



BRANCH LINE

NMRA'S FIRST REGION

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Allan Fenton

Dear Model Railroad Friends:

It is with great sadness that I report the passing of Allan Fenton on August 26, 2001.

Allan was one of my best Model Railroad friends. He was a long-time member of the John Allen Gorre and Daphetid Operators, and well known to

many who attended NMRA and PCR conventions, where he usually presided over the switching contest. He also was the

unofficial coordinator of our Tuesday night round robin meeting group, and the local garden railway group. He also coordinated our annual shows.

Allan was always ready to help out anybody with model railroad problems. He assisted many widows of model railroaders in getting fair liquidation of their late husbands' equipment. He served as Railroading Merit Badge Counselor for the Boy Scouts, and provided space for a layout that was donated to

them.

Allan's fun streak surfaced at our annual Christmas parties, where he presented "Awards" for the various notable things we had done during the past year, both good and bad.

Allan was 74 years old. He was born Jan. 12, 1927 in California and grew up in Santa

Monica. After Army service in 1945, he attended UCLA, University of California Berkeley, and University of

California, Davis, studying agriculture. He lived in Carmel, California, and worked as a field representative for Pillsbury/Green Giant for 39 years. After retiring in 1993, he worked for Del Mar Foods as a field representative. He leaves his wife Barbara, daughter Leslie, and son Jeffrey.

Allan had many friends around the world. We will all miss him.

Glenn Joesten



President's Message

Ray deBlieck

So, finally a Branchline has arrived in your mailbox. We have been looking for a new editor for some time and now we have a volunteer. And he's jumping in with both feet. Bill Kaufman, has agreed to do two issues and then reassess the situation. I love Bill's energy, enthusiasm and his willingness to not only do a couple of issues, but to start right off looking at ways to improve our newsletter. Those of you that know Bill, realize that is just typical Bill.

The plan is to have this issue in people's hands soon after February 1. Then follow that with another issue sometime in March. Hopefully by summer, we can get caught up. An open request to everyone who submits items for publication, please contact Bill for his deadlines, and adhere to them. Bill's philosophy is that missed deadlines are missed items. It is vital that if we want to catch up to our publication schedule we must receive all items when needed. Bill will be working on a strict schedule and cooperation will be greatly appreciated.

One of Bill's stated goals is to see the Branchline become a more fun publication. Unfortunately, there are several serious organizational issues we need to deal with right now. So, I will try to minimize the spoiling of Bill's plans.

The midyear BOD report and minutes are included elsewhere in this issue. Beyond that I am preparing for the NMRA midyear Board of Trustees meeting scheduled for the last weekend in February in Phoenix. Having never been to Phoenix, I am looking forward to visiting. Looking forward to the meeting is another matter. I will get a complete report on the meeting in the next issue of the Branchline. Among the items that will be dealt with are home office and financial recovery.

Due to several personnel changes at HQ in Chattanooga, there has been an almost complete reorganization of office staff. Executive VP, John Roberts has advised that we are nearly staffed, and that things are shaping up nicely.

As for money, NMRA has suffered significant shortfalls over the past couple of years. Recovery has involved many people. Treasurer Tom Draper has issued a final fiscal year 2002 balanced budget. As the real proof is in performance, we are awaiting financial reports on current year-to-date to see how well we are following that budget. Reports have been slow

in coming. This is primarily due to office procedures that were neither well implemented nor followed. Tom Draper, John Roberts and President Allen Pollock have been working tirelessly to resolve procedures in HQ. Problems have been identified, and necessary changes made.

An additional concern is the fallout from the September dues increase. Preliminary reports from the Treasurer indicate that year-to-date membership has dropped very little. PCR data is not quite so encouraging. I will provide more data on this after the mid-year BOT meeting. Other items we will discuss include basic membership classifications, BOT reorganization as part of the Long Range Plan, which is now moving into the implementation stage, and the Bulletin. These are areas in which I would be interested in getting feedback from the membership.

NMRA has been in existence for 67 years. For the past 58 years we have had regions. Throughout that time, members have always had to join NMRA, regions, and in some cases divisions in separate transactions. There is a feeling on the part of many Trustees that we need to change that. The belief is that all members should be able to in one transaction join all membership levels. That by writing a single check, an individual should become a national, regional and divisional member. Then renewal should also be one check, all levels. Now, this belief is far from unanimous. There are some sizable obstacles to overcome. Not all regions charge dues. Not all that do charge dues charge the same amount. In PCR, upon joining the region, you are automatically assigned to a division. PCR divisions do not charge dues. Some divisions in other regions do charge dues. Getting consensus with all 17 regions and about 80 divisions is not going to be easy.

An area that will not see easy agreement is the reorganization of the board. Currently the board consists of 17 Trustees elected by all NMRA members living within the geographical boundaries of each region. The Long Range Plan calls for reducing that to between 5 and 7 members. There are two schools of thought amongst Trustees. Some feel that reducing the board leaves the membership of individual regions disenfranchised or non-represented. Another view (my own included) is that national and regions

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Editors Notebook

By Bill Kaufman
(with apologies to Bill Schaumburg)

As a result of a total breakdown in good sense, I have told Ray deBlicek that I will edit the next two issues of Branch Line. After that I will sit down with the Board and discuss if they are happy enough with what I am doing and I am enjoying doing it enough to keep on. We'll let you know.

I come with only two agenda items. First, I was imprinted with the old *Model Railroader* slogan, "Model Railroading Is Fun" at an early age. The hobby is fun and our newsletter should reflect that. Fun comes in many forms. For some, it is the physical fun of building things, of using our skills to make exquisite models, and of learning new skills. For others, it is the intellectual fun of research, of finding out things, or of solving puzzles in operations. For yet others, it is the fun of being and working with, other people in clubs, round robins, committees and conventions. Few of us are paid to model and Branch Line needs to reflect the other satisfactions we get.

The other thing I am on about is how much we need each other. I will never model to a level that will satisfy the "Friends of the Freight Car." I am not even going to try. Even though I stand in the middle of their

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MADE IN THE PCR

Rio Grande Models Ltd.
Four different HOn3 West Side Cars
by Dave Connery

Rio Grande Models has a huge inventory of different models. It is hard to understand why I haven't written about one of their models before this. Perhaps it is the sheer size of their list of products that has kept me away. In a recent product price listing I counted 138 HO/HOn3 kits, 20 different sets of HOn3 trucks and 80 S/Sn3 kits.

Over the years I have purchased and built many of their kits, and today they can be found in a number of spots on my layout. Because Rio Grande serves primarily the narrow gauge market, standard gauge modelers may overlook their product line. This would be a **BIG MISTAKE!** Many of their very detailed products are not just narrow gauge equipment, but items found around narrow gauge railroads, and thus around standard gauge railroads also. Perhaps the model most often commented about on my entire layout is Rio Grande's Wilford Universal Shovel I have riding on a standard gauge flat car. All that said and done, this review will cover four cars I've recently completed that are narrow gauge (HOn3). These cars are now in service on the 3' gauge tracks that serve my recently completed West Side Mill in Tuolumne on my home layout.

