



BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Ron Plies

For years we heard the term "networking", but I have not heard it for some time. I was reminded of the word when our club, The Eel River Valley Model Railroaders, was getting ready for our open house at the Humboldt County Fair this last August. We were having some problems with our NCR radio transmission hand units and could not get them to wake up. There was no time to send them to NCE so I e-mailed my good friend and fellow

PCR member, Walt Schedler, and asked if he could come up with some suggestions on how we could get these units to work. He had some knowledge of what to do but suggested that I contact Mark Schutzer. Mark has a lot of working knowledge of the NCE system and has given a number of clinics on the subject at PCR conventions. I must say, he knows his stuff. Mark

got back to me in a very short time and gave any number of suggestions to make the units work. As it turned out we were not using the right sequence of button pushing to bring the units to life. There was nothing wrong with the system; it was the nut holding the control unit that did not have a clue how to do it. As it turned out we were doing it backwards. The DCC systems and especially the radio units have brought so much more enjoyment to the hobby, but as with any computer system there is always something new to learn.

My own personal vehicles are nothing but computers on wheels and I have yet to figure out all the things they will do. Like it or not everything is moving this direction and in that I am part of the digital immigrant generation (new arrival to a strange land with a strange new language) and I know a number of you are as well, we are going to

require tech help. With my cars I can take them to the car dealership and they service them and take care of everything bumper to bumper. With model railroading we have this thing called networking at the PCR and as you can see from this example it works, thanks to people like Mark and Walt who are willing to share their time and expertise with the rest of us.

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When I hear, "What am I getting for my dues to the PCR?", here is one of the benefits, and it was extremely useful to our club. By the way we did get the radio hand units up and running a number of weeks before the fair. To borrow a phrase from an old airline ad, "The only way to fly!" But remember this is a two way street. Again, borrowing a phrase from a former president, "Ask not

what the PCR can do for you but what you can do for the PCR". So with whatever expertise you may have, like Mark and Walt, I hope you are willing to share it with others and this organization.

Speaking of clinics and expertise, be sure to mark your calendars for the PCR convention in Reno, Nevada on April 28th to May 2, 2010. There is always great information that you will take away from these great PCR conventions that you will use all year. An application can be found in this issue of the Branch Line and you can get one on-line as well. Hope to see all of you there in April.

Ron Plies MMR

PCR President

VIEW FROM THE LEFT SEAT

Pat LaTorres

Well, I try to have my column written well in advance so that it's pretty much ready to send in when Editor Bill (that's Kaufman, not Schaumburg) calls for the deadline and I was all set with something for this issue. As has happened in the past, I had an entirely different column written when something bounced off my mental windshield and sent me in a different direction.

Recently Bill and Bob Ferguson invited me to join a new Yahoo group, which is effectively an online version of the NMRA Regional Advisory Committee. Though very much unofficial, the "Regions and Divisions" group is getting a great response from across the NMRA. All of the members of the group are either officers, or at least "movers and shakers" of various regions and divisions across the NMRA. To say that this has been an eye opener would be a bit of an understatement. I have had the opportunity to share and learn from folks from all around this organization, not just within the U.S. of A., but from many of the "off-shore" regions as well.

This has effectively provided an opportunity to actually meet many of these folks, both online and in person. I plan to take some time in this column to comment on some of the thoughts and ideas that have been put out there by some of these folks. While it wouldn't be practical to open the list up to every member of the NMRA or its regions and divisions, I will make an effort to pass on some of what I see as important ideas that float across the net so that this information can get out to all PCR members.

One of the first, and most significant insights,

was that we are not alone. Many of the problems, issues and the even good things that we see from our perspective here in the PCR have been noted by folks in other areas. Much as I hate to sound like Bill Kaufman (even I have some standards), the fact is many of the local groups within the NMRA are looking at the potential of financial headaches in the future – and in some cases, the not too distant

Again, we've been blessed within the PCR by having a strong group of folks that are willing to give, so that all may benefit (that's called volunteerism) in the end result. This is the core of what makes all of our regional conventions work as well as they do.

future. The fact is that something has to be done to get more than \$2.00 of each of our dues back down to the regional, if not the divisional level. Some of the divisions that I've heard from receive nothing from their respective regions. In that case by getting half of that return (\$1.00) back to the divisions, we in the PCR seem to be doing pretty well. Many of the divisions in other parts of the country actually cover

a geographic area greater than the entire "mainland" PCR. On the other hand, in some cases there are actually two divisions of a given region within the same city. In at least one case there are two model railroad clubs that are each established as divisions within their region.

This works directly into a second major talking point on the group, "What can we do to promote our activities and bring members into the fold?" Many regions and divisions are finding it harder and harder to convince people of the benefits of joining the NMRA, when they see nothing coming back to help the local programs. This is becoming a major issue of discussion and I will keep you up to date as things take on a more visible direction. It's quite obvious that this ties fairly strongly into the previous area of concern. But there are things that can be done beyond waiting for the national

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organization to decide to bless us with their “manna from heaven”.

The first is for the regions and divisions to take positive steps to try and become financially independent from NMRA national. You may note that I keep mentioning “regions and divisions”, this is because as I mentioned earlier, across the NMRA the relationships between these two groups are not always the same as we see it here in the PCR. In some cases, the divisions may cover an area greater than the entire PCR yet have a population smaller than some of our divisions. Even our most distant mainland division is still a reasonable drive to any of the other divisions. Not to exclude the Hawaiian division, but they are quite probably a unique situation within the NMRA and we on the region board are still trying to look for options to help them in any way we can. But getting back to my point and maybe having more to do with said point than I would like to admit, many of these other divisions are effectively divorced from their regions and operate as totally independent entities.

Trying to compare a region like PCR where we were crowding 200 attendees at our last convention and in some cases almost 100 at some division meets, with some that feel really good if they can get 80 members to an annual convention is difficult. But, a lot of the basic ideas for membership recruiting and retention are probably a lot closer than one might think. Again, we have to go back to the basic building block, the “local unit”. This can be anything from a metropolitan geographic area such as Sacramento, or the Bay Area to a unit as small as a local model railroad club. I don’t know if anyone in the PCR ever considered using a club as the basis of a division within a region, but as I mentioned earlier this idea is actually pretty much the case in a few regions. But the key is that we need to build from the foundation up to make the organization strong enough to be self perpetuating.

Again, we’ve been blessed within the PCR by having a strong group of folks that are willing to give, so that all may benefit (that’s called volunteerism) in the end result. This is the core of

what makes all of our regional conventions work as well as they do. The next time you attend a regional convention take some time to look around you and notice how many of the committee members (especially those farther up the tree) that you DON’T see attending clinics or special tours. Then please take some time to thank them for the effort and sacrifice that they’re making for you to have a good time. These folks may pay a slightly reduced fare for the convention, but they do still pay. This is also visible on the divisional level, on pretty much the same scale. You know the folks that I’m speaking of, the ones that are always there early making sure that everything is set up for the meet and then are still there at the end of things folding the last chairs and putting away the last table. Again, take a moment and thank them for their effort.

Getting back to the Yahoo group that I started off with, the folks on this group are the same people that I just mentioned and they exist in every region and division throughout the NMRA. On our local level if you have an idea on how to recruit and retain members and you’re willing to make the effort to shepherd it through and put it in operation bring it up to your divisional operations board and see if they can provide any extra help. If you know of one member that dropped his or her membership, try to find out why and see if you can bring them back into the fold. Trust me when I tell you, those of us with titles after our names aren’t any smarter than you (there’s ample evidence that the opposite might be true) and we can use all the help we can get.

Going forward, as things develop on the Regions and Divisions group, I’ll make a point of keeping you folks up to speed. One thing which has started to move forward and is officially supported by those at the national level has a lot of reference to the group’s initials, “the R&D Group”. What started out as a project by NMRA Director Tony Koester to put together a Regional Handbook has been taken over by this group and is being chaired by Bill Kaufman. The feeling being that if we the regional and divisional movers and shakers put these guidelines together, then we will be able to

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create and form a tool which will most effectively serve our purposes. What Bill has been soliciting is input from everyone on the list as to what works best and what doesn't work in a given region or division. We're also looking for what information would any of us wish that we had at our fingertips before, or as we stepped into our jobs at this level (and I don't believe learning how to say "no" is on that list) – things which would have helped us as we moved into leadership roles at either the regional or divisional level. As someone once said, "We often learn from the mistakes of others. It just gets tiring being one of the 'others'."

On the subject of PCR activities, I've had the opportunity to make it to three divisional meets in five weeks during August and September. The first of these was the Sierra Division meet in Truckee on the 8th of August. At this event I had a chance to sit in on a meeting of the planning committee for Silver Rails, the 2010 PCR Convention set for next year in Sparks, Nevada. These folks are putting together a great convention, and while AMTRAK has made itself less convenient by closing the Sparks depot, there will be a shuttle set up between the hotel and downtown Reno for those that would like to take the train up (as many are). I also had the opportunity to watch a bunch of really strange people climbing out of the water after swimming the length of Donner Lake in some REALLY cold water – an annual fund-raising event for the city of Truckee (and no, there were no Sierra Division members in this group that I could see). It was nice to see at least one RED member and two (besides myself) Coast Division members make the trip up for this meet.

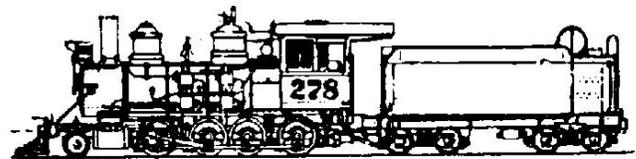
The second meet was the RED meet in Healdsburg, on the 22nd of August. This meet was moved from Fortuna at close to the last minute, due to an issue with the proposed facilities. While the move to Pam and Ron Kaiser's Westside Ranch was on somewhat short notice, a grand time was had by all. The meet is actually their annual summer picnic and there was a nice turn-out. I also got a chance to see Ron's model of the W.P., which was a special treat because it may soon be coming apart. It seems that the Kaisers have purchased some property in

Sloat, along the former W.P. right-of-way and they and the railroad hope to move up there soon. Ron mentioned that as part of relocation of the model railroad he will be gaining some additional space and the model will be increased to include the town of Sloat and their new house.

And the third was my home Coast Division meet in Santa Clara on September 13, where I got to step back and watch Keith Wandry at his first meet as Photo Contest Chair. I'm not adding much about this meet in this column, because it was already on its way to Bill Kaufman when the Coast Division meet took place (those pesky printer deadlines). I almost made it to the Daylight Division meet as well, but due to the change in the RED meet we got hit with date conflict. All of our Division crews have been working really hard to avoid this type of overlap, but sometimes things are just outside of our control. Again, I ask that you take a look at the PCR Yahoo group. A lot of really good information regarding divisional, regional and national activities passes across that list – and it's FREE!

Until the next issue, take care,

Pat LaTorres, V.P., PCR/NMRA



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EDITOR'S NOTEBOOK

By Bill Kaufman

I've been working a bit with Fred Bock who is the Assistant Director of the NMRA's Education Department on a PowerPoint presentation on the Education Department and what it is about. There is an old adage that says, "When you own a hammer, everything looks like a nail" and, having taught for twenty-five years. I am willing to cop to it in this case.

When he gets down the "Methods for NMRA Education" I think he is building a recipe for success for all of us.

He has a slide on "Information" and lists off 1) Print publications such as NMRA national, regional, and division, magazines and other, non-NMRA books and magazines 2) NMRA and other websites, web articles, blogs, electronic newsletters, e-mail, IM, CDs, and other technology-based media 3) The NMRA Standards, Recommended Practices, Data sheets, and books, 4) The Kalmbach Memorial Library, 5) Other Libraries & media collections like the California State Railroad Museum in Sacramento, and 6) "How-to" handouts from national, region, divisional, and other sources. If we and other Regions and Divisions would really tap into and use even a portion of these, how much more powerful our message could be.

