, A Railroad," read an editorial in the Nov. 21, 1864 edition of the Napa Register. Lumber, hides, wine and grains needed transport from the Valley. Calistoga, with its mineral baths gaining international fame, was a popular destination. Horse drawn wagons simply could not meet the demand for service.

Millionaire Brannan rallied support for rail service with the help of Napa's State Senator who lobbied for approval to issue \$250,000 in bonds for a Napa Valley Railroad. The legislature agreed, and in November 1864, ground was broken at Soscol Landing, a port-of-call south of Napa for many San Francisco passenger steam ships.

As trains moved north through the hot Napa Valley, dreamer Brannan had another idea to make the journey more comfortable. From Australia, he obtained Eucalyptus trees and planted them along the trackside. Many are still visible today alongside Highway 29. In 1885, Southern Pacific Railroad Company assumed control of the Napa Valley line, and eventually connected it with routes to Suisun, Sacramento and other points east.

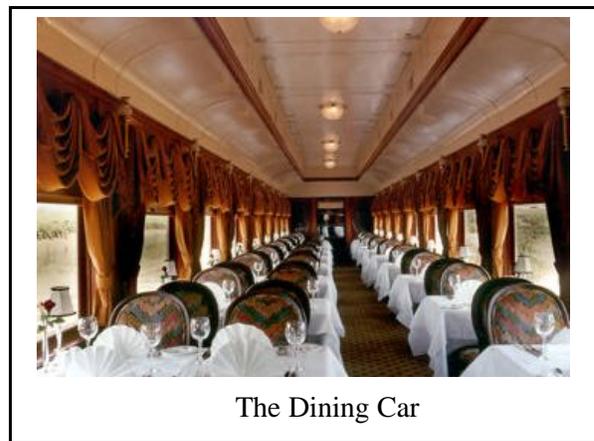
From its inception in 1864 to 1905, the Napa Valley Railroad was the county's only rail service. In July 1905 an electrically operated train began service on separate tracks from the

south Vallejo boat landing to Napa. That line extended to St. Helena in 1908 and as far north as Calistoga in 1912.

By the 1980's, freight service in Napa Valley was reduced to one engine pulling as few as two cars, traveling just once each week. In 1984, Southern Pacific sought government approval to abandon the line and discontinue service.

Mr. Vincent DeDomenico purchased the 21-mile section of the line running from Napa to St Helena from Southern Pacific Railroad in 1987.

In September 1989 the Napa Valley Wine Train commenced operation traveling 36 miles past 27 wineries, non-stop, through the heart of California's famed Wine Country. Passengers



The Dining Car

dine in white linen style aboard authentically refurbished 1915 era Pullman cars pulled by 1950's-vintage diesel locomotives.

Complimentary wine tasting seminars now are available prior to boarding the trains to

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sample a variety of the finest wines from boutique wineries during a brief discussion on the history of the Valley.

Napa Valley Wine Train cars and engines are painted burgundy, champagne gold and grape leaf green. Parlor and dining car interior are richly refurbished in elegant, period style with crystal chandeliers, brass trim, mahogany paneling, woolen carpet and rich upholstery.



The Lounge Car

Motive power for the present day Wine Train is Four ALCO FA4 diesel locomotives, purchased from the Canadian National Railroad. Built by the American Locomotive Company in the 1950's, these classic diesel/electric locomotives develop 1,800 horsepower each.

Pullman parlor cars were built in 1915 for the Northern Pacific Railroad Company and sold in 1960 to then Denver & Rio Grande Western Railroad for use on a ski train. In 1987 the Napa Valley Wine Train purchased them and began refurbishing them from the wheels up. Originally designed to accommodate 70 passengers, each now carries 50 passengers in air-conditioned comfort.

The two dining cars were originally 1917 Pullman sleeper cars. The Napa Valley Wine Train dining cars seat 60 guests each for formal dining in relaxed elegance.

The kitchen car was a Pullman coach car built for the Southern Railway Company in



The Dome Car

1915. Today it carries a fully equipped, stainless steel kitchen in which all Wine Train meals are prepared. Guests may watch the chef and his crew at work from the car's mahogany lined passageway.

A 1947 Vista Dome Car refurbished and put on line in 1997 offers dining in period fabrics and accessories with a fully installed kitchen downstairs servicing menus for just the Vista Dome. Service Staff utilizes a 'dumb waiter' to bring food upstairs and dishware downstairs. In the center of the downstairs is a 'private tasting bar' utilized for private car charter parties.

The convention has scheduled a dinner tour using a Dome Car on Friday the Thirtieth of April 2004. If we can get enough people (about 50 diners) we will have the car to ourselves. Sign up!



ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

Continuing our discussion on the various AP certificates, this month we will talk about the requirements for the Master Builder - Structures. Like the other certificates, the actual requirements for this category are available on the Internet at the NMRA site. You can also get a copy of the requirements by calling me.

A number of different types of models qualify as structures, including all types of buildings, factories, bridges, cranes, ships, etc. The basic requirement for the Master Builder - Structures certificate is to build twelve (12) structures with at least six different types of structures represented. (The intent of the requirement for different structures is to encourage the individual to model a variety of structures.) A brick building and a wood building would qualify as different types of structures as would a station and a water tank, even if both of the latter were built from wood.

There are a few qualifications for the twelve structures. First, one of the six types must be a bridge or trestle. Note that this bridge does not need to be a major structure but can be a simple bridge over a creek or even a vehicle bridge. If you don't need a bridge on your layout, you can build the bridge as a separate model.

Next, each of the twelve structures must be super-detailed with either commercial or scratch built parts. "Super-detailed" means that it has considerably more detail than usually expected. Some "more expensive/extensive" kits (such as the Finescale line) could meet this qualification, as long as craftsmanship is shown in assembly of the kit. Otherwise, look at the prototype and include in your model the details that you normally see in prototype buildings, including

signs, electrical fixtures and meters, rafter tails, window details, etc.

In addition to being super-detailed, at least six of the twelve models must be scratch-built. Note that you can use commercial scribed styrene or wood and still meet the requirement for a scratch-built model. Finally, you must

score at least 87½ points on six of the twelve models. This can be via a PCR or Coast Division model contest or by having the models judged for a Merit Award.

To summarize these qualifications, you need to build twelve super-detailed structures representing at least six different types of structures including at least one bridge or trestle. At least six of these structures must be scratch built. Finally, you

must score at least 87½ points on at least six of the structures.

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

I am happy to announce that PCR member James Rustermier has received an Achievement Program award for Association Volunteer. Congratulations!

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 43.

I am happy to announce
that PCR member
James Rustermier has
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Program award for
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PCR '04 Clinic Call

By Jim Providenza



We're starting to put together the clinics for next year's Pacific Coast Region convention in Napa. Convention Chairman Harold Mentzer asked me to head up the clinics for the convention and I've been working away at it for a bit.