West Side Lumber Company Tank #7, Rio Grande # 3076-7T listed for \$25.00. This is a wonderful model. The kit comes with a booklet that contains a full page of step-by-step instructions

Because Rio Grande serves primarily the narrow gauge market, standard gauge modelers may overlook their product line. This would be a **BIG MISTAKE!**

(which I followed in recommended order), an isometric drawing with all parts called out, and a page of the cars' history and painting information that included 2 photos of the car (probably taken at Fish Camp, where the car is still in service).

The model is composed of an under-frame and deck of pre-cut strip wood pieces, which I assembled using carpenter's yellow glue. The white metal castings for the needle beams, bolsters and coupler pockets were attached with ACC. Truss rods were bent from the supplied brass wire. The tank itself is a urethane casting. I drilled hand rail holes into dimpled sites and ACC'ed small pieces of brass wire into them. I found it a snap to tack solder the brass wire hand rail in place. The dome casting was ACC'ed and the metal straps and supplied brass ladder attached to the tank. I added a wood outline to the deck for the tank support, and assembled and added Micro-trains N scale 1015 couplers to the pockets.

I assembled the trucks and NWSL wheel sets using ACC and added the brake wheel to the flat car. At this point I painted the model. The deck was first stained with alcohol and India Ink and then I dry-brushed this with Floquil Red Oxide

paint, leaving some spots where the weathered wood shows through. The tank and trucks were painted Floquil Grimy Black. When everything had dried I attached



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CONTEST REPORT

By Ken Lunders, PCR Contest Chair

Do you know why we have contests? Have you ever entered one? Volunteered to judge one? Gone to look at the entries?

This column, and the next few, will cover some of the material presented at a clinic I did recently at a Sierra Division meet. “(Everything you need to know to) Build Prize Winning Models (It’s easier than you think).

First, some background

Why we have Model Contests?

Achievement Program

One of the reasons the NMRA has contests at National and Regional conventions, and Division meets is to enable model railroaders to more easily participate in the Achievement Program (AP).

The NMRA web site, <http://www.nmra.org/achievement/> has this to say about the AP: “In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading.” The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement.

The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers.

Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby...

Becoming a Better Modeler

A second, and perhaps more important reason we

have contests, is to help us become better modelers. The feedback we get from the judges and friends at a contest can go a long way in helping us understand how we can improve our skills.

See What Others are Doing

From another perspective, having an opportunity to see what and how other modelers have been building can offer solutions to problems we are facing.

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So...

You don’t have to ENTER a contest to benefit from it. The satisfaction of coming home with a 1st place award from a model contest is hard to beat, but seeing what other modelers have created can be just as rewarding.

Next time I’ll write about the two parts to winning a contest. If you would like to see the complete clinic handout you may download it by visiting:

<http://www.intercad-inc.com/rr/Build-models-clinic.htm>

Of Special Interest

One fellow modeler that has been involved with contests for quite a while is Bob Wirthlin, MMR. Bob entered his HO scale UP E-2A/B/B “City of San Francisco” in the NMRA Model Contest at the convention in St. Louis and won the Testor’s/Floquil High Iron Award, as well as the Kato USA Top Diesel Award. Well done Bob, and congratulations!

One Last Item

As you have no doubt read in other columns in this issue, our good friend Allan Fenton has died. As I wrote in past columns, participating in the switching contests he ran at conventions and Coast Division meets was one of my favorite activities. I feel privileged to have known him and will miss him greatly.

HIGHLIGHTS OF THE NOVEMBER 17 BOARD OF DIRECTORS MEETING

By Rich Kolm, PCR Secretary

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

The Board of Directors met at the California School for the Deaf in Fremont, California, on Saturday, November 17, 2001. President and Trustee Ray deBlieck presided. Around the table were Coast Division Director Jack Wall, Redwood Empire Division Director Gus Campagna, the new Sierra Division Director Bob Mountjoy, Treasurer Larry Altbaum, and Secretary Rich Kolm.

Vacant Committee Positions. President Ray deBlieck talked about the need to fill the several vacant committee positions in PCR, such as Editor/Publications Committee Chairperson. He asked Division Directors to come up with candidates. In the meantime, Coast Division Director Jack Wall agreed to serve as interim Ballot Committee Chairperson for the upcoming election of Division Directors.

Trustee's Report. Speaking as the PCR Trustee, Ray deBlieck noted that there have been a number of personnel changes at the top level of the NMRA. He said the dues increase to \$45 is now in place to help get the NMRA through its financial difficulties. He went on to say that the Board of Trustees has adopted a Long Range Plan in draft form, which will be up for BOT approval in February 2002.

Financial Condition. Treasurer Larry Altbaum reviewed the performance of the FY 2001 PCR Budget, pointing out that the past trend of lower-than-anticipated dues income and reduced interest rates on deposit accounts continues this year. At the same time, expenses are lower than fore-

cast. He said the PCR is financially healthy. He used the opportunity to update the Directors about management of the Region's finances. The approach is not to use capital to support ongoing operating expenses. He said the continuing issue of declining membership, and thus revenue, needs attention and urged the Board to consider more promotional activities to help stem the flow. At its next meeting the Board will consider options for using revenue from the "21st Century Limited" Convention for new programs.

PCR Conventions. Jim Long, Convention Committee Chairperson, reported that next year's PCR Convention "Shasta Daylight 2002" in Redding is on track for May 1-5. He said there will be steam on the Yreka Western trip. The Board approved an agreement with the Bay Area Ntrak Model Railroad Club for coordination with their mini-convention in Redding at the same time.

The new website for the PCR Convention is <http://www.toyman.ws/pcr2002>. Jim Long and Dennis Stokely presented Coast Division's bid to host the 2003 PCR Convention in the East Bay. Dennis is the Convention Chairperson and is currently organizing the convention committee and looking at hotels for a convention site in the Dublin/Pleasanton area. The bid was accepted by the Board.

Long Range Planning. Gene Mayer, Long Range Planning Committee Chairperson, submitted the Committee's preliminary report which finds that PCR's membership problem is at the Division level. He said too many people join the PCR and then drop out after a year or two because there are no programs that meet their needs.

He asked that Officers, Directors, and Committee

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VICE PRESIDENT'S MESSAGE

by Gene Mayer

I have been active in NMRA and PCR for the past 40 years and support the goals and objectives of both organizations. Reported cash flow problems at the national level and the Board of Trustees (BOT) failure to consider making significant program cuts at its St. Louis meeting greatly disturb s me. Furthermore, despite relatively minor adjustments that were made, I understand that NMRA experienced a \$150,000 cash flow short fall through September 1st as reported by President Alan Pollock in the current issue of the *Bulletin*. We can not continue to spend reserve funds to cover current operating expenses. As a retired state tax administrator and former auditor, I can assure you that continuing down this trail can only lead to bankruptcy.

I understand that donations and life member account funds are commingled with general funds. In general donations are made for specific purposes and should be special funds as is done by PCR. Only the earnings from special funds should be used to fund current expenses. PCR Trustee Ray DeBlick presented our region's petition asking the BOT to consider making program cuts before adopting a dues increase to individual trustees. Our pleas were ignored and the trustees voted to increase the dues by approximately 33%. While I support the dues increase if no budget reductions could be found because of long term contractual obligations, I am sure that some reductions could have been made. If in fact the *Bulletin* costs \$17 per member as reported by former NMRA Treasurer Doug Auburg, maybe we should go back to smaller black and white newsletters.