One of the methods he suggests for education is "Personal Interaction" under which he lists 1) Personal contact, 2) Members Aid Program, 3) One-on-one assistance, 4) the Achievement Program (AP), 5) MMR assistance, and 6) Web groups. If you or I were just coming into a region, division, or club there is hardly anything more we could ask for. This suggests social interaction and aid and assistance in all sorts of forms and using all kinds of interaction from some guy showing up at

This suggests social interaction and aid and assistance in all sorts of forms and using all kinds of interaction from some guy showing up at your door to the sort of thing that the PCR Yahoo Group offers. It would be very hard to be unsatisfied with the PCR after all of this.

your door to the sort of thing that the PCR Yahoo Group offers. It would be very hard to be unsatisfied with the PCR after all of this.

He also suggests a number of ways to reach out the community. As with the above, Our PCR does some of these already and does them well. He suggests joint activities with SIGs, historical societies, museums, & other MRR organizations and our record on this is pretty good, especially the January Joint SIG meeting. He suggests Youth

programs and Scouting programs and I know that Brewster Bird and others down in the Valley have been trying hard to make them happen. He talks about Public Education and the schools and Community Education. I don't know

that we have a handle on that. He suggests a Speakers Bureau. I know that there was one connected with the "World's Greatest Hobby" stuff. I don't know if it is still up and running or how well it was promoted. Our relationship with the Marin History Museum is, I think, just the sort of thing he is suggesting when he talks about Libraries & Museums. It began with the NWP Historical Society helping them put on an exhibition on local railroading. The BAGRS got involved and now have been invited back for times when there is no railroad exhibit. We just need to be a little more specific about PCR and NMRA contacts. I don't want to comment on our OPERATION LIFESAVER participation. He suggests it but I don't know if we have any presence

I have only begun to scratch the surface of what he considers "Education". Maybe the application for our 501c3 is right. Maybe we are an educational institution only with choo-choos and caboose instead of pencils and books.

WRITTEN IN THE PCR

Hawaiian Railway Album WWII Photographs

by Gale E. Trieber

Reviewed by Steve Wesolowski

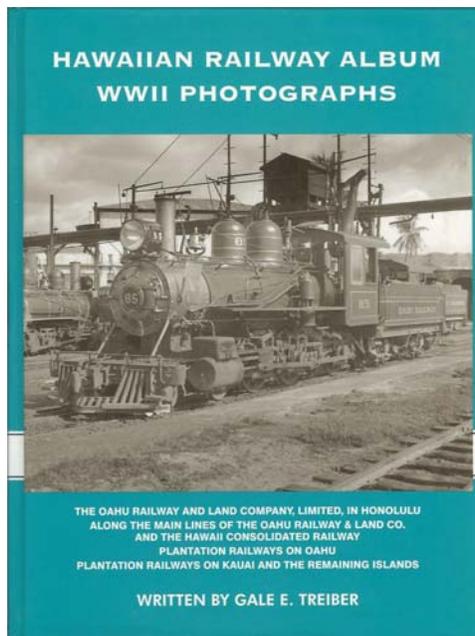
I'm not 100% sure when, where or how my love of Hawaiian (really, all) Sugar Cane Railroads began, but I'm sure my love of chewing raw cane 'candy' while building play forts in the cane fields near Barber's Point NAS Elementary School on O'ahu in the Territory of Hawaii helped. I don't recall seeing any 'real' railroads in the Territory of Hawai'i before we sailed on the *SS Matsonia* to SF just before Hawaii's statehood in '59, just a D-cell bubble-blowing tinsplate loco Easter present and a Lionel set Santa brought for Christmas '55 in Millington, TN, where I saw my first snow. In the '60s, as a young HOn3-er, I bought both Ken Kidder's 0-4-0 \$9.95 locos, painted and repainted them and hand laid 15" radius track for them as a Narrow Gauger.

In O'ahu in '99, we happened to drive past what we later learned was the Hawaiian Railway Museum while visiting my childhood homes in Ewa Beach and Barber's Point NAS, but I wasn't into trains then, so we didn't stop. Not until I reawoke to Model RRing in Y2K did I begin acquiring Hawaiian and other Sugar Cane Railroading books at Coast Auctions and GATS shows and became re-hooked on Hawaiian and Cane Railroading. Most books on these subjects are years out of print and pricey: I know because I bought every 'new' one I've found.

But, in 2003, a series of four soft volumes of *Hawaiian Railway Album WWII Photographs*, by Victor Norton Jr. and others began appearing over five years. As each appeared, I bought and devoured it! Last fall, Robin and I were fortunate

to return to O'ahu for another convention and planned a visit the Hawaiian Railway Museum on a Friday to ride their train with a class of pre-schoolers.

To my surprise we rode past my elementary school, through where the cane fields I'd played in 50 years before must have been! We all also danced the Hokey Pokey on the train before returning to the museum. After we returned, our engineer invited me to ride in the 44 tonner's cab as he returned our train to the museum's yard, then I spent at least another hour photographing everything in the museum yard and shop. Anyway, the day before, the museum store received the first hardbound editions of Trieber's four books merged in one volume from the author (a museum member); I bought the



first copy they sold eagerly before we boarded our train for our journey into my past, a train ride I'll never forget: I was as excited as those pre-schoolers!

After comparing the 2008 edition to the four earlier soft volumes, I'm 99.44% sure both versions have all the same wonderful monochrome photos and well written prose about the Hawaiian Islands Railroads operating during WWII. The H/C version has two pages about Trieber, his chance meeting with Victor Norton Jr. in Erie, PA, plus a promised future volume on the Oahu Railway & Land Company. I can hardly wait... I'm certain if you are interested in Hawaiian, Sugar Cane or WWII

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Pacific Island railroads, you will enjoy every page of this book from cover to cover, as I have several times.

More about the HRS:

The Hawaiian Railway Museum Gift Shop also has published the Hawaiian Railway Equipment Roster in 2007, a 32 page booklet mainly by member John Goldie, with information on all major items the HRS has at Ewa. It has 47 color pictures, info on the Museum's 36 years, a milepost page showing the distance to Honolulu from various points along the line; several maps showing all OR&L trackage in 1947, where the HRS now operates, and a detailed map of HRS' 4.25 acres in Ewa, for only \$10;

<http://www.hawaiianrailway.com/Gifts.html>

Museum trains usually only run on Sundays at 1 and 3 PM, usually after our flight home to the Mainland. This time I called and emailed before our trip and we learned of the Friday school charter train over half the museum track length. While this time I couldn't return Saturday AM to help with track maintenance, next time I hope to. I was amazed to learn mostly 7 museum member volunteers maintain their 22+ miles of track and equipment.

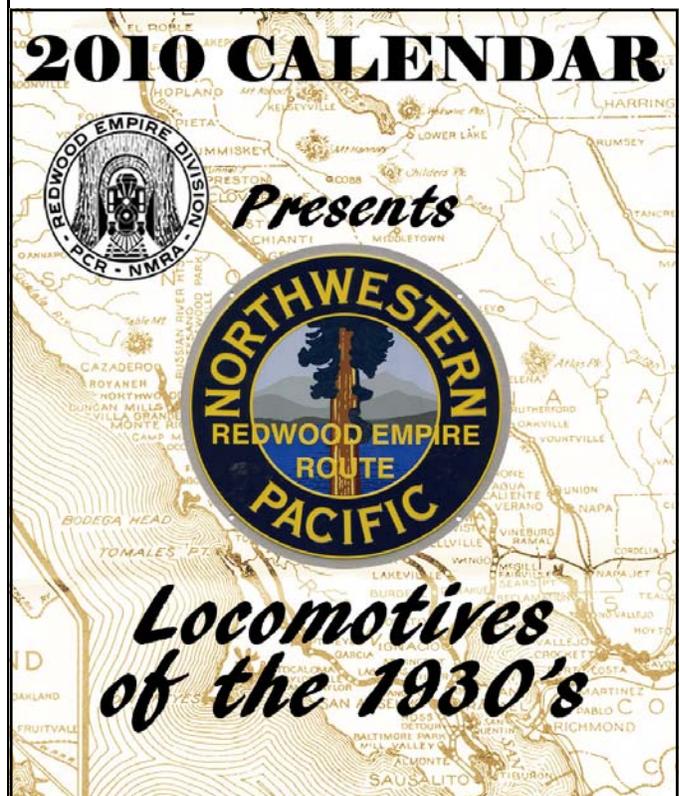
So, if Oahu is in your future plans, I highly recommend the Hawaiian Railway Museum, less than a one hour drive from Waikiki. If you want to learn how a ballast tamper or other NG railway maintenance works, email or call ahead to plan a Saturday AM there: they quit working by Noon year-round since it gets warm by then.

BTW: I hope to enjoy writing a few more Made and/or Written in the PCR future reviews. Big Thanks to Dave Connery and Bill Kaufman for the opportunity and such wonderful examples in Branch Line as inspiration. Mahalo!

Hawaiian Railway Album WWII Photographs, written by Gale E. Trieber, The Railroad Press, PO Box 444, Hanover PA 17331, \$79.95, Copyright 2008, 272 pgs, www.alco628.com

REDWOOD EMPIRE FUND-RAISER

Redwood Empire Division has created a 2010 desk calendar for sale as a fund-raiser. The pictures are of NorthWestern Pacific steam locomotives from 1936 and 1937. The photos are all black and white taken by Harold B. (Dusty) Miller and are from the Harold Mentzer collection. They were all printed by Don Cabrall. The calendar is 5" X 5.75" and has a specially designed CD case which folds out with a base. Each month is a different locomotive. The calendars are \$8.50 each or \$15 for two if you want to provide one for a friend. They will be available at the next two Coast Division meets and the next two RED meets. Please contact Steve Skold at 5306 Yerba Buena Road, Santa Rosa, CA 95409 or at saskold@att.net



Tales of the Santa Cruz Northern

Jim Providenza

Blacksmithing is, well, finding you can (and maybe should) do things differently in larger scales. Certainly in Large Scale.

The latest but one issue of *Scale Rails* had very interesting articles on the current status of efforts to develop standards for the various combinations of Scale and Gauge that inhabit “Large Scale”. There are at least six by my count: 1:13.8 (7/8th n2), 1:20.3 (F Scale), 1:22.5 (G Gauge), 1:24 (“Half Inch”), 1:29 and 1:32, all of which use a 45mm track gauge to model very different types of railroading. Thusly: 7/8th n2 is pretty self explanatory;

if you have the room you can model Maine 2 foot in this size – but it is almost 1” to the foot. F Scale’s 1:20.3 developed when American modelers sought a correct scale and gauge combination to model US style 3 foot narrow gauge. G Gauge at 1:22.5 is the scale LGB selected for its models of meter gauge equipment when they jump-started garden railroading. Half inch was a convenient scale to try to model American narrow gauge in – but not accurate. 1:29 and 1:32 are both used to model US standard gauge railroading – I understand religious warfare is mild compared to some of the battles that have flared over which is the “better” scale to use.

As our editor is fond of saying, I have decided to make the large scale part of my modeling as difficult as possible by choosing to model 2 foot gauge in 1:20.3. He puts it up to cussedness or

some such. I point out I only have a backyard in a tract home, not a 2 acre field – I can’t do it in 1:13. He pretends not to believe me.

But regardless of the scale or gauge, I have found working in large scale to be eye-opening. I end up making things I have never thought of trying to make. Learning about issues I didn’t know existed. Trying techniques I have never thought of applying to model railroading. I mean, drainage is something you try to remember to model, not something you absolutely have to do, right? Outdoors, only until it starts raining...

As our editor is fond of saying, I have decided to make the large scale part of my modeling as difficult as possible by choosing to model 2 foot gauge in 1:20.3. He puts it up to cussedness or some such.