First, we have some exciting clinicians from both in and out of region who have agreed to come and join us in Napa. The initial list of Hobos includes, in no particular order, MR and RMC author Trevor Marshall, RMC author (and PCR convention attendee in Pleasanton) the Rev. Mr. Doug Harding, Richard and Venita Lake from St. Louis who were in Redding for the convention in 2002...

- Trevor will give an in-depth clinic on modeling one specific prototype town.
- Doug will discuss modeling the Decker meatpacking plant in Marshalltown Iowa in the early 1950s.
- Richard, who worked several years for the Rock Island in Armourdale Yard in Kansas City will discuss yard operations as he knew it.
- Three or four other nationally known clinicians have agreed depending on the scheduling of some other events. More next issue.

Some of our own regional clinicians already on board with specific topics include:

- Don Fiehmann – with an update to his DCC clinic
- Dave Bayless – with a clinic on SP's GemCo Yard and how to run a yard without a yardmaster

- Connery and Co – Dave Connery and friends will give an all day clinic on building a layout from design through scenery and operations.
- Seth Neumann is already working up a day's worth of clinics on operations and layout design themes.
- Uncle Guido (Bill Schaumburg) will be out to do whatever it is that he does. Maybe Town Talk Tunnel, maybe slate quarries, who knows, but it will be fun. (I know he is from NJ but he's a member of our region)

So, **First Call for Clinicians!** If you have a clinic that you would like to present, or have an idea for a clinic, or want to front out a friend who you think ought to give a clinic, get in touch with me. E-mail is probably easiest: rjim@aol.com

See you April 28 to May 2 in Napa!



Walt Naumann and Venita Lake at Waterloo Club

Tales of the Santa Cruz Northern

By
Jim Provenza

Layout Design [for Operations]

You can get so hung up on your own point of view that you miss important things. I know. It happened to me during the Maple Leaf 2003 convention in Toronto in July.

All told I guess I visited over a dozen layouts during the convention, but three stick in my mind. My overriding interest in the hobby is operations and most everything I do points towards operating my and other peoples' layouts. I'm part of the Layout Design SIG and often "layout design" is synonymous in my mind with "layout design for operations."

During the Layout Design SIG tour on Thursday two of the layouts I visited epitomized this problem. I quickly wrote both off as lacking enough staging, a real problem from my point of view. (Never mind that the SCN has never had enough staging on the lower level. That I designed it this way probably has something to do with my sensitivity about the issue!) Neither seemed to possess enough sidings to meet or pass several trains.

Friday night I visited Jim Eager's layout. He is well known for his articles and books on prototype rolling stock. He has been interested for a long time in the Joint Line that runs from Denver through Colorado Springs to Pueblo, Colorado.

Jim is now at the "benchwork completed" stage of a layout based on the DRGW / ATSF / BN / RI in Colorado Springs and just about ready to start laying track in the staging areas, staging that will support the four railroads' trains.

Before going farther he decided to lay out the track plan full size on heavy cardboard sitting on the benchwork, add mockups of the prototype structures he intends to build, and then stage representative trains and rolling stock in appropriate locations in "Colorado Springs". All this - and only this - was in place during Maple Leaf 2003. I spent an enjoyable hour with Jim, comparing his prototype photos with the mockups, discussing what he was trying to accomplish, considering the issues he had dealt with during the planning process as he strove to replicate the

There are a number of reasons people design layouts - to display prize-winning structures or rolling stock, to railfan in miniature favorite prototype locations, to recall times and places from one's youth, as well as to operate in a realistic fashion.

operations of the four railroads in Colorado Springs in the 1970's. I walked away very impressed; I felt it was one of the best layouts I had seen in Toronto even though it had not even reached the stage of being a "Plywood Pacific".

Saturday night, while packing to return home in the morning, I got to thinking about the layouts I had seen and comparing how I had reacted to them. In the process realized I had unintentionally closed my mind in some respects to the two layouts I mentioned above. I had decided they were "not well designed" and I let that influence both my enjoyment of them and

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my learning from them.

There are a number of reasons people design layouts – to display prize-winning structures or rolling stock, to railfan in miniature favorite prototype locations, to recall times and places from one's youth, as well as to operate in a realistic fashion. Sometimes I seem to forget this.

The first of the two layouts I had written off was a generic Canadian National branchline layout. Two things caused me to blow it off soon after my arrival. One was staging, or rather the lack of it. Without it, there was no way to “operate realistically”.

The other was the signs. Not too many (we never can have enough it seems), but for my taste too many, too cute. They were everywhere, on every building in sight, and it seemed every industry name was a pun. While we have a long tradition of this in the hobby here it was overwhelming and, I felt, overdone. While the SCN has its share of puns, they are (usually) as subtle as I can make them. Concentrating on these small problems made me ignore that it was fully scenicked, around the walls and featured a large city and industrial area on two walls of the basement. I really should have paid more attention to its highly detailed scenes, structures and kitbashed locomotives.

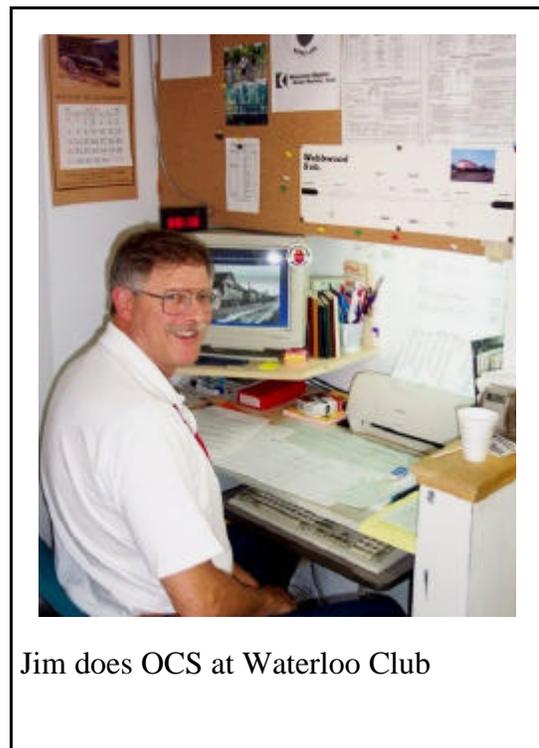
The second layout was a prime example of what I think of as “Narrow Gauge Fever”, one of my favorite modeling genres. A generic “Rio Grande” branchline, it too had no staging... and while I had liked it better than the CN layout I remember feeling that it was really missing the [operational] bet.

Again the layout was around the walls this time with a center peninsula, there was an “L” shaped town with some industries and an engine facility and small yard along a short wall and part of the next. This layout was in the “most track down, partial scenery” stage. But like many Sn3 and On3 layouts it had tremendous detailing in the cars, locomotives and structures and there

were literally hundreds of pounds of nicely tinted rock castings along the right of way. I should have looked more closely.