In my opinion \$45 is not unreasonable for the

In my opinion \$45 is not unreasonable for the benefits I receive from NMRA membership. However, not everyone uses the library or attends conventions. . . . Only time will tell whether the dues increase will negatively affect the non-renewal rate.

benefits I receive from NMRA membership. However, not everyone uses the library or attends conventions. Some members only contact with NMRA is through the *Bulletin*. Only time will tell whether the dues increase will negatively affect the non-renewal rate.

We also have problems at the regional and local (division) level. Several key PCR committee chairs have resigned their positions and President

DeBlick has been unable to recruit replacements. He has been forced to serve as *Branch Line* editor for the past two issues. Hopefully someone will come forward and volunteer to assume the position real soon.

The Sierra Division has experienced the same personnel turnover problems. Former division director Debbie Joyner reigned last May and no one would agree to run for the position within 60 days as required by the PCR Bylaws.

Finally Bob Mountjoy agreed

to fill the position for the remainder of the current term and according to the bylaws President DeBlick appointed him as director. The division has gone through a series of four different Short Line editors during the past 18 months. Recently Dick Witzens came forward to assume the position at least on an interim basis.

Attendance at Sierra Division meets has continued to decline. Twenty years ago 50-80 people regularly attended our quarterly meets. Now the usual turnout is only 15-20 people. I do not believe it's the quality of the programs. Clinic chair Anne Ogburn has lined up some excellent clinicians who have presented a series of fine modeling and prototype programs.

LONG RANGE PLANNING

(Continued on page 16)

ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

This month, we'll take a breather from Achievement Program certificates to discuss the Golden Spike Program. For some modelers, the requirements of the AP can seem too intimidating and/or too much work. The Golden Spike Program is much easier and requires demonstration of modeling skills in only three areas. The Golden Spike Program is thus a good way to get your "feet wet" with the Achievement Program and get some recognition for your modeling skills at the same time.

The first category is "rolling stock". This category requires completion of six (6) models (motive power or cars) which can be scratch built, craftsman kits, or detailed commercial kits. While an using your Visa to pay for a ready-to-run Kadee PS-1 boxcar or adding trucks to an Athearn flatcar won't meet this requirement, building a resin kit or even an Intermountain kit with some weathering would meet the requirements.

The next category is "setting" and can be satisfied by constructing a minimum of eight (8) square feet of layout with scenery. Note that eight square feet is a scene only 4' wide by 2' deep! There must be at least five (5) structures on the layout, which must be scratch built, craftsman, or detailed commercial kits. If there are less than five structures, additional ones separate from the scene can be used to fulfill the requirement. Remember that bridges are also structures.

Finally, the last category is "engineering" (civil and electrical). It requires the completion of three (3) types of trackage (turnout, crossing, etc.). Even track on a grade is considered a type of trackage. The three examples of trackage do not need to be different; a passing track and spur will include three turnouts which will satisfy this requirement. All of the examples must be properly ballasted and installed on a proper roadbed which

can be cord roadbed if desired. While hand-laid track can be used, commercial trackage is perfectly acceptable. All of the installed trackage must be properly wired so that two trains can be operated simultaneously by using a double-track main, a single-track main with sidings, block control, or command control. Note that this requirement can even be met by having selective power to a spur so that one engine can be run into a siding, the power cut, and a second engine run over the main. Finally, one additional electrical feature must also be provided. This can be a powered turnout, a track signal, a turnout indication, a lighted building or campfire, etc.

Many modelers will quickly discover that have already completed these requirements with their layout (even if it is still under construction) and need only to complete an application in order to be awarded a Golden Spike Award. The verification on the application can be by any other NMRA member in good standing. **Attach a photocopy of your NMRA membership card** and the application is complete! An application for a Golden Spike Award is included in most editions of the Branch Line. Once you have this Award "under your belt", you can use this same work, with either some refinement or additional effort, as the start of your efforts for several Achievement Awards if desired.

The latest Golden Spike Award recipients are Andrew Merriam of San Luis Obispo and Chuck Paul of Los Osos.

Congratulations also to the four Merit Award winners at the PCR convention in San Luis Obispo earlier this year. Joseph Aymar of Rohnert Park was awarded 100 points for his HO GE Dash 9-44CW BNSF #970 in the Diesel & Other Locomotives - Open class. Jim Providenza

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Joint Layout Design and Operations SIGs Meeting Feb. 23-24, 2002

The Layout Design and Operations Special Interest Groups are holding another joint Regional Meeting in Santa Clara, CA (approx. 45 minutes south of San Francisco). A terrific two-day program is planned. Saturday includes clinics, operations discussions, track planning workshops, and visits to local layouts. Sunday is devoted to operating sessions at a number of nearby layouts.

Saturday Schedule

Registration and general chit-chat from 9:00 am to 9:30 am, with coffee, donuts, and bagels. The program begins at 9:30 am and break for a no-host lunch at a nearby restaurant in the afternoon. Later in the afternoon, will be more open session where you can meet with "Birds of a Feather", look over displays, offer or get design help, and generally schmooze. Layout tours will take place in the evening after a dinner break.

Clinics

Probable clinics so far include: "A Tale of Two Layouts"; WP's Oakland 3rd St. Depot; Yosemite Valley Operating Paperwork; San Jose and Bay Area Vignettes in a Garage; and Unistrut Benchwork. The typical presentation will be 30 minutes long.

Exhibits and Displays

Please bring along your display of layout design or operations related ideas. (Layout mock-ups are particularly interesting). When you RSVP (see end of article for instructions on how to RSVP), please let Bob know what you are bringing and its size.

Track Planning Help

If you are planning a layout, bring along your "Givens & 'Druthers", maps, sketches, and other materials to get some free consultation from the group!

Layout Tour

Ray Mayle is arranging for a number of layouts to be available Saturday evening to tour.

"Birds of a Feather"

Would you like to meet with others modeling your region, prototype or era? Interested in DCC, sound, computerized switch lists, or layout CAD programs? Any of these might be a topic for an impromptu "Birds of a Feather" meeting. Let Bob know if you would like to informally lead a short group discussion on any topic on Saturday afternoon.

Saturday	
9:00-9:30	Registration
9:30 -Noon	Morning clinics
1:00-3:00	Afternoon clinics/ panels 1
3:00 -3:30	Break, sign-ups for Ops, pick up Tour Maps
3:30 -4:30	BOFs
4:30 -5:30	Afternoon clinics/ panels 2
5:30 -7:00	Dinner break (on your own)
7:00 -10:00	Layout tour
Sunday	
	Morning and afternoon Op Sessions

Sunday Op Sessions

There will be sign ups for morning and afternoon operating sessions on Sunday at a number of nearby layouts at the general meeting on Saturday, including many opportunities for those new to operations.

RSVPs Required

In order to insure that they have enough seats for the meeting and the proper headcount for the no-host lunch, you must respond immediately if you plan to attend. (see end of article for instructions on how to RSVP) Each attendee will be asked to make a small contribution (\$5 or so) to cover mailing and refreshment expenses.