I’m currently working on a model of the Sandy River and Rangeley Lakes caboose 556. Built by the Maine Central in the early teens when it controlled the SR&RL, it is 28 feet over the endsills. A little shorty, even if it has 4 wheel trucks. Careful – the model is almost 14 inches long! Something this big has mass, not just weight. This makes a difference when it comes to making things stay on. I’m just about to the point where I am going to make and install such things as grab irons, hand holds, and end railings. I’ve learned from several flat car projects that you don’t glue such things as grab irons or stirrup steps to a car and expect them to stay on. No, you form the grab iron to shape from brass rod, flatten the ends, drill them out and then pin or even bolt (00-90 bolts work well) them to the car. They may bend a bit under the impact of an errant hand, but at least they

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Silver Rails 2010 Convention

Highlights

By Ray Ritch

Even though the summer has just about ended, the Silver Rails Committee has been hard at work setting up some unusual tours and activities for the 2010 PCR Convention in Sparks, Nevada on April 28th thru May 2nd. Here is just a preview of some of the events:

Thursday April 29, 2010 promises to be a fun-filled time as attendees travel by car-pools to Portola, California for a tour of the famous Western Pacific Museum. The museum has over 30 locomotives and dozens of pieces of rolling stock on display, representing the bygone era of the Western Pacific Railroad.

This museum is unique in that you can climb into and over most of the equipment on display. In the 16,000 square foot former diesel maintenance shop you might see the venerable 805A EMD diesel undergoing repairs and rebuilding of the famous California Zephyr diner. This shop was an active spot for diesel maintenance from 1954 until it was closed in 1974, and then donated to the Western Pacific Rail Society.

A unique feature of the museum is the "Rent a Locomotive" program. It is possible to make a reservation for an hour of instruction and a chance to drive the locomotive over the balloon track on the museum property. You can also visit the gift shop inside the diesel maintenance building where there are books, DVD's, HO models and other unique WP items for sale.

Also bring your camera because the museum is located right next to the busy Union Pacific Feather River mainline and is a crew

change location. Further information on the museum is available at their website at www.wplives.org. The trip should take about 4-5 hours including driving time from Sparks.



Friday promises to be an outdoor adventure for those who want to commune with nature and see some historic Donner Summit sites. The Summit Tunnel Tour begins at the Donner Lake Overlook on old Highway 40 just below the Rainbow Bridge.

The importance of Donner Pass to transportation between the Great Basin and California is the primary theme of this hike. A short hike will follow a brief description of the travails of the Emigrant parties climbing Donner Summit to the petroglyphs, with a discussion of the Native American trading practices that led to the drawing of the petroglyphs. Directly above, there is the China Wall, still solid after one hundred forty years of Sierra winters; then we hike under the Original Main Line by way of the old Lincoln Highway underpass, and through the Summit Tunnel. The Tunnel still shows the drill marks of construction, and the smoke and wear of well over a hundred years of trains passing through it. Good hiking footwear is a must! Also, the Tunnel is chilly all year long; a light jacket or sweater is advised. This tour usually takes a couple of hours.

Saturday promises to be a great adventure with Nevada Railroading. Those who have signed up will car-pool to Carson City to visit the Nevada State Railroad Museum, the Nevada Pacific model railroad and then onto the V&T Railroad for a

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memorable ride up to Virginia City on the historic reconstructed line.

The Nevada Railroad Museum is home to a collection of vintage locomotives, railcars and artifacts from the 19th and 20th century. The highlight is the Inyo, one of the oldest operating steam locomotives in the United States. Also featured is the McKeen Rail Car #22, in its final restoration stages in the Museum's extensive shop area. For those who want more information on the railroads of Nevada, there is an impressive book and memorabilia store in the main building.

On the way to the V&T Railroad Steam ride, there will be a stop at the Carson City Railroad Association's layout in Mill Park, along with the Mill Park amusement railroad. Here we will see the 20x30' HO scale Nevada Pacific Modular layout and have a ride on the 24" gauge Park train.

The afternoon will be capped by a roundtrip ride on the fully restored V&T railroad from Carson City to Virginia City on the old railroad line. This line has been reconstructed over the past 7 or 8 years through the hard work of numerous volunteers and the unselfish help from several large Nevada-based contractors. The 35 miles round trip will prove to be a great trip, so don't forget to bring your cameras. We'll return in time to make it back to Sparks for the social hour and our Saturday Night Banquet

Two other activities are available for all those who are not worn out by this time. There will be a select number of layouts open around the Reno/Sparks and Carson City area for your viewing and operating enjoyment. The open houses at this time will include:

Jim Petro's Denver Rio Grande and Western (HO) - Set in the mid 1950s it features a full-scale model of the Denver Union Station with the California Zephyr and various Rio Grande, Santa Fe, Rock Island, and Missouri Pacific passenger trains. In addition a large classification yard and many switching areas give operators a

variety of activities. Main line runs model the D&RGW/ATSF joint line south of Denver and a line that climbs into the Rocky Mountains. The railroad uses Digitrax DCC and a car card operating scheme. It is in a 55 x 20 basement room.

Jim Price's Southern Pacific (HO) - Jim is trying to do it all. He is trying to model everything from Oakland to Reno in a 35 x 70 room with a large yard and industrial area representing Oakland in an adjacent room in the house. Another room houses the bench work and track plans for the Oakland Mole. In the main train room leaving Oakland, track work has gone to Port Costa, Benicia, Martinez, and is approaching Stockton, he says that Stockton will be done by the convention. The railroad uses NCE DCC. He will be trying to get an operating system up and running.

Dick Foster's Freelance WP connector – (HO) Dick has been working for 3 and one half years on his 14x23 freelanced WP/SP/UP bridge line in the Sierra Nevada range. A four-track east/west staging yard feeds the 200 foot main line with three main towns and destinations. An Atlas signal system keeps operators honest and provides an interesting and different signal system along with using Rail Ops for switching and train schedules. Scenery is almost complete and Digitrax DCC is the control system.

Charlie Lix- Unknown Railroad – (HO) Charlie used lightweight materials, such as Pink foam and 1"X2" 's as bench work for his layout in an attic room above his house. The time period is "before 1956"...roads names and the area of operations are conspicuously vague.

Charlie says, "I like coal hauling and hopper cars. Steel is also brought in on ships, off-loaded in gondolas and car floats take materials up river or across the harbor. Interchange traffic at each end of the theoretical linear railway is actually the same yard named East/West yard. Now Charlie has combined the cars into "sets" of cars. The length of a set is the equivalent of four 40-foot cars with sidings designed to this length. A set of cars can be moved by a simple roll of the dice (this is

(Continued on page 12)

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Reno after all).

The layout tours are self-guided and maps and schedules will be available at the time of registration.

Another activity is a full program of "Modeling with the Masters." Clark Kooning MMR from Toronto, Canada is coming to teach us. Get your seat for one of the most exciting NMRA programs. Enjoy each session with instruction from Clark, who will help you build a model in each of these hands-on sessions, which will run during the convention. He will assist you, answer your questions and share his modeling expertise, skills and techniques. Each session is 4 or 5 hours and will begin with a workshop on the project followed by a hands-on session during which you will build a model with the aid of our MMR. When the session is finished you will be able to take your project home

(Note: Tools are the responsibility of each student; tool list will be supplied by PCR upon registration.) This is an extra fee class and prices will be announced soon.

Clinics for 2010 PCR Convention as of August 2009

Leslie Ede—Moving an 1868 Central Pacific bridge

Ed Merrin -Historic Modeling: The NWP in HO

Dave Mussatti—SP Narrow Gauge Then & Now
SP Steam, West Side & Pickering Lumber
Companies D&RGW & RGS Steam

Jack Burgess -Techniques for Accurate Buildings

Seth Neumann - Planning & Signals

Joseph Aymar - SP SD45's – A History of Detail
Changes thru Production Years

Tony Thompson -A More Prototypical Waybill for
Car-Card Operation

Tony Thompson -SP Freight Cars You Can Model

Dave Clemens - Layout Design 101-Layout Design
for Dummies

Silver Rails Convention Cars



The Silver Rails Convention Car is an SP 12 panel 40' box car made by Intermountain. These cars will be available in HO and N. They are available with 6 different numbers

that have not been run before. They will come with a convention decal that you may add if you would like to.

HO single car \$26

HO 3 car set \$75

HO 6 car set \$144

N single car \$17

N 3 car set \$48

N 6 car set \$90

These events are just a few of the exciting things that will greet you in Sparks next year. We'll still have clinics, Hobo Breakfast, panel discussions and a great banquet at the Nugget Hotel in Sparks Nevada. See you there!

Modeling With The Masters Comes to PCR at Silver Rails

By Jim Long

At Silver Rails we will be presenting a Modeling With The Masters program. Clark Kooning MMR from Toronto, Canada is coming to teach us. Get your seat for one of the most exciting NMRA programs. "Modeling with the Masters"! Enjoy each session with instruction from an NMRA Master Model Railroader who will help you build a model in each of these hands-on sessions which will run during the convention. Our MMR will assist you, answer your questions and share his modeling expertise, skills and techniques. Each session is 4 or 5 hours and will begin with a workshop on the project followed by a hands-on session during which you will build a model with the aid of our MMR. When the session is finished you will be able to take your project home (Note: Tools are the responsibility of each student; tool list will be supplied by PCR upon registration.)

MODELING w/ THE MASTERS: SCRATCH-BUILDING A STYRENE STRUCTURE

Instructor: Clark Kooning MMR

Length of Clinic 5 hours

Limit of 15 Students

Cost per person is O scale \$50, HO scale \$40, N scale \$30

Thursday, April 29 at 7:30AM

Tools are the responsibility of each student; tool list will be supplied by PCR upon registration.

In this clinic you will get an introduction in building with Styrene and the world of scratch-building. Each student will get an introduction on styrene and how to go about using the plans of a small structure which will be provided, and you will get all the styrene structural items you need to build a really interesting small structure. So if you have never used styrene or are not really sure of



Typical Modeling with the Masters project

how to scratch-build a small building, this clinic will give you all you need to get started. Each student will build a small styrene bunkhouse during this fun and interesting clinic.

MODELING w/ THE MASTERS: Building a DPM Kit

Instructor: Clark Kooning MMR

Length of Clinic 4.5 hours

Limit of 15 Students

Cost per person is HO scale \$35, N scale \$28

Thursday, April 29 at 1PM

Tools are the responsibility of each student; tool list will be supplied by PCR upon registration.

In this clinic you will get an introduction in building DPM kits. Most people have tried to build DPM kits but now learn some interesting tips direct from those in the know. There are some great tips and interesting ideas in this hands-on clinic in which each student will build a DPM kit during this session. Whether you have never tried to build a DPM kit or have built a few come out and enjoy

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this easy going clinic.

MODELING w/ THE MASTERS: BUILDING A LASER STRUCTURE KIT

Instructor: Clark Kooning MMR

Length of Clinic 4.5 hours

Limit of 15 Students

Cost per person is O scale \$46, HO scale \$35, N scale \$28

Friday, April 30 at 7:30AM

Tools are the responsibility of each student; tool list will be supplied by PCR upon registration.

This clinic is for those who have never built a laser kit or who have tried and just did not get the results you wanted. In this clinic Clark will show you the basics of building a small laser structure, you will learn about how Laser kits are produced and some of the basics of how they go together, plus some tips on painting and weathering. Each student will get a laser cut kit, an introduction, and building time with personal instruction to enable them to actually build a laser kit . A great introduction into the world of laser kits.

MODELING w/ THE MASTERS: BUILDING A TURNOUT USING A COMMERCIAL FIXTURE

Lead Instructor: Clark Kooning MMR

Length of Clinic 4.5 hrs

Limit of 15 students

Cost per person is \$35

Scales available Z, N, HO, Hon3, S, Sn3, O, On3, On30

Friday, April 30 at 1PM

Tools are the responsibility of each student; tool list will be supplied by PCR upon registration.

In this fast-paced clinic, you will build your own scratch-built turnout using a commercial product made by Fast Tracks. Each student over the length of the clinic will get personal instruction and the use of the special items from Fast Tracks and build your own turnout. You will learn the ins and outs of building turnouts and how they work, as

well as how to solder and build turnouts using this great commercial product.

Please respond to Jim Long at 530-676-1798 or jimclong@sbcglobal.net or use page 2 of the registration form.

Reservations must be made by January 31, 2010.