On Saturday evening I started to think back about the week's activities and this led me to compare how I reacted to these three layouts. I realized that each of the three featured a center stage. Each owner was devoting a good portion of his available space to modeling the railroading in one town or city - modeling a specific prototype scene or freelancing a certain type of place, creating a stage where the action was to take place. The rest of each of the layouts, regardless of configuration, was in a supporting role. Thinking back, I believe each of the center stage scenes had a lot for me to examine and learn from – but I only really opened myself to one of them. I let the nature of the rest of the layouts influence my ability, even willingness, to look objectively at them.

I enjoyed Jim Eager's layout, and I got a lot out of the time I spent examining it. I didn't do justice to the other two layouts, and I think I am the poorer for it. Next time I'll do better.



Jim does OCS at Waterloo Club

MODELING SAWMILLS (REALISTICALLY) USING OFF-THE-SHELF KITS

By Jim Zeek

A few kits can be quite authentic when properly sited or modified.

I have worked with the Walthers kit for a club layout and have taken a good hard look at those produced by B.T.S.: their Slatyfork and Coon Gap sawmills. All have some very authentic features yet all can be phony when built as depicted on the box or as suggested in the accompanying literature.

Let's just take a few moments to review how sawmills are built and why they were erected the way they were.

Prior to the 1950's, mills were built, with a few exceptions, using wood post and beam construction with concrete used for post bases and machine foundations. Structural steel frame mills had a tendency to move too much from side to side which affected sawing accuracy at best and threatened structural collapse at worst.

It was not uncommon even with wood structures which had been too lightly built to see timbers positioned at an angle every eight feet or so bracing the log-sawing area of the mill building. These sway braces most often began at the corner nearest the log deck in-feed and ended approximately where the log carriage tracks terminated inside the mill. The braces were attached to columns of the mill frame and extended from the level of the mill floor to grade anchored by concrete piers, often 15-20 feet away from the side of the mill exterior wall. The lateral force of a 20,000 pound log rolling from the deck or a 7,000 pound cant being pushed by a 300-400 horsepower log

turner to an abrupt stop against carriage knees called for such strength.

In many respects, this is the most complete prototypical saw mill on the market in any scale.

The log or cant turning process took an experienced sawyer in about three seconds or less! Within about 5-8 feet of the point where the carriage stopped to return and saw the next board the dogs holding the log to the carriage knees would be released. At the same time as the dogs released, the bar log turner would

come up under the log and begin its rotation.

The log turner would continue its upward motion and pull away from the carriage. As the log neared its desired position-90, 180 or 270 degrees of rotation-the bar would slam the log against the knees, the dogs would set and the carriage would proceed to move forward simultaneously as it set the log out for the next cut. It is worth noting that a typical speed for a log carriage on its return to set for another cut would be 25-35 feet per second for the steam shotgun and modern cable drives. Older cable carriage drives like those at Hull-Oakes are closer to 10-15 feet per second. In either direction the lateral forces are significant. I remember the gentle sideways movement of many mill floors as the logs were turned and positioned

Back to the task at hand. Let's begin with the Walthers kit. In many respects, this is the most complete prototypical saw mill on the market in any scale. It represents the type of structure that would house a single head rig mill much like Hull-Oakes, the only difference being Hull-Oakes would have a sorting chain about twice the length of that found in the Walthers kit. The head rig could be either a

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Modeling Sawmills

circular or band mill. The carriage could be either shotgun or cable feed.

By omitting its de-barker, chipper and chip bin and installing a fuel house alongside the mill building fed by a conveyor from the mill the kit would make an appropriate representation for the period from 1890 to mid 1960's. Fuel houses provided a constant flow of sawdust when part or all of the mill was down for saw changes or repair. It also could light fire and build pressure in the boiler before the start of each day.

They were usually part of the boiler house. Because of their weight and the danger of fire, boilers were always located on the ground floor in their own structure. The boiler house in front of the firebox would be divided into two levels; the lower one for cleaning and maintaining the boilers while in the topmost part of the boiler house would be a modest fuel bunker. Adjustable gates in the bunker allowed sawdust to spill out into a narrow conveyor which would in turn feed the one or more sheet metal chutes leading to the top of the firebox on each boiler. The fireman monitored operation by means of temperature gauge(s), sight glasses and valves. Pressure was regulated solely by the amount of sawdust fed to the boiler(s).

In more modern times, the addition of new sawing equipment, electrical generation plants, and/or lumber drying kilns created increased need for steam. Slabs, edgings and trim ends would be moved via conveyor to the burn pile or for a later era the tee-pee burner.

A final evolution was abandonment of most steam equipment except for carriage shotgun feed and dry kiln operation with the powerhouse. Complete abandonment of the tee-pee burner occurred in 1973, and by 1980, most mills of this capacity were out of business.

Equipped with a circular head rig and with either no siding or some wood siding (in key places such as covering the sides but not ends) and accompanied by a blacksmith shop, and small engine house such a mill could be served by a logging railroad having light rod or geared engines with 3-5 cars of logs daily. After the period 1905-1910, this configuration would not be very credible historically.

A second setting for this mill could be the latter half of the 1920's to mid 1950's. Its open ends would probably be the same. There might or might not be a log pond, though it is more likely there would be one. The same jack ladder could be used. Instead of steam power locomotives there would be trucks and track laying tractors; from Mack Bulldogs and Best 60s to Peterbuilts and D-8 Cats and International TD-24s. Box cars, chip cars, lumber flats and the like hauled the finished product away.

A sawmill of the size depicted by this model was capable of producing no more than 150,000 board feet of lumber per shift at most with 1940-1950's technology nor less than 50,000-75,000 board feet at the turn of the century unless it was a really bad day. Turn of the century economics allowed such an operation to afford a locomotive. By 1915 or so, the cost of a railroad had become prohibitive and trucks rapidly took over.

This model has one significant



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Modeling Sawmills

miss. No where do instructions or pictures depict the mill with its mill floor (at least the sawing side) 15-20 feet above grade. Sawmills were built above ground level so waste like slabs and edgings would not clog up conveyors. Such waste could be up to 20 feet long. Whether in the 1890's or 1950's, this mill needs to be at least 15 feet above grade (ground level).

To simplify getting logs into a mill from such a height many operations built their mill on a side hill or beside a small stream bed. Logs would be loaded onto the deck by a gently sloped ramp of a few logs or timbers or short jack-ladder (such as that in the kit) or short slip from the pond that was only 4-10 feet lower than the log deck. The sawing side of the mill with its carriage tracks would be highest above grade.

A sawmill on the side of a hill or creek bed poses a logistical problem for removal of finished product. It's just not practical to sort and remove the lumber 40 feet above ground. Most mill builders ran their sorting chain toward the uphill side of the mill at the same elevation as the mill floor (often putting the power house on the other side next to the creek for a fresh water supply) or diverting the stream which flowed out of the pond away from the mill site to allow for sorting in the opposite direction.