SLO REPORT

The January issue is ready for you to download from our club web site at <http://www.trainweb.org/slomrc> or more directly at <http://www.trainweb.org/slomrc/newsletters.html> We are sorry for the delay but had a bit of a problem with the website being locked for changes for a while as I guess they were updating it over the holidays. Thanks for your patience.

It is 12 pages this time and nearly 1.5 meg in size so please remember that it is a whole lot faster to right click on the newsletter link when you get to the web site and then select 'Save Target as'. This will download the pdf file to your hard drive where you can then open it with Acrobat Reader. Much much faster then opening it on the web site.

This month our lead article is by Andrew Merriam about the Carter Brothers freight cars on the Pacific Coast Ry with, of course, the usual great photos and plans.

Our second cover article is by Paul Deis (one of the 3 founding members of The Thursday Nite Boomers) on building his Los Osos Valley Railroad. Also in the issue is Francis (Pancho) L. Post writing another enjoyable tale of his railroading experiences on the Santa Fe.

Chuck Paul writes about selling some of his art pieces at the recent International Rail Fair at Roseville as well as his normal columns on What's On-line and Railroad oriented trivia. Richard Jayne writes about the California Roadbed Co. now producing Homabed and Doug Wagner gives a heads-up for the upcoming Golden Empire Model RR Club Train Show on the 19th and 20th of January in Bakersfield which will have at least a dozen layouts including a 17' by 70' Free-mo layout as well as nearly

40 vendors. He also states that the Pacific Coast Region Daylight Division Meet will be in Tehachapi on 16 Feb; not in March as previously mentioned.

Bob Jacobsen writes about the upcoming joint Layout Design and Operations Special Interest Group meeting in Santa Clara on February 23rd & 24th and Tom Lawler gives information

on going to the joint Western Pacific RR Historical and Feather River Rail Societies convention in Yuba City on April 12th and 13th. All in all, a good selection of activities coming up to go to. Finally there are the usual upcoming events, club minutes, advertising, etc. Hopefully something again for everyone to enjoy. One late piece of news that is not in the newsletter is the following article about the UP Torch Train coming to SLO (along with a lot of other places of course).

This month our lead article is by Andrew Merriam about the Carter Brothers freight cars on the Pacific Coast Ry with, of course, the usual great photos and plans.

John Bromley, head of UP Public Relations Dept aka UPRRPR@trainorders.com, recently posted two messages on the Western Railroad Discussion group of Trainorders.com about the UP Torch Train coming to San Luis Obispo on the 16th of January. They were on 18/12/01 12:19 and 18/12/01 13:49 respectively. With permission I have joined the two messages as follows.

The UP Torch train will come to California through Yuma, AZ at 6:00 AM on Jan. 14. The flame leaves the train there and rejoins it in Santa Barbara on Jan. 16 at 2 PM. The flame will go by train to Gaviota where it leaves the train at 2:35 PM. The flame is back on at Guadalupe at

PCR Convention Department

by Jim Long

The PCR Board changed the rotation for the annual PCR Convention at its meeting last year in San Luis Obispo. The change brings the convention to the Coast Division in the odd numbered years with the other divisions in rotation in the evens like this:

2002 Sierra Division
 2003 Coast Division
 2004 Redwood Empire Division
 2005 Coast Division
 2006 Daylight Division
 2007 Coast Division
 2008 Sierra Division

The rotation continues like this into the future. The Hawaiian Division is out of the rotation because it isn't active enough at this time. When the convention is listed for a particular division that doesn't mean that the division has to put the convention on. It only means that the convention will be held within the boundaries of that division. It can be sponsored or hosted by the division or another group such as a Model Railroad Club. Last year the San Luis Obispo Model Railroad Club was the host group and did a wonderful job.

Currently the Sierra Division is sponsoring the Shasta Daylight 2002 convention in Redding on May 1st - 5th. This will be a great time. The Coast Division is sponsoring the 2003 convention. It will be called "The Tri-Valley Zephyr" and will be held in the Dublin area where I-580 and I-680 cross. The negotiations for a hotel are being held as I write this so I am not sure of a location. We are now talking with a group about sponsoring the 2004 convention in the Redwood Empire.

The years after this are open. If you would like work on a convention or your club would like to sponsor a convention please get in touch with

me. My number and address are in the Call Board. I would like to see conventions on the San Francisco Peninsula or maybe in Monterey, Santa Cruz area in the Coast Division. It has been a long time since there was a convention in Fresno which is in the Daylight Division. I am looking for input regarding these years and locations. Please give input to me or your Division Director or your Superintendent.

I am looking forward to seeing you at the Shasta Daylight in May.

(Continued from page 10)

6:50 PM and rides to San Luis Obispo, arriving at 7:50 PM where it leaves the Torch Train until rejoining it at Sparks, Nevada on Jan. 21 at 2:30 PM. It rides over Donner Pass to Roseville, then north to Klamath Falls and Eugene, Oregon where it leaves the train for good on Jan. 22 at 10:15 AM.

The last car on the train is the cauldron car. When the flame is aboard the cauldron is lighted. The flame is visible by day and very bright at night. The very distinctive Olympic car, built on a former MP flat car, was used for the 1996 Summer Games torch relay and has been rebuilt and modified for the Winter Games. It has an air curtain surrounding the cauldron to protect the flame from wind as the train moves. It is fueled by propane tanks on the car. The car is equipped with special ramps, stairs, a sound system, lights and music for use in ceremonies enroute.

Terry N. Taylor mail to: terryntaylor@charter.net SLOMRC Secretary & Newsletter Editor
<http://www.trainweb.org/slomrc> 575 Bassi Drive, San Luis Obispo, CA 93405-8039 (805-595-9535)

Clinics in Redding PCR Convention . May 1-5, 2002

Here is a preliminary list of clinics for the convention. More complete descriptions will be in the convention schedule.

Les Dahlstedt: "DCC decoder installation for all scales. Les, a master of decoder installation, will guide attendees in doing an installation in their own engine. *You must bring your own installation tools, Locomotive and Decoder.* You must register by E-mail at least 1 month in advance to: ntrak@hotcoco.infi.net. List your scale, loco, decoder brand and stock number.

Kermit Paul & Dave Haehn: "New Product Development at M-Tec" Join Dave and Kermit for a behind the scenes look at the research, design and production of a new line of movie theaters and illuminated signs. The theaters incorporate state of the art lighting with working chase lights.

Steve Smith: "Realistic Weeping Willow Trees" Most methods do not create as realistic looking a willow tree as we would like. Steve has combined old techniques, new methods and key materials and as little work as possible to create a realistic willow tree. Steve will also demonstrate modeling other types trees.

Steve Smith: "Machine Tools for the Modeler, Part 1 and Part 2" Steve will show how machine tools can add another aspect to our hobby and can enhance our craft. He will focus on hobby size lathe and milling machines and cover some of the related measuring and hand tools used in machining. He will show a video of machining operations.

Seth Neumann: "Op Sig Session and Clinic." Join Seth and the Operations Special Interest Group in a clinic highlighting the excitement and realism generated by operating your layout prototypically. Various Operations Formats and techniques for their application and efficient use will be discussed.