THANK YOU for supporting our Food Drive - Garden Railway tour

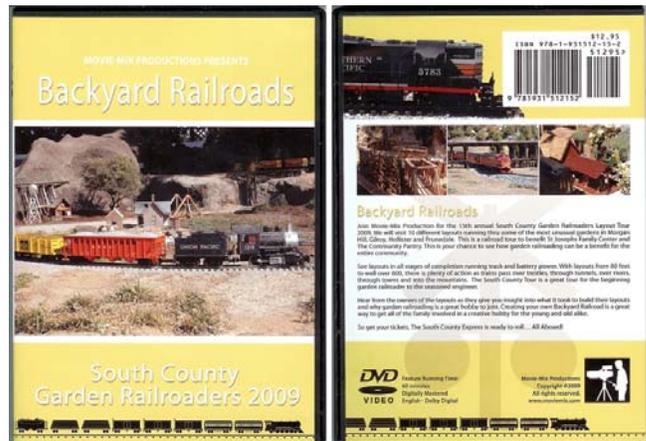
We want to thank all of you that supported us in this year's food drive!

It was a tremendous success! We had almost 600 guest and collected a lot of food as well as \$2600 in donations to feed the hungry in our communities!



Tim Csabanyi of "Movie Mix Production" has contributed his considerable personal talent and created a professional video of our open house tour. Lasting approximately 1 hour, it shows all of the railroads that were open on August 15, 2009 for our food drive. If you would like a DVD of your day with us, or if you missed it and want to see what you missed or just looking for "stocking stuffers" [yes, Christmas is just around the corner] you can order them through Pat at All Aboard Junction, 8355 Monterey St, Gilroy, California 95020 - (408) 846-8841 - garliccitytrains@aol.com. I believe the price is \$10.95 each [plus \$2 S&H if you want them sent to you rather than pick them up]

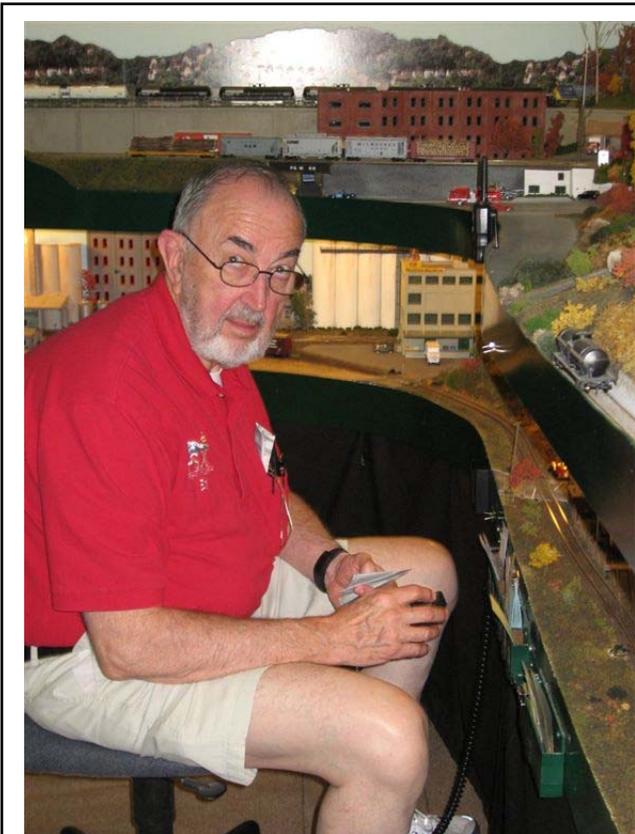
DVD's should be available within the next week.



LAYOUT DESIGN AND OPERATIONS SPECIAL INTEREST GROUPS NEWS

By Seth Neumann

This summer the big SIG news was at the NMRA convention in Hartford, CT. The SIGS passed a significant milestone, more than 40% of the full-convention attendees registered some SIG affiliation (not counting trade show comps, non-rail spouses, one day passes etc.)! The SIGs shared a large room including the Rails on Wheels group with their Time Table and Train Order training layout, so there were continuous op sessions going on during the convention. OPSIG put on a very full program of Op Sessions starting the Saturday before the convention (July 4) and continuing though the Sunday after. I personally got to run on 7 excellent layouts from New Jersey in the south, Rhode Island on the east and as far north and west



Ed Liesse takes a break at Don Irace's P&W.

as Adams, Massachusetts. (See the forthcoming Dispatchers' Office for a full report from OPSIG Local Coordinator Al Oneto).

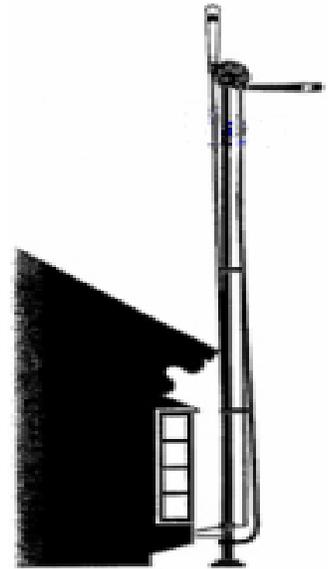
LDSIG put on two self-guided tours, one to the Albany area on Monday and a marathon reaching from southern Connecticut to nearly Providence, Rhode Island and then north into Central Massachusetts on Wednesday. Tuesday we had two tracks of clinics running all day on Design and Operations topics. Thursday, LDSIG founder Doug Gurin arranged a series of forums on design related topics. Some of these can be seen at Model-Railroad Hobbyist <http://model-railroad-hobbyist.com/> website. We wrapped up the week with an excellent banquet with a talk by a former North East Corridor engineer.

The Rail-Marine Industries group put on a Wednesday clinic track featuring harbor car float operations in eastern ports.

NMRA national conventions are great summer SIG meets on top of everything else they offer. The SIGs are planning a similar program in Milwaukee July 11 - 18, 2010, again with drive-in and drive-out layout tours the leading and trailing weekends and many operating opportunities in both Milwaukee and the Chicago area, so plan some extra time!

Our X2011 West (Sacramento) convention in

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2011, July 3 - 9, 2011 will feature a very full SIG program and we have invited "Historical and Technical Societies" and other rail-related groups to participate. More news on X2011 as it develops but this is shaping up to be an extraordinary convention. Registration is still \$99 at <http://www.x2011west.org/>

Summer is a more laid back time for operations as people visit conventions, take family vacations and use the more relaxed pace to do some layout maintenance. Operating layouts often work down their extra boards as the regulars are out of town. Or you can get out and do some rail-fanning yourself. I had the opportunity to visit Durango, Colorado and ride the Durango and Silverton through the incredible Animas River Canyon and got some great rail fanning in along the BNSF Seligman subdivision between Kingman and Seligman, AZ.



Railfanning at Kingman



Steve Benezra and Seth Neumann At Phil Monat's Delaware and Susquehanna.

At home I hosted operating sessions for the European Train Enthusiasts group as well as the San Leandro Club. We've also made great scenic progress on my Niles Canyon layout and we've added some new track to smooth out some operational issues.



We have several upcoming Ops and Design related events:

- The annual PCR/LD/OP SIG meet will be held on the January 30 and 31, 2010. Clinics and Panels on Saturday, layout tours Saturday evening and Op Sessions and layout tours Sunday.
- Silver Rails, Reno, NV. April 28 - May 2, 2010. We'll be holding our traditional Thursday SIG track including LD and OP SIG meetings in the evening. We are working to provide several operating opportunities.
- ◆ NMRA Milwaukee Convention. July 11-18, 2010 <http://www.nmra75.org/>

That's it for now.

G&O, THE SAGA CONTINUES

By Pat LaTorres

Well, we're back with another installment of the G&O story. When we left at the end of the first segment, the foundation and cinder block wall for the Children's Section were in place and we were getting ready for the SLHRS Summer Show. The week prior to the show we brought in some ten yards of soil to fill in this section of the railway and got it spread and leveled for operation.



Finished children's wall, ready for soil.

The first weekend of June would be the date



Children's section of the G&O a week later, looking towards the future Grown Up section.

for our Summer Show, one of two held each year to let the public see how our model railroad is doing. This year we had the opportunity to show them a new aspect of the model railroad hobby, as the G&O was set for its coming out party. On Saturday we had two temporary loops of 32mm track (O gauge) and one loop of 45mm gauge track (gauge 1) set up for running. The key word here was "temporary". These were both made up primarily of snap track and were just to let

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folks see the shape of things to come. This worked out really well as we had trains running on all three loops, both Saturday and Sunday. This was also the occasion of the first running of live steam on the layout, as a Ruby 0-4-0 steam locomotive ran for a while on the gauge 1 loop. Going forward we won't see steam on this section of track, but it will be able to run on the "Grown up" Section of the railroad as that gets built. We actually had much more equipment available to run than we had railroad to run on as most of the G&O folks were as excited about the new operating potential as the public.

Saturday we focused on running a variety of equipment, some of which won't normally be seen on the Children's Section, since we wanted to have a variety of trains running. In the future the focus will be on running equipment in an interactive environment, so that kids will be able to touch and run the trains with a minimum of adult supervision. The trains that require a bit more care will be run on the Grown up



Future model railroaders enjoy the G&O while Bill Alexander (L) and Joe Barker look on.

Section, which is at a higher elevation and won't be readily accessible to the smaller hands (we hope). The concept is to have a bit less than 1/4 of the railroad at the lower level for the kids and the remainder set on two higher levels for the older "kids". As I mentioned, we had a number of

families spend time watching trains on the G&O, as well as the HO display inside the depot. I had to miss the Sunday portion of the show, since we had the Coast Division meet in Mountain View on the same day. But, from what I heard after the fact there may actually have been a larger turn out on Sunday. So the railroad is now officially on its way.

Following the Summer Show it was time to get back to the work of building the rest of the railroad. The first stage was to dig the foundation and place the forms for the remainder of the concrete foundation. Most of the wall structure around the railroad will be cinder block mounted on a concrete foundation, though there will be a section of wall built from locking wall



The crew working on the second segment of wall, behind the SLHRS former S.P.

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stones. In late June and early July the crew got most of the foundation forms ready for concrete and then the material was placed over the weekend of July 25 and 26. During the following week two of the members placed the vertical re-bar and the following weekend we built a major portion of the cinder block wall. It was quite interesting to note the difference between the first wall section we built and this newer segment. It seems that we have managed to learn a bit about masonry work, as the newer segment is a good deal straighter than the initial work. Fortunately, the cinder block will be covered with a facing of decorative stone, so most of our not-so-pretty (but quite solid enough) early wall work will be hidden from view when we're done.

The next stage will be the construction of a curved segment of wall on what will be the public side of the railroad. This section is planned to be of locking wall stones and we hope to have it in by mid-September. When all of the wall work is finished we'll bring in another twenty plus yards of soil to fill in the area to be occupied by the railroad. Hopefully there will be more to show of this work by the next issue of the Branch Line. Until then, feel free to drop by and check on the progress any Saturday morning.



(Continued from page 9) Tales of the SCN

won't go flying off into the grass!

How about the carlines (rafters) for a curved roof? I took a page from an on-line article by Steve King and made a pair of forms the right curvature, covered them with wax paper and then glued three strips of basswood together over the forms. Held in place by half a dozen clothes pins, my daughter Susan said they resembled nothing so much as mentally deranged pterodactyls. Spaced prototypically along the length of the roof I then glued correct sized strip-wood lengthwise over them. Covered with a sheet of .010 styrene as a sub-roof, the 556 awaits its "canvas" roof (as per a copy of the 1918 Valuation document) – did you know you can still find model airplane silkspan? Great for canvas roofs...

So then I was sorting out window glass... I knew I wanted to have the glass mounted in the window frames, not glued to the inside of the car. Looking through the photos I took of various SR&RL cabooses preserved in Maine during the 2007 National Narrow Gauge Convention, I noticed that on at least some of the cars, the glazing was made of 1/4" x 1/2" wood strips instead of putty. And a light bulb went on – I could do this! Now the 556 has more individual windows than it has footage in its length – 31 to be exact. So it took a bit of doing – but an Evergreen Scale Models HO scale 1x2 works out to be just about right in 1:20.3, and a NWSL chopper doesn't care about scale vs. gauge. For the record I settled on glazing only the inside of the windows which gives me what I needed to securely mount the window glass.