As a practical matter, sawing logs into lumber is a linear process that proceeds in a straight line from step one to final product. But lumber is in reality several products; wood from the same log may be destined for vastly different uses - from building materials to foundry patterns to remanufactured products such as furniture.

It became impossible to sort lumber into random lengths by width at the open end of

the mill floor once production per day began to exceed 35,000-55,000 board feet. It was just too many pieces for the space available. This quantity would have been produced from 4-6, 40 foot rail cars of logs.

Also by 1905 lumber wholesalers and retailers were agitating for uniform sized lumber sorted according to quality for its intended end use. This resulted in grade standards in the eastern United States beginning in the second decade of the 20th century and working Westward until the West Coast rules adoption in 1923.

Since a lot of the Pacific Coast market was in the Midwest and Eastern United States, mills producing for markets other than their surrounding area began to sort lumber into more diverse and uniform categories than previously.

As a result, a somewhat cumbersome yet simple sorting process evolved. At the end of the saw mill and extending away from it at 90 degrees was a long table (up to 600 feet) with chains on about 5 foot centers its entire length. Rough-sawn boards and modest size timbers were deposited in this "green chain" from roll cases in the sawmill. Men then pulled individual pieces of lumber, from either one or both sides according to thickness, width, length and end use (recognized by grade marks made by the certified grader) and stacked them in piles on special cars, carts, bunks for straddle carriers etc. Lumber from these units would be taken to other parts of the operation for drying and remanufacturing if the operation was vertically integrated. If no other remanufacturing facilities were on site the sawmill's product might be shipped "green", that is, wet, or dried and then loaded on rail cars (usually box cars) from a loading dock adjacent to a rail spur.

That's it for this time. We'll look at another type of kit in a future article.

GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY

By John Edginton

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

Our new schedule is working well and Sunday operations are bountiful indeed! More and more members of other Clubs are joining us as associates to run their special equipment for the public on Sundays. Attendance has not suffered from our new schedule and we continue to look for new members to help build and run our public layouts. We specifically seek HO traction and narrow gauge enthusiasts and O scale modelers of all varieties.

Associate memberships are available to those who belong to other Clubs or are located too far away to regularly participate. Operating on our spacious layouts is a thrill rarely duplicated anywhere else. Come and explore your options for being involved in our public shows. Nothing makes you feel better than folks on the other side of the glass admiring your carefully crafted train. We also welcome volunteers who would like to assist with docent functions, such as providing education in railroad history and to help with the door.

One of the exciting attractions at the Museum is to see members run their brass and other superdetailed equipment on Sundays. All eras and many railroads, particularly fallen flags are represented. HO scale generally operates their

layout in accordance with a specific theme, such as 'transition' or 'modern,' and this displays the modelers' art at the highest level. The N and HO layouts also evoke many scenes in the style of modeling the prototype, such as the Tehachapi Loop, Oakland Mole, John Muir Trestle, Bakersfield Yard, Yolo Causeway and Key Route Inn.

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

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Admission on Sundays is: Adults \$3; Seniors and Children under 12 \$2, with a family maximum of \$7. For information, a map and to see photos view our website at, www.gsmrm.org. Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 PM). Museum Memberships offering unlimited annual admission are \$20.00 (individual); \$35.00 (family). For other information or to schedule special shows, email John Edginton, Public Relations Director, at jedginton@edg-law.com, or Jim Ambrose, EBMES President, at JMAM@chevrontexaco.com or use the communication section of the website.

S Scale In Review

By Lee Johnson

This year's National Association of S Gaugers (NASG) annual convention in Oconomowoc, WI (Milwaukee area) was again a major focal point for the S scale community.

Not only was it a chance to renew acquaintances with old friends, but also the opportunity to see what is new in the S scale manufacturing arena. There were many good clinics, and even though the number of entries in the model contest was slim, the quality was superb. There were even a couple of dealers that had a good stock of S kits that were produced 50 years ago, and yes, a good many of those sold as the nostalgia bug hit. The dealers were able to show many new items becoming available for S scale.

Next year, there will be two NASG conventions rather than the normal one. The national convention will be held in the Chicago area on July 28-31, 2004, and the first NASG Regional Convention will be held in Tacoma, WA on July 4-11, 2004 as a back-to-back with the NMRA National in Seattle.

After many years of the S/Sn3 Modeling Guide magazine not being published, a new owner has stepped forward to begin publishing the magazine again. Having a magazine devoted strictly to S scale (no AF or hi-rail) is a big boost in the arm for S. The first issue should be available this October.

Des Plaines Hobbies had the pilot model of a 40' USRA composite gondola with the structure being a resin casting and the bottom, ends, and

sides being laser cut wood. They expect to have this car available assembled and painted in about a year. They also showed some cast resin sides

for a GP7 and GP20 for use to modify the American Models GP9/18 into the GP7 or GP20. The kit to make a low short hood is already available. DPH has also introduced three new paint schemes for their S Scale America single dome tank car, which include Roma Wine and Fruit Industries. If you have an interest in the new Barr Mills Swanson's Lunch Stand, order it from DPH as they purchased all of the remainder of the run from Barr Mills.

Overland Models has announced they will be importing GE AC4400CWs of various configurations in S scale painted for BNSF, CPR, CSX, SP, and UP, and the C60AC painted for CSX in two different schemes and UP. Models will also be available unpainted.

The troop sleeper, kitchen car, and troop sleeper converted to a box express car are all now available including extra Allied Full Cushion trucks. The detail is great, and they have an excellent paint job. RRM is taking reservations for their next project, which is Budd built "Zephyr" train sets in brass. It will include the 3 unit "Pioneer Zephyr" as built; the 4 unit #9900 Zephyr as operated from June 1938 into the late 1960s; and the 3 unit "Flying Yankee" as built in 1935. The models will include nickel silver plating, DCC ready, complete interiors, interior lighting, and several other features.

Not only was it a chance to renew acquaintances with old friends, but also the opportunity to see what is new in the S scale manufacturing arena.

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S-scale

S-Helper Service had the test samples of the B&O 2-8-0 boiler, cab, and detail parts available for inspection. If the rest of the locomotive looks as good as these parts, this locomotive will be a great addition to any S layout. The drawings for the new ore car were available to inspect, and the first parts of the car have arrived, and are being test fitted for accuracy and any design changes that may be needed. The ore car should be available assembled and painted in about a year. Also, over the horizon, SHS will be reworking the molds of the SW9 and the exhaust stack panel will be a separate piece thus allowing the SW8 to also be produced. They have also finished the drawings for five versions of the NW2, and the tooling for the fires version is almost finished.

Lionel introduced the cast metal boiler, cab, and tender for an American Flyer light USRA 2-8-2. The detail of the parts is very nice, and will make a very good model to convert to S scale. The 2-8-2 mechanism that S Scale Locomotive & Supply will start producing shortly would fit under the AF superstructure to make a very nice new locomotive for the scale side of S.