Ted Culotta: "25 (or so) Freight cars you need on your layout" This clinic will familiarize you with 25 of common freight car prototypes that traversed the country in interchange service. Common sights

throughout North America, surely some of them appeared frequently on the road you model. Ted will show you how to model these cars in HO Scale using readily available kits.

Stephen Hatch – Railway Engineering: "Derailment Free Track work" Steve explores the most common reasons for derailment and the track work techniques for reworking existing track work or installing new track work that avoids the problems to begin with.

Stephen Hatch – Railway Engineering: "Hand laying and Building your own Turnouts" Have you ever been stymied by the need for a custom size or configuration turnout? Been terrified at the thought of having to make it yourself? Steve shows us how simple the building and installation can really be. Don't be afraid of hand laid and custom turnouts ever again.

Dave Biondi: "An Advanced Clinic in Backdrop painting" Dave has presented many clinics on creating beautiful backdrops that don't steal the scene from your railroad. This advanced class will explore the final touches that transform a simple backdrop into a work of art that will add years of beauty to your railroad.

Dave Biondi: "Railroad Photography Composition" Dave guides us through the world of railroad photography and how to select the components that will help us all great award winning photo contest entries. He will show us the techniques to develop our skills, create that perfect image on film.

Dave Biondi & John Marshall: "Realistic Flatcars and Flatcar Loads" Dave and John will look at enhancing the appearance of the flatcar. Nothing ever looks like it did the way it left the manufacturer or rebuild shop for long. They will show you how to take an "out of the box" flatcar and make it look like it has been working for your railroad for years, using techniques to make your HO and N rolling stock look more realistic.

John Marshall: "Soldering 101 – Back to Basics" There are many old and new things available for the

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(Continued from page 12)

hobbyist. John will review the tools and products available for new as well as experienced modeler, when and where to use them for best advantage and where to buy them.

Bill Schaumburg **Editor Railroad Model Craftsman:** “The Town Talk Tunnel, Part 3” Bill follows the continuing saga of the construction of this tunnel. Building the prototype railroad took only 22 months. So far he has spent that long just modeling the 22 feet of the railroad.

Jim Providenza: “Realistic Operations” Based on the series of articles by Jim and Rick Kang that appeared in the mid 1990’s, this clinic looks at the themes and issues surrounding operations on our model railroads shows how to find answers in the prototype.

Jim Providenza: “Layout Design Forum” Join the members of the Layout Design SIG in a free ranging discussion of layout design issues in general and critique of designs brought forward for discussion. This clinic is open to all with an interest in layout design. Bring your thoughts, questions, diagrams and opinions!

Bill Kaufman: “Operations for Dumb-dumbs” Real railroads need to solve four basic questions: 1) Which freight cars go where? 2) How do we get them there? 3) How do we keep the trains from running into each other? And, 4) How do we do this efficiently? How do the questions effect ‘operations’ on our layouts?

Dennis Brown: “Resin Cast Freight Cars – From Goop to WOW!” Dennis’s recent article in RMC outlined the steps he took to create a fleet of SF reefers for his railroad. He provides us with a close up look at these beautiful cars, the master and molds used to create them and outlines the techniques used to product this award winning fleet of cars.

Rich Kolm: Track work: Doing it right.” Major contributors to a smoothly operating model railroad are proper design and construction of track work. Rich will touch on compromises in modeling, minimum standards, layout planning considerations, spiral easements and super-elevation, helixes, limitations of grades and different types of roadbed and track construction. In addition, Rich will talk about making turnouts into DCC-friendly creatures.

Bob Clark: “Layout Design for Passenger Terminals and Servicing Facilities” After a review of the facilities used to service passenger trains at major termi-

nals, examples of track plans for components, such as station track, train turning, express and mail facilities, car washers, service platform design, Pullman and commissary buildings and car repair shops will be presented using St. Louis and Cincinnati terminals as guides.

Jim Zeek: “Logging in the age of Steam – 1890 to 1930” The how and why of logging methods and the equipment necessary for modelers who wish to re-create this era. Jim will use vintage still photographs and video clips for illustration. Jim, by the way, is a 4th generation lumberman. He is retired from managing a sawmill in the western US.

Anthony Thompson: “SP Freight Cars of the 1950’s” SP cars were frequent travelers throughout the West and mid-West. Tony describes SP fleet as it was in the early 1950’s, during the steam to diesel transition with special emphasis on the SP’s characteristic or unique cars and presents modeling approaches for major car types.

Anthony Thompson: “Southern Pacific’s Coast Line” The most distinctive part of the SP has always been the Coast Line between San Francisco and Los Angeles. He will illustrate the characteristics of the line, emphasizing, though not restricted to, the 1940 to 1960 period. A number of previously unpublished photographs will be included in this clinic.

Anthony Thompson: “Pacific Fruit Express” The history of PFE is briefly presented along with descriptions of the most important ice and mechanical refrigerator cars, based on Tony’s book ‘Pacific Fruit Express’. Modeling methods for both HO and O will be described.

Dave Cannery and Brad Lloyd: “Modeling Winter” Every year much of our nation and the railroads we model have to fight the elements to survive. Dave and Brad turn their expert modeling techniques toward this end to produce scenes that steal the beauty from a holiday card and move it to our model railroads.

Dick Witzens : “Shaking the Box” The model railroad kits of today are a long way from the plastic kits offered in the ‘50’s and ‘60’s. They are much more detail oriented, specific model oriented and complex to assemble. Dick takes us for a walk on both the mild and wild side of kit assembly in the 21st Century.

(Continued on page 14)

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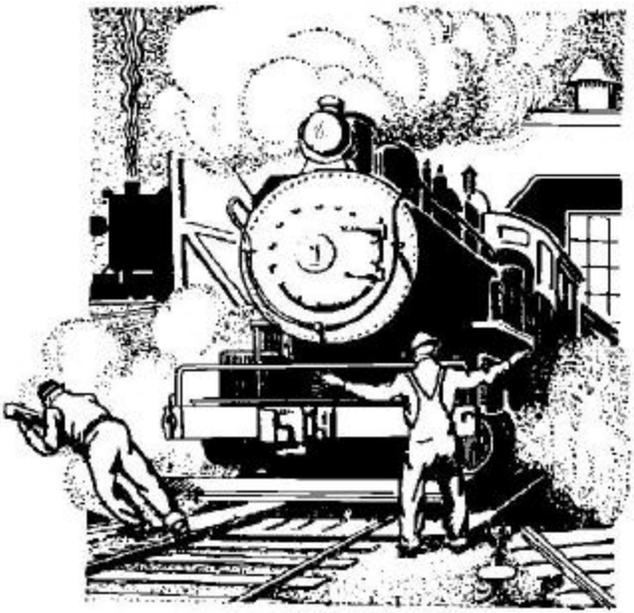
Dick Witzens : “Rust, Grime and other Filthy Stuff” Dick explores various weathering techniques for our model railroad rolling stock and structures. Dick has developed some quick and simple tricks that have allowed him to reproduce the best of weathering on his equipment using an airbrush, India ink and paint.