Next up? Well, the hand railing on the ends of the cars were apparently made from iron rod that was heated and hammered flat for the top of the railings – if they can blacksmith it in 1:13 I'm willing to try it in 1:20.3!





Redwood Empire Division Report

By Steve Skold

The last RED meet was the annual summer picnic held again at the Westside Farms property of Pam and Ron Kaiser on August 22nd. The weather was beautiful, in the low 80's and very comfortable. There were about 25 in attendance including members from Clear Lake and the coast near Gualala. Pat and Ronnie LaTorres represented PCR. Activities beside BBQing included a hayride through Ron and Pam's vineyard and running trains on Ron's Western Pacific (HO). The meeting was supposed to be in Ferndale but a conflict in dates with the Humboldt County Fair caused Ron Plies to cancel.

Our next activity will be RED's involvement in the Coast Division layout tours. The North Bay will have a number of layouts open on Sunday afternoon September 27th organized by Ernie Simard. Details will be in the next Coast Dispatcher. Among the layouts will be those of Steve Skold, Ernie Simard, Ron Kaiser, Dave Croshere and Ed Merrin. I believe the hours are from 1 to 5 PM.

Future events for RED will be the Fall meet at Lakeport, hosted by the Lake County Model Railroad Club located at the Lake County Fair Grounds. Mike Ernst and Dave Frommer are putting the meeting together which will have our ever popular show and tell segment and clinics. Sandwiches and liquid refreshment will be provided by Mary Moore-Campagna. There will be several clinics presented.

Farther down the road will be our Winter Meet at Napa in February and the Spring Meet in Santa Rosa in May. We will need nominations for Director at the Winter Meet for the election in May.



Ron Kaiser takes some PCR members and guests on a hayride



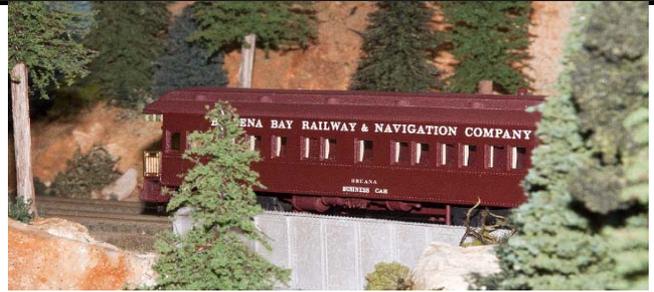
RED member Dave Croshere and his wife Anne



Carol Alexander, RED Director



Ron Kaiser was a gracious host for the RED summer picnic at his home, Westside Farms, in Healdsburg.



Harold Mentzer, President and CEO of the Bel-lena Bay Railway & Navigation Co. hitches a ride as a visiting fireman in his private business car near Blairsdien in the Feather River Canyon.



Stu Benson (r) oversees the Oroville yard on Ron Kaiser's Western Pacific.



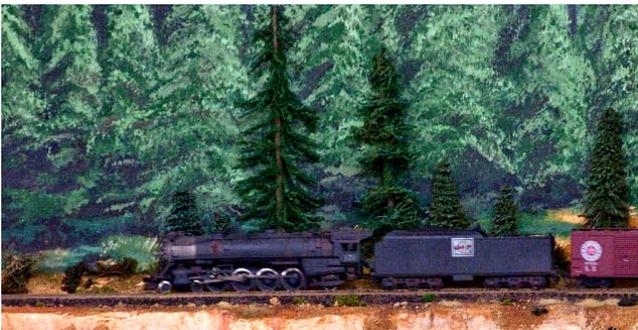
Shortly thereafter, D&RG 6871 pulls a freight past the same spot, apparently running on some kind of motive power sharing arrangement through the canyon.



Stu Benson and RED Superintendent Steve Skold admire Portrero as various RED members operate trains over Ron Kaiser's Western Pacific.



Harold Mentzer runs his train into Oroville on Ron Kaiser's WP layout on the way to Sacramento



Westbound on the Highline; WP Mountain pulls a long freight through the canyon.



Verne Alexander, stern yardmaster on a number of railroads

2009 National Summer Steam Up, or; A Novice's Journey of Discovery

By Pat LaTorres

I started out model railroading the same way many of my generation did, a toy train set that appeared under the Christmas tree. In my case it was an AC Gilbert/American Flyer set, my better off neighbors across the street had Lionel but that Flyer set had two rails – just like the real trains and it has never been away from my memories.

Over the years I wandered away from trains into slot cars and any number of other interests (girls, cars, music, girls, a job, bicycle racing, girls, sports car racing, girls, marriage, etc), but trains always seemed to be hanging around in the background, whether miniatures or full sized. I'm sure that having a father who worked as a switchman with the Southern Pacific caused some of this imprinting on my mind, and I can only thank him for planting that seed.

Anyway, as time moved on, I finally admitted that the hobby was in my blood and got back into model trains in HO scale in 1980. Over the years I joined a couple of model railroad clubs, started a few home layouts, collected American Flyer toy trains for a while, looked into garden railroading and started yet another home layout – this time in On30. But, the real bolt of lightning came when I married my lovely wife, Ronnie.



The author and 1249 during his first run of the weekend. Photo-Ronnie LaTorres

She has been a supporter and a participant in the hobby since very early in our relationship (even to the point of learning how to and dispatching at a couple of model railroad operating sessions). We tied things up in a neat little package by being married at the 2007 NMRA/Pacific Coast Region convention in Santa Cruz by another model railroad friend of ours who is a Methodist minister. Twenty-plus friends of ours presented us with an Accucraft live steam S.P. 0-6-0 switcher as a wedding present. These are REAL friends! Beginning us on that steep, slippery slope to live steam modeling.



Ronnie firing her Ruby early in the weekend.

Photo-Pat LaTorres

We have had the opportunity to fire and run this locomotive a few times, mostly when the Bay Area Garden Railway Society (BAGRS) would set up their live steam running tracks at the San Leandro Historical Railway Society in conjunction with our semiannual open houses. The BAGRS live steam group is a selection of really nice people that are more than willing to encourage anyone's vices. They also proved to be quite open and willing to provide advice and suggestions for this pretty ignorant novice steamer. In July of 2009 we moved the first seven yards of dirt as part of a major modification of the side yard at our house

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(at least another seven to ten yards still to move) for a future garden railroad. Then in April of 2009 the SLHRS started the construction of a Gauge 1 and O gauge outdoor garden railroad in the yard behind our primary building – the former San Leandro, Southern Pacific depot, now located at 1302 Orchard Ave. in San Leandro, California. Both our home railroad and the SLHRS G&O railroad will be large enough to operate smaller 45mm gauge live steam locomotives.



Coast Division member Don Breitbarth watching an S.P. Daylight on the big loop.

With both of these projects moving ahead, I figured it was time to gain some serious operational knowledge of small scale live steam equipment. Enter the National Summer Steam Up.

Over the past few years I have seen many articles, in a number of publications covering both the Diamond Head meet and the meet in McClellan/Sacramento, CA. Diamond head always seemed too far away, but Sacramento was “just up the road” from the S.F. Bay Area and I had thought about it pretty hard the past two years. Well this year there were no conflicting events and I couldn’t come up with any good excuses to dodge it, so I sent in my money. Ronnie wasn’t sure that she wanted to commit to it (her nervousness was worse than mine, which was pretty bad), plus we didn’t know if she could get the time off from work so I signed up by myself and convinced another steamer friend of mine to make the trip up with me each day – to help save hotel costs.

As things turned out, Ronnie got the time off, though she figured to just watch and learn that way for this year. Because of a trip out of town, our

friend had to cancel. So Ronnie and I made the trip up, planning to stay over Thursday night. The first day of the event didn’t really seem to kick off until 9:00 PM, so we decided to pass on Wednesday and head up slightly before the crack of dawn on Thursday. This allowed me to spend Wednesday doing some final prep work on our 0-6-0, Ronnie’s Ruby (a Christmas present from our cats), worrying about what I might be forgetting, and generally let my nerves run wild.

Our worries were totally unfounded and what nervousness remained was quickly set aside by the friendly and helpful community we discovered waiting for us at McClellan. First thing in the door we were greeted by Sonny Wizelman, one of the organizers, and it was like we had walked into a family member’s home (more on this later). While we were talking with Sonny and getting a feel for what we’d gotten into, up walked another of the folks that put this together, Dave Cole. This worked out quite well, because I had already been in touch with Dave. I’m on the planning committee for the National Model Railroad Association 2011 national convention which will be held close to here. I’ve

been working on Dave to get some small scale live steam involvement, including a couple of clinics for the convention. I see nothing wrong with spreading the gospel of



Seth Abrahams about to get underway with his AC-12 and the reefer block. Photo-Pat LaTorres.

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Live Steam to a wider audience of unsuspecting modelers.

After taking some time to look around the main room and get a feel for the way things were set up we went and retrieved our trains from the car and staked out some table space adjacent to one of the four steaming loops. Three of the four loops had two steaming tracks (one, on the second to the largest being dual gauge), while the fourth loop had three tracks including another dual gauge. We then ran into the next “new friend” of the weekend, Seth Abrahams. Seth would give both Ronnie and I so much helpful information and especially for Ronnie, support over the weekend. Again, it was like getting together with family for a good time. Later on in the weekend I heard a great quote from Dave Hottmann which probably really nailed the atmosphere at the event, “This is like a family reunion, with only the people you like and all of the really neat toys.” I can’t think of a better way to put it!

After we got our table space set up, I signed up for a couple of time slots, a half hour on each of the two larger loops. While we were waiting for our first slot to arrive, we decided to run Ronnie’s Ruby on the smallest of the four loops (which was a run when there was space, as opposed to a sign up arrangement). What I was unaware of (OK, guys can be a bit dense at times) was that Ronnie was REALLY afraid. There were three things that were bothering her: first, the fear of doing something to



The people and the family atmosphere.

Photo-Pat LaTorres.

look stupid; second, the concept of getting burned by touching a hot locomotive; and third, a fear of the actual flames which come out the smoke box when initially firing a butane fired locomotive.

While we were



The other side of Ruby. Dave Hottmann with his Ruby on Steroids pulling 130 lbs of real rail. Photo-Pat LaTorres.

in the process of getting things together one more of our new found “old friends” showed up to help. Debbie Smith is VERY knowledgeable where the Accucraft Ruby is involved and she immediately took Ronnie under her wing to help her get the locomotive debugged. This also allowed me to take a step away, so Ronnie wouldn’t feel intimidated by her husband hanging over her shoulder (OK, I do have some smarts). After they got the Ruby running correctly, another new friend stepped in to give Ronnie lots of tips on actually running her locomotive. Travis Kelly is twelve years old, but having helped build his own Ruby from a kit, he is quite comfortable with the running of these steam engines. Over Thursday and Friday he and Ronnie spent several hours running, both as single locomotives and double headed and by the end of the day Friday, she was looking forward to more opportunities to run. She is now looking into radio control for her Ruby, so I think the hook is well and truly set.

While Ronnie was having fun learning about her loco and picking people’s brains about anything and everything live steam, I was taking my own time to get a feel for this new experience and running the 0-6-0 that we’d received as a wedding present. The first run on Thursday was on the #2 track (in size) and then a bit later I had a chance to run on the Green Track, the largest of the four. Between these two sessions I had the opportunity to learn much more about this locomotive and the

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(Continued from page 24)

poor soul that was acting as engineer.

In between times I made an effort to look at what was going on around me and to pick up information about the hobby in general wherever I could. After going out for dinner, Ronnie was a bit burned out and decided that there was a pillow with her name on it, while I went back to the main hall for a bit more fun. I managed to get one more run in that evening and enjoyed watching all the other wonderful equipment that came out to run.