BTS was at the convention with a lot of diesel locomotive and structure detail parts. They were also introducing their new line of structures called the 2nd Street Series which will feature at least five different houses common all across the U.S.A. The first house will be 110 2nd Street. They also had the beginnings of a new multi story warehouse. BTS has also received the sample Sn3 E.B.T. Tank Car from their builder. This car features a photo etched brass tank attached to a urethane flat car. It will be available fully assembled, painted, and lettered.

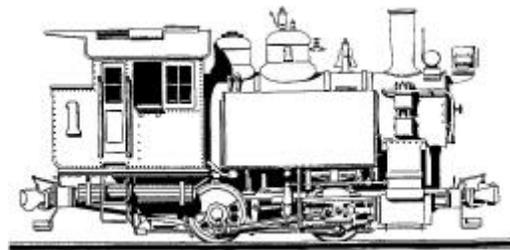
Mountaineer Precision Products is now

producing a line of structures in S scale that includes five variations of barns; a small structure similar to a yard office based on a B&O building; and a 2-story pre-1950's house along with a single story post-1970's house. All kits are laser-cut basswood construction. MPP also offers decals which can be used on barn walls or walls of any large structure.

Pine Canyon Scale Models is offering an S scale service station with an attached service bay. The kit includes such details as tire display racks, racks of motor oil, Coca Cola dispensing machine, and a detailed work bench, tire storage rack, along with an auto-lift for the service bay. They are also producing a café kit.

A new kit in S called the "Park Hotel" has just been introduced by Banta Modelworks. It is a two-story brick hotel with a balcony along the front width of the building. The kit consists of hydrocal plaster walls, laser cut wood parts, and white metal castings for the detail parts. Its design is typical of any small town hotel in America; however, the original building was located in Ridgeway, CO. Banta is also offering S scale Clearance Gauges which conform to NMRA Standard S-7. The gauge made of plywood is intended to be attached to a dowel for checking tunnel and bridge clearances, and the gauge made of acrylic is intended for checking building and other line side clearances.

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



Non Rail Activities

By Mary Moore Campagna



We were deeply saddened at the loss this past May of one of our enthusiastic non-rail members: Marion Madsen, a dual member of PCR and PNR, lost her battle with multiple myeloma and passed away on May 24. Her husband, Greg, informed me that she had directed him to give all of her craft and needlework materials to the Non-Rail program, to be divided equally between PCR and PNR; and, thanks to Marion's generosity, we now have additional boxes of yarn, completed afghan squares, and miscellaneous craft supplies for use in our Non-Rail program activities.

Plans are underway for a vibrant and exciting non-rail program at the upcoming PCR convention next spring in Napa. (The recent national convention in Toronto featured a wide variety of non-rail-oriented activities and topics, some of which we have "borrowed" for use at our own convention.) The activities will consist of both clinics and tours, with the tours scheduled to accommodate those wishing to go on the "rail" tours as well.

One of the most intriguing tours will be to the Goelitz Candy Company in Fairfield (more popularly known as the "Jelly Belly Factory"), where we will be able to learn about the manufacturing of Jelly Belly jelly beans and other favorite candies such as candy corn and their new confection, "JBz" - chocolate with a Jelly Belly-type coating. This promises to be an interesting tour, especially since it includes

a stop at the store where you can buy "Belly Flops", seconds or irregulars that didn't quite meet the aesthetic quality control standards, but which taste perfectly fine. Everyone at the convention is welcome to participate.

One of the new clinics we will be introducing this year is a session on "Model Railroading 101: The Basics for Non-Modelers."

In response to requests from throughout the region, the clinics will consist of both craft-oriented and non-craft-oriented topics. Some of the non-craft clinics will include topics such as "Basics of American Sign Language", "Green Thumb 101: Gardening in Various Climates", "Elementary Car Repair and Maintenance", "Basics of Traditional Card Games", and "Photography Skills". The craft clinics

will include rubber stamping, beginning crocheting, glass painting and various quilting techniques, as well as an open lab where anyone can come and work independently on their projects.

One of the new clinics we will be introducing this year is a session on "Model Railroading 101: The Basics for Non-Modelers". This will provide an opportunity for anyone who doesn't know much about how it all works, but would like to learn in a relaxed, non-competitive environment. If you've always wanted to try your hand at running some trains or creating some scenery, we'll have some experts who can get you started. (Now you too can enjoy working with the trains in your house!)

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Non-Rail

As we have done for the past couple of years, we will be donating the afghans and quilts made by some of our more talented non-rail participants throughout the year to a local charity. In addition, we have a special activity planned for “early bird” convention attendees who arrive on Wednesday: on Wednesday night we will feature a clinic on the basics of tying a quilt together, with the finished product to be shown during the convention. We will also be tying a larger quilt throughout the convention itself in the Non-Rail room, where anyone who would like to participate can come and join in the fun and social exchange. No previous experience is necessary – we’ll teach you everything you need to know.

This year’s contest will also feature an additional category. The NMRA contest structure actually covers three areas: models, photos/passes, and arts and crafts; however, the last group has traditionally been featured only at national conventions. This PCR convention will also include the arts and crafts category as part of the contest: all convention attendees (not just non-rails) are eligible to enter. There are three categories – general, needlework, and “railroadiana”, with sub-divisions within each category for original, pattern and kit entries; and the judging criteria are set forth by the NMRA contest guidelines, just as they are for the other two contest areas. Anyone is welcome to enter the contest: it would be great to see a large turnout of entries, especially this first time round. We certainly have an abundance of talent in this region: here’s our chance to show it off! Anyone interested in entering the arts and crafts contest can contact me at either (415) 672-4806 (cell phone) or marycmoore@campagna.com for an application form and instructions.

New PCR Members

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

OUT OF REGION

Sandy Friedfeld	Palos Verdes, CA
Ed Wilson	Centennial, CO

DAYLIGHT DIVISION

Larry Kirkhart	Clovis, CA
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COAST DIVISION

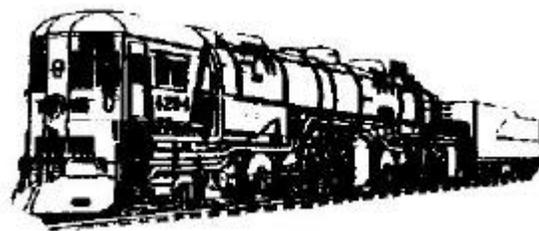
Lawrence Casey	S San Francisco, CA
Bruce Dunn	Orinda, CA
Robert Evans	Carmel, CA
Chuck Huntington	Alamo, CA
Jack Lucas	Pleasanton, CA
Larry Moore	Fremont, CA
Virgil Rittenhouse	Foster City, CA
Michael Trollope	Palo Alto, CA

SIERRA DIVISION

Thomas Campbell	Elk Grove, CA
Jim Elcano	Sparks, NV
Neil Pfafman	Placerville, CA

REDWOOD EMPIRE DIVISION

Jerry Lindelef	Willits, CA
Bruce Palmer	Cutten, CA



Registration Form

Contest Report

By Bill Scott

(You may also have seen Bill's introduction in your Divisional newsletter - ed.)