Charlie Pigott Okey Dokey Oaks : “Who says only Mother Nature can make a tree?” Charlie has been making and selling some of the most beautiful trees available to model railroaders. Join Charlie as he converts sisal rope, ACC glue, ground foam and paint into beautiful oaks for your layout.

Jim Wells : “Scratch Building Scale Sound Systems” and “Scratch Building Scale Soundtracks” In a dual clinic, Jim outlines techniques he has developed to build miniature sound systems to carry sound to every scene on his layout and the creation of soundtracks for those scenes.

Forrest Beattie : “Winning Model Contests – It’s more than just the Model” Forrest shows us how to enhance the presentation of our well-done models to make them into contest winners. Slides and overhead transparencies will demonstrate how to achieve “Winner” status for your models.

Marilyn Meyers and Sam Astalosh : - Petite Pines Northern; “Trees for your layout” Marilyn and Sam outline the trees you should consider for your layout based on geographic local of your railroad and how to produce those trees in miniature.



(Continued from page 3)

conversations nodding my head and trying to look sagacious, I don’t understand most of what they are talking about. However, through them we have these wonderful, finely detailed, and cheap cars in abundance. Even if I don’t know that this car ran on the NYO&W in 1934, it looks right and I am grateful to the “Friends.” You’ll never hear me grumble about nit-pickers. (Well, maybe I slip occasionally)

I can’t even pretend with the DCC folks. They seem to have a totally different language, but I love my wireless walk-around throttle.

Other scales are amazing. When I went back to St. Louis for the national, I loved the man doing Hawaiian sugar cane railroading in G-scale, especially his Marion steam shovel. On the other hand a guy in Mill Valley is doing the Pennsy in N-scale in a closet. And when I walk through Gary Siegel’s layout I am engulfed in the “hollers” of West Virginia.

I am fascinated by what the SIGs are doing. I am a total screw-up at Time Table and Train Order. I have destroyed more than one operating session. But, once you have built and weathered your cars and your structures, done your bench work, and laid your track, it seems to me that the next thing is to model how the trains moved around and Op SIG and LD SIG seem to be the people worrying about that.

On to other subjects, I know the cover of this says it is the October – December 2001 issue and this is late January 2002. According to the powers that be, we owe you an issue as part of your membership. I will try to get another issue out in late March, and then I’ll only be a couple of months behind. If I get another out June-ish, we could be on track by the third quarter. (Don’t hold your breath.)

If you have anything to contribute, including complaints and funny stories, please email me at Bkaufman@aardvarklearning.com.

Finally, I invite you to go poke about a bit in this issue. There is a nice review of some car kits by Dave Connery, Ken Lunders is writing a primer on contests, Layout Design SIG and Operations SIG have a joint meeting coming up and there is a blurb on that, Jack Burgess has some information on the Golden Spike program that lots of people could probably qualify for, and there is a bunch of information on the convention at Redding. I hate to sound like a shill, but I am. The most fun I have in PCR is at the conventions

So far I’m having fun. I hope you enjoy the issue too.

Bill Kaufman

Tours in Redding PCR Convention May 1-5, 2002

(All tours have a minimum number and the committee needs to decide about booking the transportation 30 days prior to the convention so if you want to go on a tour you really need to book them early - ed.)

Yreka & Western Railroad tour

Thursday May 2nd.

The Yreka & Western Railroad tour on Thursday, May 2 includes a tour of the Timber Products Veneer Mill that will be limited to the first 40 people who sign up for the tour. The general manager will conduct a tour of the Y&W yard and equipment. Conventioneers will board the Y&W Blue Goose at 1145 and enjoy a box lunch on the train to the mill. Those who stay at the Y&W yard will enjoy their lunch at the depot and ride the bus to the mill where they will board the train at 1:25 for the remainder of the trip to Montague. The Siskiyou Model Railroad Club will conduct an all-afternoon operating session. The bus will make a photo stop at Weed to view the CORP Railway equipment. The Blue Goose steam engine is the projected power. This also available as a drive-it-yourself tour

McCloud River Railroad Tour

Saturday May 4th.

Ride the delightful McCloud Open-Air Excursion Train through the forested slopes on the south side of Mt. Shasta and tour the McCloud shop and yard. Lunch will be served aboard the train. The tour will also stop in historic Dunsmuir.

Shasta Dam Tour

Friday May 3rd

Tour Shasta Dam in the morning. Shasta Dam is the main feature of the Central Valley Project, whose purpose is to conserve the waters of the valley while providing flood control, irrigation, power generation, navigation and river regulation, salinity control in the delta, and domestic water supply. The rivers, the Sacramento, the Pit, and the McCloud, that flow into Shasta Lake drain a 6,665 square mile area. The dam's maximum capacity is 4,552,000 acre-feet. It rises 602 ft above its foundations and is 3460 ft long.

Shasta Caverns Tour

Friday May 3rd.

Tour Shasta Caverns in the afternoon. Until 1964, Lake Shasta Caverns were seen each year only by hardy "spelunkers" who inched their way through steep natural fissures to view its startling formations. Now visitors to enter through a tunnel. The caverns remain just as nature made them. Multi-colored fluted columns...magnificent stone draperies in symmetrical folds...stalactite and stalagmite formation studded with brilliant crystals...milky white flowstone deposits in miniature waterfalls and other unusual and graceful forms. Only conveniences such as paved walkways and stairs, guardrails and indirect lighting have been added.

Shasta Dam and Caverns Tour

Friday May 3rd.

Tour both Shasta attractions

Modular Layouts

Modules we know are coming to the convention include:

- **Shasta Garden Model RR Club- G**, 15'x15', Plus Model Displays
- **O Scale Display** - 4'x16', SP Marysville Depot and Vicinity
- **Eel River Valley** - HO, 16'x20', Port Costa, Fortuna and Fern Bridge
- **Ferndale Model Railroad** - HO, 12'x12' and 3'x6'
- **ELSIE (18+ Modules)** - Hon30
- **NTRAK** - N and Nn3
- **Pacific Coast Railway** - Nn3 Sectional Layout
- **Donner Pass Gandy Dancers** - HO

Vendors

Vendors who have already signed up for the convention include:

- Vinson's TV & Hobby** - Manufactures custom sound and lighting equipment for HO trains and structures.
- Derail Books** — New and used railroad books
- Trolls Delite** - Gifts for railroad buffs.
- Petite Pines Northern** - Scenery supplies.
- Nothin Specific** - Custom display cases and hobby tools.
- H&N Electronics** - Soldering and electronic items.
- Arts Crafts** - Gift, novelty and scale railroad items.
- Makoma Imports** - Misc. train and scenery items.

(Continued from page 7)

The PCR Long Range Planning Committee is a year behind our proposed timetable. Our goals and objectives are to:

- (1) Identify the reasons for decline in PCR membership;
- (2) Determine the reasons for non-renewals; and
- (3) Propose alternate plans to retain members and attract new members.