On Friday we headed over to the main hall early to get some more running time on both our locomotives and the engineers. While Ronnie was getting more comfortable by the minute, I was having some issues which I couldn't quite get a handle on. After talking with Cliff Luscher from Accucraft, it seemed like there was a valve timing problem with my S-12 and he suggested that I talk to Dave Hottmann about it. I was to learn that Dave is a true guru where Accucraft locomotives are involved. This man has so much information stocked away and has a gift for presenting it in a way which is easy to comprehend. It helps that I



Our V.P. enjoying his and Ronnie's S-12 stretching its legs.
Photo-Ronnie LaTorres.

have 24 years in the mechanical trades, but still I was close to over my depth at the beginning of things. In the meantime, I also got to eavesdrop on him consulting with someone else on their locomotive, with even more to learn there. It turned out that the eccentric had worked loose and there was an issue with one of the cylinder heads. Since I had to run Ronnie back down to the Bay Area so she could go to work that night at midnight I didn't have time to run it Friday evening, this would have to wait until Saturday.

While we were having a grand time with our own locomotives, there were quite a few other activities to keep us involved. The swap meet table in the lobby had LOTS of tempting little items to entice the unwary. Ronnie actually picked up a couple of free cars on Thursday morning, so she now has some projects to work on. When the vendor room opened up at 1:00 there were all kinds of wonderful things to draw money out of one's pockets. I picked up a nice rail bender (which I had been hoping to find, having seen a twin to it at the National Narrow Gauge Convention last October), as well as two small gondolas to go behind Ronnie's Ruby and a few neat tools to start her own steam tool box.

Earlier in the day, after noting all of the Accucraft PFE reefers being pulled by various locomotives, a group of slightly twisted people decided to try and get 100

(Continued on page 26)



Everyone was more than willing to share in the experience, here explaining coal fired operation.

Photo-Pat LaTorres.

(Continued from page 25)

cars behind an Accucraft AC-12 Cab-ahead locomotive. Try as we did, we could only come up with 74 cars and three SP C-30-1 cabeese. For a short period there was a second AC-12 coupled ahead of the cabeese, but the one AC-12 on the head end (a totally stock piece, by the way) managed to pull the entire train quite well.

After seeing that, some other folks decided to triple head with Garretts and then hang as many two axle passenger carriages and goods wagons as could be found behind them. It made for a wonderful series of images. And while I didn't get around to trying it, there was a length of multi gauge track set up outside the hall, so folks could hook their 45mm gauge locos up to a 15in. Gauge riding car and see if their loco could pull them. During all of this folks were just having a grand time and it seemed like one big party with lots of neat trains to watch.

I made the run back up to McClellan on my own Saturday morning, arriving around 8:30. To start with, I set up the S-12 on the smallest track, to just run it in a bit and see how Dave's work from the day before affected it. It was nice. Early in the morning, so there wasn't a big crowd in the room yet and I had some time on my own to run. I also signed up for some time on both of the larger tracks which turned out to be a wise thing, since the Saturday crowd would be a bit larger than what we'd had the previous two days. While running my engine another S-12 was fired up on the other track, so we got to enjoy two sister locomotives running next to each other – this also made for a nice photo op.

Ronnie's Ruby had been having a problem with the safety valve popping at just above 10psi, so when the vendor room opened on Saturday I picked up an adjustable safety to install. Once I got it set, this made all the difference in the world to the running of the loco. I got it set to pop at exactly 40psi and I picked up close to five minutes of running time. I took the opportunity to run Ruby a few more times, including a half hour session on the #2 loop and it seemed to get better with each run. I also got two more runs with the S-12, once

on each of the larger loops and it was nice to see this loco stretch its legs, even with a short train behind it. I did find that it was a bit wearing on the engineer after a while, but it was great fun anyway.

After dinner I had the opportunity to watch Dave Hottmann's "Ruby on Steroids" pull a train loaded with 120lbs. of prototype rail on four flat cars. This locomotive was truly amazing, just walking away with the train from a dead stop – on a curve – with no wheel spin and no drama at all. This little beast has got to weigh at least 25 or 30 pounds! Then to wrap up the evening for me, there was the ever popular Shay-up. As anyone who has ever seen this activity will attest, there tain't nothing quite like it! After this debacle, I had to pack up my gear and head back home since there was work to do around the house on Sunday.

As I headed down the highway towards home I took some time to reflect back on the previous three days, the people that I met and the experiences that I was fortunate enough to share with these folks. What can one say? This hobby has the potential to be a very class conscious activity, this equipment is not inexpensive, yet I had a true sense that everyone was there to simply have fun. There was no, "I've got more, or bigger." Just, "what do you have, can I see it run, why don't we try running them together." Going back once more to that quote from Dave Hottmann, "A family reunion, with just the people that you enjoy and a bunch of REALLY neat toys," I can only say THANK YOU to all of the people that I've already mentioned and add to that list the so many other folks that I had the opportunity to meet during those three days of escape from the real world. Yes Sonny, we WILL be back next year. And we will try to convince as many of our friends as we can to join in the party. If there are any errors in my recollection of this event, I take full blame. As for the good times, the credit goes to all who attended. To all of you reading these words, if you haven't made one of these steam ups, you don't know what you're missing. It was a wonderful weekend and a grand time was had by all!

(Adapted from and used with permission of: "Steam In The Garden" magazine.)

Spotlight Corner

by Karen Keifer

A quick note on the Hartford Convention:

For those of you that didn't make it to Hartford for the National, you missed a really great show! I was especially amazed at the models in the contest room and suddenly felt very insignificant when I entered my N-scale display! I attended my first OP session at the OP Road Show that was in one of the convention center rooms and thoroughly enjoyed it! However....I will never drive on those East Coast freeways again and couldn't get on the plane fast enough to come home!

Terry Strom is from beautiful Santa Rosa, in our Redwood Empire Division. He is a retired civil servant, having worked 36 years in the postal division. He still keeps himself in shape by walking 2 miles every day, and then relaxes with classical music or reading his favorite fiction book. Being a garden railroad modeler, most of his joy comes from maintaining and improving his 25'x75' garden layout.

Terry found his interest in model trains back in 1959, when a second cousin gave him a bunch of HO Mantua trains. After thinking about it a while (like we all do), he finally got around to building a 4'x6' layout. In the 1970's, his interest turned to ON3 and collecting brass locomotives. But, as his interest and fascination grew, so did the scale. In 1984, G scale suddenly captured his interest and he

has stayed with it ever since. He even attended the 2003 Garden Railway Convention in Sacramento!

Garden railroading is also where Terry finds solace from his care-giving duties to his wife Donna, who was stricken with MS.

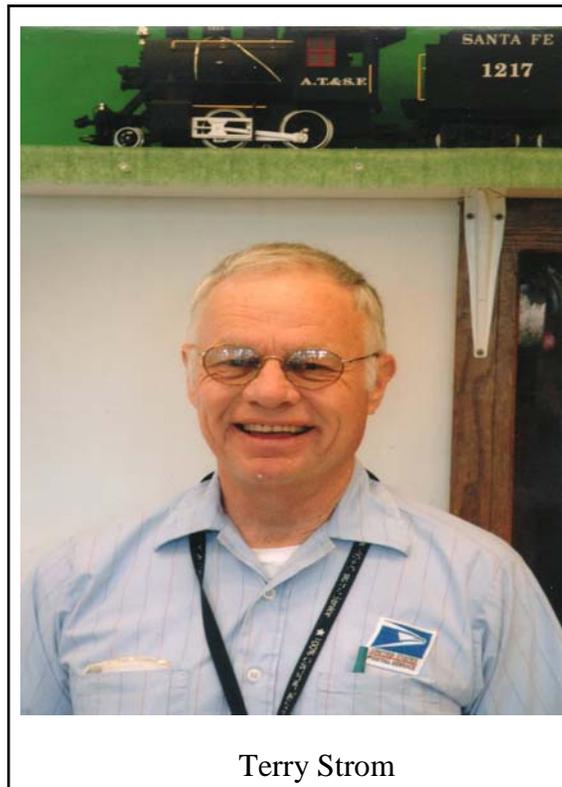
Caring for my own 91 yr old mother, I can well relate to the physical and emotional effects and can appreciate a hobby that can bring comfort and tranquility. As with any hobby that we thoroughly love, Terry says he sometimes gets so involved that he feels "lost in another world". I think many of us have been there, as the clock suddenly hits 3am and there is no sign of sleep closing in!

Terry also has an 18' "Shelf" railroad in the main post office in Santa Rosa that he maintains. Every month he changes the train and the background to keep it interesting for the public. For the time and money he puts in it, he receives the best gift of all.....compliments, praise and the gratification of bringing joy to others!

Great job Terry & thanks for sharing!

*HELP! I need more photos and member information sheets. Please send me your email address so I can send it to you.

kkkay@sbcglobal.net



Terry Strom

ACHIEVEMENT PROGRAM

Master Builder - Structures

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 and forms for this category are available on the web at www.NMRA.org. 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 that identifies the models and the commercial parts used, etc. The easiest way to do this is to simply attach the model contest form, which includes this information and also documents your score. Send the completed form to your Divisional AP representative, along with a **photocopy of your NMRA membership card** and you are on your way toward another certificate!

I am happy to announce that PCR member Rod Smith received an Achievement Program award for Chief Dispatcher back in May but it didn't get into the last AP article. Interestingly, most of Rod's required service for this certificate was as Yard Master on John Allen's Gorre and Daphetid Railroad!

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



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2010 Convention
Nugget Hotel, Sparks, NV
April 28-May 2, 2010**

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c/o James Long
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Cameron Park, CA 95682
E-mail: pcr2010conv@pcrnmra.org
Website: <http://www.pcrnmra.org/conv2010/>

Hosted by: Sierra Division, Pacific Coast Region, National Model Railroad Association

Registration Form

To place credit card order go to our website <http://www.pcrnmra.org/conv2010/>

Last Name		First Name		First Name (For Name Badge)		MMR#	
Address				City		State	Zip Code
Home Phone		E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth					NMRA Region (if other than PCR)		
Primary Scales and Interests (Check all that apply) <input type="checkbox"/> HO <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> SIG <input type="checkbox"/> Other:							
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)							
Last Name		First Name		First Name (for Name Badge)		MMR#?	
Registration Type (Please check one) <input type="checkbox"/> Modeler <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth			E-Mail (if Different)			NMRA #	
All Fares, except Day and Youth fares, include Clinics, layout tours, Saturday Night Banquet, & Sunday Breakfast							
FARES: Please fill in and total				QTY	Unit Cost	Total	
Early Registration through January 31, 2010					85.00		
Normal Registration after January 31, 2010					99.00		
First Timer - PCR Members who have not registered for the past 5 conventions					75.00		
Spouse/Partner Non-Rail Registration					60.00		
Banquet Only (only for spouses who will be coming to nothing else)					45.00		
Youth Registration (under 18 years or student), also no food.					10.00		
Day Fare (No Food) <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat					25.00		
Non NMRA member must join the NMRA		6 month Rail Pass (allowed one time only)			9.95		
		Full NMRA membership/PCR subscription			64.00		
Hobo Breakfast (for qualified Hobos and their quest only)					TBD		
Shirts - Polo w/ Pocket and Logo (Check Size) <input type="checkbox"/> XS <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL					25.00		
Shirts - Polo w/ Pocket and Logo (Check Size) <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL					28.00		
Ball Cap					15.00		
Convention Car - InterMountain 12-panel SP 40ft Box Car w6#(HO)					26.00		
Set of 3 Convention Cars -(HO)					75.00		
Set of 6 Convention Cars -(HO)					144.00		
Convention Car - InterMountain 12-panel SP 40ft Box Car w6#(N)					17.00		
Set of 3 Convention Cars -(N)					48.00		
Set of 6 Convention Cars -(N)					90.00		
Total from Page 2							
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash [Use website for credit card]					TOTAL:		
** Make Checks Payable to: "Sierra Division Convention Committee" No Refunds After April 1, 2010							

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Travelin' Around

By John Sing, Coast Division

Hello, all. I think of all of you as I travel around, and here's a few shots from this past year's business trips:

1. Brussels, Belgium - intricate trackwork at the central train station:



2. The Hawaiian Railway Museum on Oahu, Hawaii (<http://www.hawaiianrailway.com>):



3. Toronto, Canada - superb model railroading by our neighbors to the north

The Railview Model RR Club, located right next door to George's Trains in Markham, Ontario, Canada:



I want to acknowledge that times are financially tight for many people, myself included.... these pictures are only possible because of my job sending me on business.... and possible only because of the friendly recommendations of fellow NMRA members who live in these distant lands.