PCR just had a regime change and I was asked to be the new contest chairman. Ken wasn't fired, he resigned. He has been chairman longer than any one else for many years. Ken has done an excellent job. I hope you will all take the time to look for Ken and thank him at the next convention.

Most of you who are interested in the contest, and therefore are reading this, know who I am. But as contest chairman I should write something to let you know what I am planning.

I've been to every convention since 1982 except one. I've also been Daylight Contest Chairman forever. The PCR board has had to put up with me in several capacities since the late 80's. Because of this I have been involved in almost all of the changes made to the contest over the last two decades. Since I agree with almost all of them I am not looking to make a lot of new changes.

The contest will be run as it has over the past few years. If you are one of those that want to change things I will be happy to talk to you about it, but remember many like things the way they are so you will need VERY good reasons if want my help.

To those of you that have not participated in contests I would like to use my term take away it's intimidation. To begin with, I hope you will consider being a judge at next year's convention. Being a judge will require one or two hours of your time. You will be rewarded by having a new insight on building models, both contest quality and very simple ones.

There are some simple models in the

contests, you don't have to be a world class modeler to enter and, as a judge, you may even learn from the simple ones. You will also get a lunch, which of course is the best reason. You will not be given anything to do you don't feel comfortable with and you will be judging with someone who is experienced. Stop by the contest room and at least let me try to twist your arm. You will be glad you did.

In the meantime if you want to get in touch with me my phone, and e-mail are in the PCR Callboard.

HAVE FUN



Dave Bayliss in Toronto.

Mouseland

By Jim Radkey

I have just returned from a wonderful trip to Disneyland. It is the funnest place on earth, (what I kept telling myself) unless you have a small (could be big even) child that is 3 years old, is cranky, hungry, tired, and thinks she is a princess (so does Dad). The good side is that we got to ride the train a lot getting back to the main gate. All it took to get me back into the spirit of the Mouse was to see her face light up when she saw Cinderella, Snow White, Ariel, Pluto, Goofy (not me), or the Mouse. After five days I was ready (so was my credit card) to leave the house of the mouse.

While there in Mouseland I was able to go out and visit some nice hobby shops and further flex the old Visa. Had a good time talking to the shopkeepers and finding interesting things that I now have to find things to do with.

On the way down to Mickey's world we had to stop about half way because it is so far for small child (me) to sit in the car. My wife let me choose the stopping spot.....lets see Bakersfield??? Nah, not far enough!!! How about Tehachapi???? Just right!!!! If you haven't been you really should go. It was fantastic.

We (Pam my wife, Alison my Daughter, and I) arrived in Bakersfield about 3 p.m. on Sunday and headed up through the mountains on the Edison Hwy. About two minutes after we started a UP mixed freight came by on its way to Bakersfield. Not to be shown up a BNSF freight comes cruising by the other direction. I remember thinking to myself how

cool it was to see two trains that quick and wondered how long it would be till the next train. Little did I know. We kept following the road as the tracks disappeared behind the mountains in a valley.

We then took Caliente Bodfish Rd. which took us back to the tracks. This is an interesting spot if you don't have a clue where tracks are because the trains magically appear above you. You can see the tops of the cars as

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they go by just before going into tunnel number 2. I kept telling my wonderful driver/wife to hurry up because I didn't want to miss this train. She pulled over on the north side of tunnel number 2 and here came a BNSF freight with eight locos needless to say I was having fun. Alison

was asleep, the wife had a book, I had a camera, and there was another train coming the other way.

Finally headed down to Caliente and wondered if the people that lived there knew how lucky they were. It's an interesting little town with an interesting history I'm sure but where are the trains. Besides I promised my daughter we would be in a swimming pool at the hotel. NUTS....We drove up Bealville road only to find crowd at the crossing. We just had to stop. This is where I met Bob #1 He was a member of a historical society from L.A. He was happy to give me some pointers on where to go to find some good viewing spots up the road on our way to Tehachapi.

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Our next stop was the Loop and a meeting with Bob #2. There were a few people there talking and I struck up a conversation with Bob, and he showed me around up on the loop. He walked me over to a spot where you were standing on top of tunnel number 9 (the loop) and could see the trains at Woodford about a mile away on their way up the canyon. If you looked the other way you could see tunnel number 10. He explained that sometimes they stopped at Woodford if there was another train coming towards Bakersfield. "Just like that one," he pointed out. We both turned to see a BNSF Dash 9 coming out of tunnel 10. This was amazing, trains! trains! everywhere. I was able to watch 3 more trains come and go before the good parent guy on my right shoulder reminded me about the swimming pool. (The pool was very small and it was freezing, especially with the 40 mph wind gusts filled with dirt and sand.)

With the day's performance passing through my mind while eating dinner I decided to get up early and go back up to the loop and see what I could see. So at 6 AM, I was out the door. When I arrived at the loop I was greeted by a host of rabbits, squirrels, ravens, horses and the organ player across the road. As I got out of the car the rancher from the middle of the loop came out in his pick-up. I waved good morning and wondered if he had seen any other fools out here at 6:30 AM. He passed and I regretted not stopping him and asking permission to cross onto his property. Something about the rusty old bullet-riddled signs made me just a bit cautious. I found a good rock ledge to watch the show from and enjoyed it. The day before I had decided to get as close to tunnel 9 on both sides and the west side of tunnel 10 as I could.

I walked down to tunnel 9 and watched a couple of trains come and go on both sides.

Then I went over to tunnel 10 and had some excellent views of three trains coming out of the tunnel. I climbed up on the rock ledge next to tunnel 10 and was treated to a meet on the loop. I started taking pictures and much to my horror I ran out of film. Oh well, I just had to sit back and enjoy it. While this train was passing a stake bed flatcar with pipes on it went by. There was this very loud dragging noise and I thought for sure there was going to be a derailment. A small piece of wood flew off the car and tumbled along the track. Cool, a souvenir. After the train went by I started to walk towards the piece of wood and was amazed that I had been fooled by the size of the rail cars. This small piece of wood was one of the stakes, a 4"x 4" x 4'. I picked it up and decided it was best left for someone else because it was a long way back to the car. Not to mention it was almost 10 AM, it was getting warm, I was getting hungry, and there was a lull in the trains. Not to mention the wife and child back at the hotel ready to get on the way to Mouseworld.

At breakfast my wife enjoyed my excitement as I blathered on about things she didn't understand. She then asked me if I wanted to come back on the return trip. We tried to get a room in town but there was a soccer tournament and there were no rooms to be had. (Those soccer players must be tough to play in that heat). Not to worry. We just stayed in Bakersfield. We went up to the loop at night and watched the trains approaching up the canyon with their headlights shining onto the canyon walls. It was pretty cool. I went up in the morning again but the show was not as spectacular as the previous morning. It was a fantastic railfanning adventure. I hope there are more in my future.