If you have ideas, observations and/or suggestions concerning any of these topics please jot them down on paper and either mail them to me or send an email message to the entire committee. Our email addresses are:

Gene Mayer (Chair)

Bob Clark (Sierra) Bobclark@jps.net

Chuck Harmon (Daylight)

Harmonsta@AOL.com

John Rolston (Redwood} jrolston@pacbell.net

Peter Weiglin (Coast) omnibus@datatamers.com

Planning for the Shasta Daylight 2002 PCR convention in Redding, California May 1-5 is going full steam ahead. Tours of the Yreka & Western Railroad on Thursday May 2nd and the McCloud River Railroad Luncheon Train on Saturday May 4th are sure to be very popular. Please register early. Use the registration form printed in this issue to take advantage of the reduced price "early bird" registration fee which expires January 6, 2002. I hope to see you all there next May.



We are holding the PCR Convention in conjunction with the BANTRAK N-Gauge group and your registration fee allows you to go to both groups' clinics and shows.

The BANTRAK convention starts on Thursday and is held at the Redding Convention Center (The same location as the train show.)

PCR Convention Registration Form

(Continued from page 2)

are separately incorporated entities, as a result, technically, as PCR Trustee, I represent neither the collective membership of PCR, nor the PCR board, but all NMRA members, many of whom are not PCR members. This is a controversial position within BOT and many Trustees feel they do represent the regional organization and interests as dictated by their regional board. In my (non-attorney) opinion, this creates a conflict of interest. I can assure you, in wearing both hats, it can be difficult at times to remember what interest is being represented during discussions.

Over the course of three decades, the NMRA Bulletin has gone from a 12 to 16 page newsletter with no advertising to a glossy color 48 plus page magazine with ads. It has also grown to be a very large expense. As we on BOT look toward the future and try to forge a stronger financial footing, we are forced to consider cost cutting. Obviously, the most money can be saved in those areas that cost the most and the Bulletin has not escaped scrutiny. I want to emphasize that as of this writing, no decisions have been made, and there are not even strong leanings. But, several ideas have been informally discussed. Among them are leaving it as is, changing the Bulletin to a newsletter (with or without ads) while adding a new fine scale modeling magazine, and reducing the size of the current Bulletin.

Please I would be interested in the feelings of the membership on these items. If so inclined, please contact me with your thoughts.

Finally, I hope you are all planning on attending the Shasta Daylight 2002, PCR convention in Redding. Check out the convention information located in the Branchline. As is the case every year, PCR conventions are a fun time. Don't miss it.

That's all for now. Thanks to Bill Kaufman, I hope everyone enjoys this new Branchline.

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Location

Our Saturday meeting will be held at the South Bay Historical Railroad Society's (SBHRS) meeting room. The SBHRS is located in the Santa Clara Caltrain Depot freight house at 1005 Railroad Ave.; Santa Clara, CA 95050. Use "The Alameda" exit from Interstate 880. Follow signs to Santa Clara University (SCU). (Bear right as The Alameda becomes El Camino at SCU). Then after a few short blocks, turn right at Railroad Ave, just opposite the main entrance to SCU.

Photo Call

As we get ready for this year's convention in Redding, I got to thinking of all the places we've gone to in the last 4 or 5 years. This reminded me of a something I've been thinking of since Bakersfield - I'd like to see what you've shot in the places we been to!

There were people crawling all over Tehachapi, taking photos of street running in Modesto, catching the Starlight going up Cuesta Grade. Did anyone get a photo from Roots of Motive Power they think is interesting? We've done some neat stuff, its time to share!

Select your best slide(s) or have an 8x10 print made and mount it on an 11x14 mat board. Don't worry if you don't think its "good enough" for the contest. We can always put it in "display only" if you want.

On another note, one category that always goes begging is Black and White Model. As we get more and more good steam power I expect more of us may turn the clock back on our layouts. Anyone out there care to try duplicating the work of the great photographers of the steam era?

Looking forward to seeing your work in Redding!

Jim Providenza
Photo Contest

(Bring 4 quarters for parking in Caltrain lot) Or see the SBHRS web page at: www.sbhrs.org

Contact for RSVP or more information

To RSVP, volunteer to help out, get names for car pools, etc., contact: Bob Jacobsen
Phone: (510) 486-7355
email: jake@physics.berkeley.edu

Latest information is also on the web at: <http://homepage.mac.com/jacobsen/LORM2002/>

COAST DIVISION NEWS

By Rod Smith

137 members and friends gathered September 9th for the quarterly meet of the Coast Division, held in Santa Clara. As usual, it was a busy and enjoyable day of model railroading fellowship.

Dave Connery again hosted a Roundtable where any topic can be discussed or question proposed. Bill Burket, our Auction Chairman, presented a clinic about how the auction is run and how any member can volunteer to help keep it running efficiently. Steve Smith continued his interesting clinic on using machine tools to fabricate details and improve the running characteristics of our equipment. And, John Marshall presented a clinic about basics of soldering. Thanks to all who participated. These meets are a wonderful opportunity to advance our skills by seeing how others approach a problem.

We began with a tribute to our departed member Allan Fenton. Glenn Joesten, Bill Burket, Ray DeBlieck, and Jim Long all spoke about all he has meant to the Coast Division. For years he ran the Coast Division Switching Contest. He maintained the contest layouts, and brought them to almost all meets as well as the annual conventions. Often he could n't attend clinics, or other activities because he was hosting the switching contest in the back of the room so we could enjoy ourselves. He was a great ambassador for the hobby, and we will all miss his warm greetings. High Green to you Allan.

We had 8 guests and visitors at this meet. Our Superintendent, Jim Long announced a new PCR website will soon be up and running. Dave Connery mentioned a possible modular group in formation, and asked for interested folks to make their interest known. Dave Biondi spoke about the In Home Clinic schedule and mentioned the clinics being given this fall by Jim Long, Howard

Lloyd, and Les Dahlstadt. Check the website at www.intercad-inc.com/rr/coast for further updates and information.

PCR President Ray DeBlieck announced the new NMRA dues structure, discussed the search committee to look for a new Executive Director as required by NMRA by-laws, and informed us that the new NMRA Treasurer is Tom Draper.

Jack Burgess presented AP Awards to Ken Lunders for Model Railroad Author, James Rustermier for Master Builder Locomotives, and Kermit Paul for Master Model Railroader.

Congratulations all, especially Kermit for completing his Master Model Railroader. He sure looks good in that golf shirt.

Why don't you start along the path? Some of those awards aren't that hard to complete, and you will improve your model skills by participating. You don't have to compete against anyone else if you don't want to. I'll bet many of you have models or skills already which would qualify you for an award. I even earn credit for writing this column!

Under announcements, Norm Morris reminded us of the upcoming PCR Convention in Redding. It will be a great time, and the area around Redding is full of railroad interest. Check out those fan trips planned. Take a drive up to Dunsmuir and see the UP (ex SP) line up the Sacramento River canyon. Stop and view the Castle Crags, hopefully with a train in the foreground! Bridge Bay has the famous two level bridge with the highway on top, and the railroad on the lower deck. And if you want to see one really big dam, take a side trip to Shasta Dam, and do the tour.

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Daylight Division Director's report:

Daylight division is hosting its February meet, February 16 at Tehachapi. Ask Doug Wagner for direction.