(Continued on page 33)



Daylight Division Report

Daylight Division held its summer 2009 meet at the home of Hilding Larson in San Luis Obispo on Saturday, August 22nd with co-hosts San Luis Model Railroad Association and the Thursday Night Boomers. The meet featured the usual clinics, contests and business meeting, plus a hosted lunch, an auction and home layout tours.

Matt Hoffman and Rick Anderson presented a clinic on laying track and making turnouts with a Fast Tracks jig. Paul Deis then talked about his indoor and outdoor layouts, presenting some suggestions on setting givens and druthers for grades, curvature and other parameters. Later in the day Paul held a Golden Spike ceremony on his outdoor layout.



Paul Deis and wife celebrate golden spike with some of Central Coast's finest wine

First in the photo contest was Neil Fernbaugh's "UP on Tehachapi" taken from John Bell's viewing platform over Cable Siding, site of a previous Daylight meet. Ted VanKlaveren's beautiful very large scale model of Pacific Electric 101 was the favorite model winner.

We were all treated to a delicious tri-tip sandwich lunch, complete with decadent chocolate cake for dessert. Thanks to Hilding and Carole Larson for the wonderful meal.

After a brief business meeting there was a spirited raffle and white elephant auction. The \$25



Ted VanKlaveren's Pacific Electric 101 dominated the contest table.

cash door prize was won by Logan Bertolette. Raffle items were donated by **Kalmbach Publishing Co.** of Waukesha, WI; **Kadee Quality Products Co.** of White City, OR; Dave & Terri Baker of **Terri's Timeless Treasures** in Clovis; **Dave Grenier** of Clovis; Anita Walker of **Central Coast Trains** in Atascadero; Andy Reichert of **Proto 87 Stores** at www.proto87.com; and Jay & Celest Smith of **Creative Promotions Resource** in Clovis.

The following raffle donors were not included in the last Branch Line report on the Daylight Division Meet in Fresno on May 2, 2009: Charlie



Neil Firebaugh took this photo of Cable Siding on a blustery winter day.

Worstell of **Tom's Trains** in Fresno; Dave & Terri Baker of **Terri's Timeless Treasures** in Clovis; Roy Ogle of **Roy's Trains & Things** in Clovis; Jon & Kayanne Yung of **Hobby Town, USA** in Fresno; **Bar Mills Scale Model Works** of Bar Mills, ME; **Broadway Limited Imports** of Ormond Beach, FL; John Houlihan of **The Irish Tracklayer** in Fresno; **Dave Grenier** of Clovis; and Jay & Celest Smith of **Creative Promotions Resource** in Clovis.

Curtis Reinhardt invited everyone to attend the events of the Central California Railroad Festival to be held October 8 through 12. Information on the events can be found at www.ccrf.com. Andrew Merriam reported that San Luis Obispo would be the site of the 2009 Southern Pacific Historical and Technical Society's annual convention on October 28 through November 1. Go to

<http://www.sphts.org/convention/> for details.

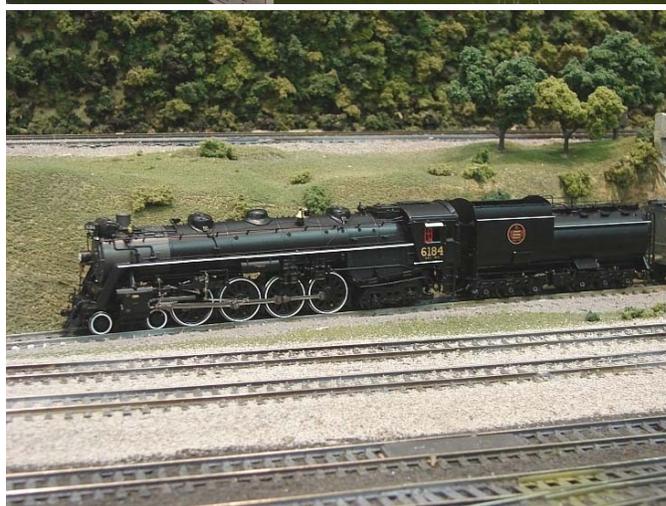
A brief interruption occurred as someone with a scanner reported that the westbound Amtrak 799 with an Overland Trails car in tow was approaching. Since there is a great view of the SP main from Hilding's front yard, everyone bailed out for a moment of rail-fanning.

Exactly 100 items were brought for Daylight Division's first full-scale auction, patterned after the highly successful Coast Division auction. Dave Grenier and Terry Taylor managed to auction off all the items within a few minutes of the 4 PM deadline. (They should probably be fined at the next meet for going a bit beyond that time limit, but since one of them is the division super, expect that little detail to get overlooked!)

Following the auction, maps were distributed for the area layouts that were open. Layout tours included Charlie Burns' N-scale Southern Pacific Coast Route, Paul Deis' HO-scale Southern Pacific and Fn3 D&P Mountain Railroad, George Gibson's HO / Hon3 DK & Pacific Mountain Railway, Andrew Merriam's HO-scale Southern Pacific Coast Line, and The SLOMRA/Oceano Depot Open House.

Upcoming Daylight Division meets include Santa Barbara on November 7 at Gary Seigal's, Bakersfield on February 6, 2010 at the GEHAMS clubhouse, Fresno in the month of May (time and location TBA), and possibly in Tehachapi during the month of August.

(Continued from page 31) *Travelin' Around*



Take the opportunity to use NMRA for the contacts and the friendships - it's these kinds of intangibles that make NMRA such an enjoyable part of all of our lives... and helps us ride through the challenges of today's world. :-)

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Sierra Division Report

By Bob Warner

Boy, the Sierra Division knows how to hold a meeting. Imagine being at 6000' in the Sierras on a beautiful summer day, in tree-shaded picnic grounds 4 hops and a jump from the west end of Donner Lake. The park admission was free and the smell of BBQ'd hot dogs, hamburgers, with potato salad and all of the fixin's just made this a memorable meeting. Thanks to Jim Long, his wife, and the many hands that made this all come together.

As we finished our lunch Jim opened the meeting. After the meeting anyone who wanted could go to the Truckee Railroad Museum where they have a rotary snowplow, caboose, coach, crane and other equipment on display. The lighting was good and a lot of good images were captured. An invitation was also extended to then see some garden railroads and a magnificent set of Civil War HO scale dioramas depicting scenes from photos. The dioramas were ~4' X 8" and they were "filled" with hand-crafted, positioned and painted men, horses, wagons, cannons and buildings. We should get this gentleman to have his display at the 2011 Convention in Sacramento. I have never seen so many individual-looking figures on a layout.

Mary Moore-Campagna our Sierra Division Director, recruited people to work at our annual fund raiser, International Railfair, at the Placer County Fair Grounds in Roseville. All those who work a shift of one hour or more get free entrance both days to the show and a free banquet dinner Saturday night at the Moose Lodge. Call or email her to take advantage of this good deal and support your Sierra Division. The International Railfair is November 14th & 15th and is always the premier model railroad show in California.

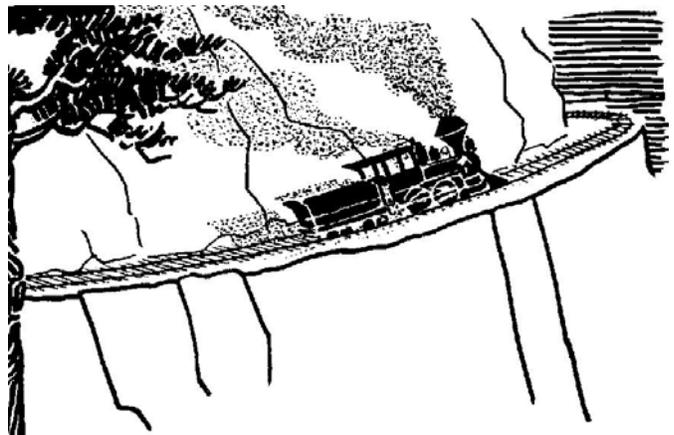
Jim then talked about the upcoming PCR Convention in Sparks, NV, April 28-May 2, 2010. The need is for volunteers to work on various aspects of the event and for folks to present clinics. Let Jim know if you can be one of these people.

Imagine being at 6000' in the Sierra's on a beautiful summer day, in tree shaded picnic grounds 4 hops and a jump from the west end of Donner Lake.

Jim is going to start having *The Short Line* available to members as email. This could save the Sierra Division significant money on postage. Those who don't have or do not want electronic delivery will still receive *The Short Line* via the normal snail mail.

Bob Warner gave an update on the Kit-bash contest. All 25 of the kits have been dispersed and many are moving right along with their construction. We look forward to seeing the results at our October meeting. Remember there will be some nice prizes for winners of the popular vote. Work hard-win Big!

The next Sierra Division meeting is October 10th at the Arcade Library in Sacramento. Be there between 11:30 and 12:00 with your contest model so we can get them all set up for voting.



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The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Club Info

ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY

ACCRS is located at the Alameda Co. Fair Grounds, Pleasanton. A 30 by 100 foot room has O and HO layouts. Open to the public every Friday, 6 to 10 PM, they operate continuously during county fairs and special events. Annual dues: \$24, \$15 initiation fee; Jr membership for ages 12 to 18 (with sponsor), free. Contact: Gary Lewis 925-455-8135 E-mail: glgslewis@comcast.net
Web: www.pleasantonmodelrr.org/index.html

ANTIOCH MODEL RAILROAD CLUB

The Black Diamond Lines is an HO club located at 425 Fulton Shipyard Rd, Antioch. Scenery is 95% complete and there is a lot of operating action. In 2006 we celebrated our 25th year of operation (anniversary cars available). We meet Tues. and Fri., 7:30 to 10:00 PM. Runs are the 3rd Fri. of the month. Contact: President Tom Lutrel, 925-609-7093

Web: www.blackdiamondlines.org

BAY AREA NTRAK MODEL RAILROAD CLUB

BANTrak MRC invites N scale modelers to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Ave., Crockett, on Wed. and Sat., 10 AM to 3 PM. Contact: Bob Lewis, 925-283-6838 E-mail: BobLewis1@sbcglobal.net.

BAY AREA Z MODULE COOPERATIVE

BAZ is a group in the SF Bay Area interested in developing and displaying Z scale modules. Members are building them to the "Z-Bend Track" Module miniModuleZ specs Anyone in Northern California interested in Z Scale railroading is welcome to join us. We meet Sundays 10 AM to 5 PM at members' houses.

Contact: Robert Ray pray59@sbcglobal.net

Yahoo group: groups.yahoo.com/group/BAZ_modules

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

The CCMRC is located in the old Agnew depot (Santa Clara) of the Southern Pacific (4185 Bassett St.) directly across from the Lafayette St. gate of Agnew State Hospital. The theme of the 15' x 50' HO club is western railroading running from the Bay Area to Southern Oregon. We meet Fri., 7:30 to 11 PM. Operating sessions the 1st and last Fri. of the month. Contact: 408-988-4449 (operating nights), or Wayne Cohen, 408-779-0707.

CARQUINEZ MODEL RAILROAD SOCIETY

Formerly the Vallejo Model Railroad Club, we moved from the Solano Co. Fairgrounds, and are developing a track plan to fit our 36' x 60' room, located on the 2nd floor of the Odd Fellows (IOOF) Lodge, 645 Loring Ave. We meet Wed., 7:00 to 10:00 PM.