Jim

P.S. If anyone wants to head up to the Feather River country give me a call.

A Cab Ride

By Vern Alexander

Be prepared! Almost everyone who has grown up in mainstream America knows that this is the motto of the Boy Scouts. It is a wise maxim, by and large, and in most instances we would be well-advised to factor it into our activities. However, on that summer day late in the 20th Century, Rick Sturm and I were not prepared, and our lack of preparedness led us directly to a cab ride up and down the eastern grade of Stampede Pass in the State of Washington.

Setting the scene, Stampede Pass is the route chosen by the Northern Pacific across the Cascade range in western Washington Territory. Spurred on by contingencies in their land grant contract with the U. S. Government, NP initially completed its crossing of the pass by means of a series of switchbacks, wooden trestles and fierce grades built right over the top and down the other side. Cars were moved a handful at a time, by two huge, low drivered Baldwin 2-10-0's, one on the point and the other shoving (or braking!) on the rear. Eventually Stampede Tunnel was punched through, and the switchback line morphed into archeological opportunities for railfans a hundred years later (I have a slice of the rail on my wall).

Despite the new tunnel, helpers were required on all but the shortest of trains up until the diesel era. The foot of the grade at the eastern end is a town appropriately, if unimaginatively, named Easton. Helpers were

put on and taken off at Easton. As power became more massive in the 30's and 40's, it became too large for the tunnel. This necessitated even more bustling about at Easton, as westbound road power was changed out for something that would fit in the tunnel, and eastbound trains traded their antiques in for something more useful as they continued their journey. A typical exchange in 1944 was a "sow Mallet" 2-8-8-2, which could clear the tunnel, for a huge, powerful and swift challenger 4-6-6-4. What a scene this must have been, and it is no wonder that Rick and I have this tremendous interest in the area.

We were trudging along, beginning to wonder about the wisdom of our quest, when we heard the roaring of an engine.

Now comes the addition of the "Sturm factor." Not only does he love the railroading there, he is also an aficionado of mountains in general, and a great devotee of camping. There is an excellent campground at Easton, where he and his family stay often. His eldest son is Patrick Easton Sturm. Enough said! It was sacred ground we were treading that day of railfanning the pass, beginning from Easton.

The Burlington Northern had, in its infinite wisdom, closed the old NP Stampede Pass line years earlier, in favor of the GN's old Stevens Pass line. The year before the adventure I am about to describe, on the 4th of July, a fire had destroyed the snow shed at the eastern portal of Stampede Tunnel, at Martin. The heat of the fire had twisted the rail, and the pass had

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been rendered impassible. Now, seeing the error of its ways, BN was reopening the Stampede line. There was a lot of reconstruction going on at Martin.

After stomping around Easton a bit, trying mentally to reconstruct the past, we got in the car and took a back road to the former site of the Cabin Creek Lumber Company. It is a neat area, complete with some old, fully furnished cabins, some old mill equipment and several old cabooses, three of which were NP. It is right on the main line, and after finishing our survey of Cabin Creek Lumber, we took off on foot uphill on the main to take a look at one of the few remaining signal masts. Completing that inspection, we decided to walk further up to a curve in the track, just to see what we could see from there. At this stop, as at several subsequent stops, we found something of interest to keep us progressing uphill. Eventually we began wondering about walking all the way up to Martin to see how the reconstruction was going. This is where "be prepared" comes into play. Neither of us had a timetable, and neither of us could remember just how far uphill Martin was.

We were trudging along, beginning to wonder about the wisdom of our quest, when we heard the roaring of an engine. It turned out not to be attached to a locomotive, but to an ancient and bedraggled tank truck, which was hauling water up to Martin to spread over the construction site to keep the dust down. The access road we had taken in crosses the old NP main and onto the old Milwaukee main. At Cabin Creek it again crosses the NP main and turns uphill parallel to the NP main on the grade of the old second main line, which was torn out after the diesels came. The driver followed this railfan-friendly route up and down the mountain throughout the duration of his work day.

We asked him how far it was up to the tunnel, and when he replied that it was six or

eight miles we knew that we were on a fool's errand. Then we encountered true serendipity, as the driver asked if we'd like him to take us up!

This is how not being prepared eventuated in our getting a cab ride up and down the eastern side of Stampede Pass. True, it was not the cab of a locomotive. It was the cab of an ancient water truck that was filled with the detritus of a gazillion trips up and down. There was no foot room and little shoulder room, even with me hanging half out the window. But it was a cab ride up and down the pass! We saw all the sights, and saw them completely. It was a great afternoon, one which we would never have enjoyed if we had come prepared with a timetable which would have shown us the futility of trying to walk to the top. We would not have been out there in position to be offered that serendipitous lift, and would have missed the entire marvelous trip. So let someone else be prepared; we prefer being lucky!



Ray deBlieck with his new toy at Toronto. PS we could use more of you to do this and send them to *Branchline*



Daylight Division Report

by Doug Wagner

The Daylight Division meet on November 22nd, in Ridgecrest will be hosted by the Eastern Sierra Railroad Society in Ridgecrest, CA. Located on the Desert Empire Fairgrounds, the group has a point to point HO layout depicting a fictitious Class II western railroad having interchange rights in Mojave California with all the major western railroad lines. The line operates from the Port of Los Angeles north through Mojave and continues north on the eastern side of the Sierra Nevada mountain range. The two end points are connected in staging for continuous running during open houses. The layout has a 380 foot single track main line and a 140 foot short line mountain railroad operating with DCC in a 20 X 58 foot space.

Two privately owned layouts are currently on the list for tours.

1. The Sierra Western RR is a fictitious rail system that transverses the western side of the Sierra Nevada Mountains in 1950, paralleling the route of State Highway 49. This provides the railroad's slogan "The Route of the Forty-Niners".

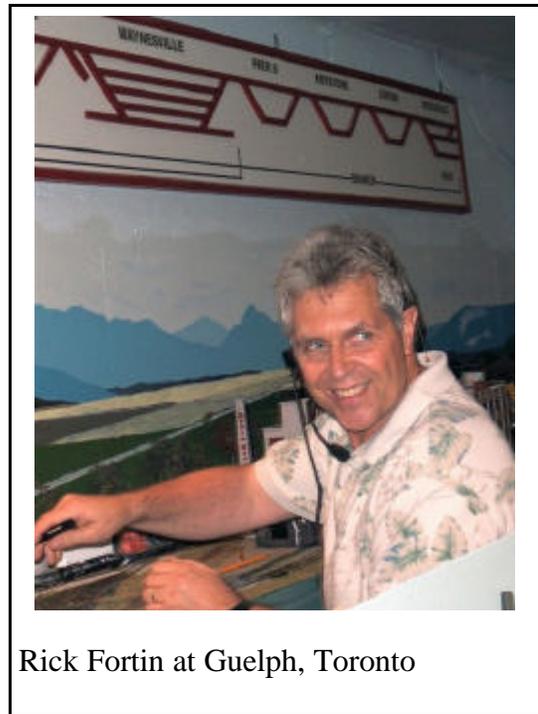
This HO railroad is housed in a dedicated 1740 square foot structure that includes a shop/dispatcher office, lounge, and restroom facilities. The building was specifically designed to house the railroad.