Contact: 510-787-6703 (recorder) Mail: P.O. Box 4057, Vallejo, CA 94590-0405. E-mail: LoggingRR@aol.com or LambertRP61@comcast.net

Place "Carquinez Model RR Society" in subject line. Web: www.CarquinezMRS.org

COASTAL VALLEY LINES

The CVL is an informal association of novice to advanced model railroaders who live in Sonoma County. We meet at 7:00 PM the 1st Thu. of the month. We operate our HO modular railroad at local public shows. Contact: Brad Squires, 707-568-4298 or Don Hanesworth, 707-823-9615 Web: <http://cvl.hobby-site.com>

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

EMPIRE BUILDERS MODEL RAILROAD CLUB (Oakland)

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, with a reasonable size yard well along in construction. Work days are Saturday and during summer Tuesday nights. Us retired members also show up occasional weekdays. Centrally located by I580 and 35th Ave. Dues \$10! Call 510 339 0550 (Bob) for an invite to see/chat/join....

GOLDEN EMPIRE HISTORICAL & MODELING

SOCIETY, Bakersfield GEHAMS, founded in 1987 and in their current location since March '94, is dual-scale with a 30' x 100' HO, and a 18' x 80' N based on SP's route from Bakersfield to Mojave with Tehachapi Loop. Though under construction, mainlines are in with monthly operations. Contact: Doug Wagner 661-589-0391 email: carldw@aol.com

GEHAMS web: www.gehams.com

GOLDEN STATE MODEL RAILROAD MUSEUM -- EAST BAY MODEL ENGINEERS SOCIETY

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Visit us during weekly public hours as shown on our website or to meet members, inquire about membership and behind the scenes tours come Friday evenings between 7:30 and 10 PM (first Fridays are meetings); behind the scenes tours are also available most Wednesdays between 11 AM and 3 PM when work is going on. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call (510) 236-1913 (to 8 PM). For other information or to schedule special events, email PR Director and Museum Secretary John Edginton:

publicity@gsmrm.org. Website: www.gsmrm.org.

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

The MMRC meets every Mon., 11:00 AM in the old historic primary school building in Sutter Creek. Additional open houses are normally held the second Saturday of each month at 9:00 AM. We are a fully DCC operating HO club with a large layout. Contact: Joe Stafford, 209-245-5016

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to

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present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail: NapaJohn@napanet.net Web: www.nvmrc.org

Nn3 ALLIANCE

Our 700 members in nine countries model narrow gauge in "smaller scales". Nn3 describes 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Our local portable exhibition layouts and modules regularly appear at conventions and shows. The Nn3 Handbook, 140 pages with 400 illustrations, covering all aspects of small scale narrow gauge, is available through the address on the website. Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006

Web: www.Nn3.org <http://groups.yahoo.com/group/nn3/>

SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 E-mail: d.megeath@comcast.net Web: www.smrhs.com

SACRAMENTO MODULAR RAILROADERS

Most of our events are operating sessions, where we make up trains in our large switch yard, and send road crews out to switch cars into and out of industries at the towns along the main line. The club owns a large main yard, the corner modules, some special modules, and some rolling stock. Members own their own modules and rolling stock. Contact: Dick Witzens, 916-684-1987

Web: <http://saccentral.railfan.net/>

SACRAMENTO VALLEY LIVE STEAM RAILROAD MUSEUM (SVLSRM)

The SVLS was founded in 1968 and is located in Hagen Community Park, Rancho Cordova, Ca. Our initial 1500 feet of track has expanded to over 6300 feet of mainline and sidings. Approximately 1500 feet is dual gauge 4 3/4" and 7 1/2". We can accommodate equipment ranging in size from 1 inch scale (standard gage) to 5 inch scale (2 foot narrow gauge), the most common scale being 1 1/2". Public run days are on the 1st Saturday and 3rd Sunday of each month during our operating season.

SAN JOAQUIN VALLEY GARDEN RAILWAY SOCIETY

The SJVGRS was founded in July of 1995 to promote the joy of building and operating Garden Railways. We have grown to over 70 families in the Central Valley, meeting monthly at members' homes to spend the afternoon sharing our hobby, weather permitting. Dues: \$25 a year for a family. Contact info: Richard Emerson 559-439-7173 E-mail: emerson.r@worldnet.att.net Web: <http://home.att.net/~sjvgrs/train/>

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

The SLHRS models the SP from Oakland/San Leandro to just east of Norden using the tri-level Donner Pass plan featured in the March '98 *Model Railroader*. It's housed in the former S.P., San Leandro depot, located at 1302 Orchard Ave., San Leandro (just off Davis St.). Work sessions Sat. 9:00 AM - 1:30 PM and Tues. 7:30 - 9:30 PM, business meetings the 1st Fri. at 7:30 PM. Contact: Pat LaTorres, 510-276-3121 email: duhnerd@pacbell.net

SAN LUIS OBISPO MODEL RAILROAD CLUB

SLOMRA members are actively engaged in HO, N, O and On30 scales. Work & run sessions on our N-scale modular layout monthly, and we are actively seeking new members to join us! Evening meetings on the 3rd Mon. of every month - 7pm at the Oceano Depot in Oceano. Contact info: Web: www.slomra.org Email: info@slomra.org. Emailing list: groups.yahoo.com/group/

SLOMRA . Jim Keating 805-458-8734

SILICON VALLEY LINES

The SVL is located at 148 E. Virginia St., San Jose. We meet Fri. 7:30 to 11:30 PM, with business meetings the 1st Fri. and operating sessions the last Fri. of the month. Our HO layout utilizing DCC for realistic operations, computer-generated train orders and radio-based dispatching. E-mail: svl@siliconvalleylines.com Web: www.siliconvalleylines.com

SOUTH BAY HISTORICAL RAILROAD SOCIETY

SBHRS invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Ave., Santa Clara, Tues. 7:00 to 10:00 PM or Sat. 9:00 AM to 4:00 PM. Contact: 408-243-3969

SOUTH COAST SOCIETY OF MODEL ENGINEERS

We meet every 3rd Tues. at 7:30 PM, and other times. The club has no address, but consists of enthusiasts of all scales and prototypes in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. Activities include operations and work sessions at member layouts, and field trips. Membership is \$2 per month. Contact: Secretary Walter Naumann, 805-564-1359 email: WINaumann@aol.com

SISKIYOU MODEL RAILROAD CLUB,

Siskiyou Model RR Club is meeting the first and third Thursdays of each month at the Yreka Western depot, 300 East Miner St. Yreka (Exit 775 from I-5.) The YW is not running passenger trains this year due to the economy. Info Glenn Joesten, 530-340-2537 or Tom Brass, 530-842-4921, or email glenn476@4fast.net

TIDEWATER SOUTHERN RAILWAY HISTORICAL

SOCIETY INC., Manteca, formerly the Manteca Model RR Club (org '73), TSRHS reorganized and incorporated in 1990. Located at the San Joaquin Fairgrounds, Building 1, (corner of Airport and Charter Ways (Hw 4), Stockton), a 2,400 sq. ft. alcove houses a large HO layout depicting the Tidewater Southern, several Valley towns, and museum display cases. We meet 6 - 8:30 PM Thursdays. Contact: Ben Cantu, 209-825-7215 Mail: PO Box 882, Manteca, CA 95336 E-mail: bcantu@SQ50.com

TRI-CITIES MODEL RAILROAD CLUB

The TCSME is temporarily without a home or layouts. We are in the process of designing new HO and N scale layouts. The N scale layout will be in the Niles Depot with an expanded footprint. The HO scale layout will be housed in the renovated Niles Freight Building. We are looking for new members that are interested in helping us design, build, and run on the new layouts. Please visit our website at <http://nilesdepot.railfan.net>.

WALNUT CREEK MODEL RAILROAD SOCIETY

The WCMRS, located at 2751 Buena Vista Ave, Walnut Creek, is open the last Fri. of the month from 8 to 10 PM for operations. Fares are \$2 for 6-12 and seniors over 60 and \$3 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder) Web: www.wcmrs.org

WEST BAY MODEL RAILROAD ASSOCIATION meets at the former baggage building near the Menlo Park Railroad Station. The address is 1090 Merrill Street next to the tracks. The club meets every Wednesday from 7-10pm. Business meetings are on the second Wednesdays of the month and operating sessions, open to the public, are on the fourth Wednesdays. There are O, S, and HO Scales on a large layout. Admission is free. Donations are greatly appreciated. Contact: West Bay Model RR Association 650-322-0685 and visit our web site at : home.earthlink.net/~pesce/westbay.htm

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

CALL BOARD - PCR

OFFICERS AND DIRECTORS (BOARD OF DIRECTORS)			
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• Manager (<i>see Div. chairs below</i>)	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyr.com
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• Editor, <i>Daylight Observation</i>	Chuck Harmon	(559) 299-4385	harmonsta@aol.com
• Contest Chairperson	Bill Scott	(559) 298-7715	vallyflyer@aol.com
• Achievement Program Chair.	Dave Grenier	(559) 297-1345	grenida@pacbell.net
• Membership	Doug Wagner	(661) 589-0391	carldw@aol.com
• Member Aid (Key Contact)	Bob Pethoud	(559) 438-7705	pethoud@comcast.net
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• Chief Clerk	Darrell Dennis	(510) 303-3431	u8444p@comcast.net
• Paymaster	Bob Ferguson	(925) 228-6833	BobPCRC@aol.com
• Editor, <i>Coast Dispatcher</i>	Tom Crawford	(510) 790-0371	Crawford.Tom@sbcglobal.net
• Contest Chairperson	John Sing	(650) 372-0765	singj@us.ibm.com
• Achievement Program Chair.	Kermit Paul, MMR	(925) 935-1859	(no e-mail)
• Membership	(vacant)	---	---
• Member Aid (Key Contact)	Rod Smith	(510) 657-3362	Railgeezer@aol.com
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• Superintendent	Jim Long	(530) 676-1798	jimclong@sbcglobal.net
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• Paymaster	Al Rowe	(916) 961-9911	hofunar@aol.com
• Editor, <i>Short Line</i>	Don Schmitt	(530) 742-0929	dschmitt911@aol.com
• Contest Chairperson	Norman Morris	(530) 872-3894	normanmorris@sbcglobal.net
• Achievement Program Chair.	Dave Bayless	(530) 887-8880	davebay@pacbell.net
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• Contest Chairperson	Giuseppe Aymar	(707) 584-1477	Giuseaymar@aol.com
• Achievement Program Chair.	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
• Membership	Gus Campagna	(415) 990-3777	campgus@earthlink.net
HAWAIIAN DIVISION			

Hawaiian Division offices and positions are currently vacant.

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

Calendar

October 10, 2009 - 1:00 pm - Sierra Division Meet,
Sacramento Arcade Library, 2443 Marconi Ave,
Sacramento, CA

October 24, 2009 - 1:00 pm - PCR Board of
Directors Meeting, John Ascuaga's Nugget
Casino Resort Hotel, Sparks, NV.

October 24 & 25 October 31 & November 1, 2009 -
10:00 am to 5:00 pm, 2009 Annual Fall Show,
Black Diamond Lines Model Railroad Club, 425
Fulton Shipyard Rd, Antioch, CA

November 7, 2009 - 9:30 am to 6:00 pm, Daylight
Division Meet, Gary Siegel's home, Santa
Barbara, CA

November 14 & 15, 2009 - Saturday 10:00 am to
5:00 pm, Sunday 10:00 am to 4:00 pm, 33rd
Annual International Railfair, Placer County
Fairgrounds, 800 All American City Blvd,
Roseville, CA.

November 20 to 22, 2009 - Friday: 8:00 to 10:00 pm,
Saturday & Sunday: 11:00 am to 6:00
pm, Holiday Show, Walnut Creek Model
Railroad Society, in Larkey Park, 2751 Buena
Vista Ave, Walnut Creek, CA.

November 21, 2009 - Redwood Empire Division
Meet, Monroe Hall, 1400 W. College Ave, Santa
Rosa, CA.

December 6, 2009 - 9:00 am to 5:00 pm, Coast
Division Meet, Computer History Museum,
Shoreline Blvd @ US-101 exit, Mountain View,
CA

December 12 and 13, 2009 - PCR Coast Division
Layout Tours - North West Bay Area.