The layout is a point-to-point single-track main line with return loops at each end. The layout contains a total of 2,292 feet of track with a mainline of 540 feet. The mainline equipment is Southern Pacific, the branch line is Sierra Western, and the logging is Pelican Bay Lumber Company. The layout is capable, but not feasible, of running 23 trains simultaneously.

Currently, all track (except for a single

industry) is laid, all wiring completed (over 50,000 feet), and the layout is operational (on most days). With completion of the roadbed, the local gandy dancers have been promoted to landscaping and structure construction.

2. Come and ride the rails on the Sagebrush Short Line Railroad, a 7 1/2 inch gauge live steam railroad. At present SBSL has 3400 feet of bi-directional 7 1/2" track, 17 switches, two trestles (one 50 feet long, one 41 feet long) a bridge, a 13 1/2 foot hydraulic lift and 4 steaming bays, each 20 feet long. Main line radius is 55 feet minimum. 95% of the track is at a 1/2 to 2% grade. More information can be obtained on its website at <http://www1.iwvisp.com/lpruitt/>.



Rick Fortin at Guelph, Toronto



Redwood Empire Division Report

by Steve Skold

Our summer meeting was held at Fortuna, California on August 1st, 2nd and 3rd at the Best Western and several other venues. Friday night was kicked off with Don Olsen showing two 16mm films. One was on the flood damage from the 1964 floods in the Eel River and the other was my all-time favorite model railroad movie, "Model Railroading Unlimited" narrated by Hans Conreid and featuring the Pasadena Model Railroad club.

Saturday morning after breakfast, we all drove north of Eureka and visited Ray Hogan's outdoor HO railroad. From there, we continued on to Tom Cackle's LA Division of Santa Fe (HO) with a surprising number of Frisco cars. Next was the Glendale Yard of the North Coast Interpretive Society collection of Logging Equipment which included two Shays, two Heislars (one of which had been converted to diesel) and a Pacific Lumber Company 2-6-2. Lunch was next on the menu after a drive back to Eureka, and then on to Kevin Schindler's outdoor railroad which included a live steam LGB sized locomotive. The plants on the layout were particularly outstanding. Finally we made it to the Eel River Model Railroad in Ferndale with their modular layout that featured Ron Plies' famous Port Costa modules featured several times in the Model Railroad Craftsman. While we were there, Heather Clark gave a talk on her modeling-particularly the V&T engines she has done. This was followed by "What's New" at Fulton Station by owner Paul Christensen.

Saturday night featured the banquet at Curley's Grill in Ferndale which was followed by two videos by Don Olsen. While he was getting set up, we had door prize drawings. The regular door prizes went to the following: Pat Boyle, John Lemmer, Duane Coates, Gene Lodes, Bob Mountjoy, Glenn Jamieson, Cindy

Zabel, Bill Laferriere and Harold Mentzer. The Special Door Prizes were donated by Paul Christensen (Fulton Station) and Dwayne Coates. The winners were: Pat Boyle-diesel switcher, Pat Boyle-SP book, Ed Zackerekis-Doodle Bug, Gene Lodes BL-2 diesel and Bob Mountjoy-48 feet of homabed roadbed.

The weekend was ended with a breakfast at the Samoa Cookhouse across Humboldt Bay from Eureka, followed by a visit to the Humboldt Bay Model Railroad Club in Eureka. Then we had to pack up and leave for home. Ask someone who was there about the "Reggae on the River" at the Humboldt County Line near Percy. 15 to 20K people were there camping in the river bottom and causing traffic jams where the 4 lane highway narrowed to two lanes.

The next meeting will be held at Ursuline High School in Santa Rosa and the tentative date is November 9th. There will be a clinic on bridge design by Harold Mentzer and the contest will be for passenger equipment of all kinds. Further details will be in the next Call Board or on Gus Campagna's web site; <http://home.earthlink.net/~campgus/>

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Impressions

The week of intense activity ended with a fine banquet on Saturday evening. The speeches were minimal, and our speaker was a TV star from the "Red Green Show" on PBS. Watch it to see what can be accomplished with duct tape! I am looking forward to next year in Seattle, where the folks are preparing another wonderful convention for us to enjoy. You really should plan to be there!

Club Info

BAY AREA NTRAK MODEL RAILROAD CLUB

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY

Located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Club meetings and

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

NITTY GRITTY NARROW GAUGERS

The Nitty Gritty Narrow Gaugers is a round robin group of On3 modelers that meets bi-weekly in members' homes in or near the Santa Clara Valley. Individual

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

SACRAMENTO MODEL HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to dmegeath@aol.com; web site <http://www.smrhs.com> Modeled as the Sierra Central Railroad, both HO and HO3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 pm.

SACRAMENTO MODULAR RAILROADERS

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

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

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

TRI-CITIES MODEL RAILROAD CLUB

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

VALLEJO MODEL RAILROAD CLUB

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

WALNUT CREEK MODEL RAILROAD SOCIETY

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



**MEMBERSHIP APPLICATION
PACIFIC COAST REGION**

8/03

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIPCODE: _____

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

FAMILY MEMBER NAME(S) _____

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

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

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

The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Verification by _____ NMRA# _____

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Circulation Manager	Norman Morris	(530) 742-6930	normanmmorris@aol.com
Webmaster	Kevin Hurley	(831) 728-1934	kmhurley01@charter.net

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

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– Daylight Division	Brewster Bird	(559) 732-6096	mec569@yahoo.com
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– Sierra Division	(vacant)	---	---
– Hawaiian Division	(vacant)	---	---

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

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

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Calendar

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

October 1-5, 2003: Southern Pacific Historical and
Technical Society Convention, Sacramento (www.sphts.org)

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

October 16 - 19, 2003: Virginia & Truckee Symposium,
Nugget Casino, Carson
City, NV (775) 687-6953

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

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

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

November 8 & 9, 2003: International Railfair, Placer
County Fairgrounds,
Roseville, CA (www.internationalrailfair.com)

November 29 & 30, 2003: Great American Train Show,
11 AM, Alameda County Fairgrounds, Bernal Ave.,
Pleasanton, CA

November 30 & December 5, 6, 7, 12, 13, 14, 19, 20, 21:
Train of Lights at Niles Canyon Railway (www.ncry.org)

December 7, 2003: Coast Division Meet, 9:30 AM,
California School for the
Deaf, 39350 Gallaudet Dr., Fremont, CA

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