New Hobby manufacturer in DD area, a friend of Visalia Hobbies has produced a kit of a Civil War cannon. Rail gun that is in both a Dahlgren and a Parrot gun. Dahlgren was a 'Soda Bottle' shape muzzle loader smooth-bore, and the Parrot was a breech loaded rifled barrel canon. I believe they are six-pounders . The bigger versions of this cannon were twenty-pounders, but were much scarcer. The 'pounder' nomenclature refers to the size of the projectile, not the size of the powder bag required to fire the thing. This particular railway cannon prototype exists in South Carolina at a historical society. More on this later.

Daylight continues its monthly gathering at Visalia at St. Paul's Church, fourth Friday of the month (January 25) featuring slides by Brewster. Call him for details. (559-732-6096).

That is it for now.
Brewster Bird
Daylight Director

Redwood Empire Division News

By Steve Skold

RED's meeting on November 18th at the Santa Rosa Boys and Girls Club, hosted by the SCMRS, will be the last show in this location as they will be moving out in January. Dave Givens gave a clinic on Athearn Locomotive overhauls. The Contest was non flanged wheel vehicles. Food and Drink was furnished by Shirley Mentzer. Layout tours after the meeting were hosted by Bill Williams and Don Bruner-Welch.

I am sad to announce that long time RED member and former long time member of the East Bay Club, Bob Denge has passed away. He was instrumental in forming the modular group in Lakeport. I remember getting one of his SOB cards (Sweet Old Bob). We will miss Sweet Old Bob and wish his wife Thelma the best.

It was decided at the last Staff Meeting to reduce the number of meetings to four per year due to the lack of attendance and the cost of putting the meetings on. The 2002 schedule is as follows:
February 24 at the Napa Club
May 19 at the Vallejo Club
August 4—picnic at Train Town at Sonoma
November 3 at Santa Rosa

For details and directions, please read your Call Board or call me at 707-539-1782 or e-mail at SandCSkold@aol.com

(Continued from page 8)

of San Rafael earned 96 points for the HO Open Fork Tipple #1 he entered in the Structure - Open class. Glen Geissinger of Avila Beach received 87.5 points on his HO scale Barn in Decline in the Structure - Novice class. Lastly, Scott Maze of Walnut Creek took Best In Show with his O scale Lancashire & Yorkshire Rwy #31279 Butter Traffic Van which was awarded 117 points. At the National level, Robert Wirthlin was awarded 89 points for his scratch built E2 A-BB "The City of San Francisco". And finally, John Nullmeyer of Newark also received a Merit Award at the Coast

Division meet in June for his Union Pacific 4500 HP Veranda Turbine for which he received 105 points.

(Achievement Program)

I am happy to announce that PCR member Ken Lunders has received an Achievement Program award for Association Volunteer.

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 23.

Club Info

MEADOWS RAILROAD CLUB

The Meadows retirement community in Napa model railroad club is constructing an L shaped double track main line HO layout 4' X 20' with a crossover and numerous dead end sidings. We meet on the 2nd Thursday of each month, at 2 PM in our Atrium Theater. Visitors are always welcome. It is best to phone ahead (707 - 253-7889)

NITTY GRITTY NARROW GAUGERS

The Nitty Gritty Narrow Gaugers is a round robin group of On3 modelers that meets bi-weekly in members homes in or near the Santa Clara Valley. Individual members construct modules following basic guidelines. We display our modular railroad twice a year. There are no officers, no dues and no bylaws. Contact Fred Verrier, 889 Brookgrove Ln., Cupertino, CA 95014(408) 253-9669

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

The South Bay Historical Railroad Society invites interested modelers to visit us in the historic Santa Clara Ca 1-Train Depot, 1005 Railroad Avenue, Santa Clara, CA. on Tuesdays, 7:00 PM to 10:00 PM or Saturdays, 9:00 AM to 4:00 PM Phone (408) 243-3969 for more information about our group.

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ELSIE

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

EEL RIVER VALLEY MODEL RAILROADERS

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

BAY AREA NTRAK MODEL RAILROAD CLUB

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

SILICON VALLEY LINES

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

WALNUT CREEK MODEL RAILROAD SOCIETY

The Walnut Creek Model Railroad Club holds regular monthly public operating sessions on the third Sunday, from 1-5 and the last Friday of each month from 8-10 PM. The club is located at 2751 Buena Vista Ave. (Larkey Park), Walnut Creek, CA. Phone (925) 937-1888 [recorder]. Visit our web site at www.wcmrs.org

SACRAMENTO MODEL RAILROAD CLUB

The Sacramento Model Railroad Club is located at 1990 Grand Ave., Sacramento, CA and can be reached on (916) 927-3618. The Sierra Central Railroad has both standard

Branch Line - 22

gauge HO and narrow gauge HOn3 divisions. Interested prospective members can stop in on Wednesday or Friday evenings after 7:30 PM or check out our web page at <http://members.aol.com/dmegeath/index.html>

COASTAL VALLEY LINES

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

SACRAMENTO MODULAR RAILROADERS

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

TRI-CITIES MODEL RAILROAD CLUB

The Tri-Cities Club meets in the restored Niles Depot at 36997 Mission Blvd., Fremont. The club has both N and HO scale layouts. Work nights are Friday, the business meeting is the 1st Tuesday of the Month and operating session are on the 1st and 3rd Sunday. For more information contact Stanley Keiser on (510) 791-1504.

(Continued from page 19)

Jim Long asked for help with some of the vacant positions in the Coast Div. Board of Operations. It's not a lot of work when everyone helps out. Chuck Mitchell announced there will be a Youth Contest for the next Coast Meet in December. Plan to bring a youngster to that meet. We need to interest the next generation in this fascinating hobby.

Stan Keyser noted that October 20th is the 100th anniversary of the Niles Depot. There will be a celebration, and a swap meet will be held. The HO and N layouts will be operating, as well as possibly a G scale pike outside. The depot will be open for tours, and a lot of railroad history, especially about the Niles area is on display.

The business meeting adjourned at 12:50PM and the auction began. There were about 285 items in the live auction, as well as a lot of magazines available. The raffle was won by Mike Rapposa and John Brooke. Congratulations. As usual, the Rainbow Girls provided us with a lot of fine food and drink. Funny thing though, it seemed the Rainbow Girls are aging like we modelers. All adults this time! Seems there was a council meeting for the girls so their parents and sponsors ran the food concession for us this time. Thanks for all their efforts. Sure is nice to know lunch will be available, and they always have such a selection to choose from. It's as though all our meets are held at a deli.

Gary Schrader introduced the fall schedule of layout tours, which were open the weekend of Sept. 15-16. I was able to visit several layouts I had not seen before, as well as some of my favorites from past tours. What a selection there was! Couldn't possibly see them all. Gary has done a wonderful job with this program since Ken Lass moved to Oregon, and provided very clear maps to each open layout. He plans to do the tours again in the spring, so plan to participate. You are bound to get some wonderful ideas from the layouts you see. And meet some fine layout owners and modelers. I sure did.

Rod Smith

(Continued from page 6)

Chairpersons review the report and sent him their comments by December 15. A final report will be submitted to the Board next year.

Proposed Member Aid Committee. President Ray deBlicke explained that Member Aid means answering questions of members—questions about the NMRA and model rail-roading. The questions are answered at the local level if possible; if not, they are referred up the chain. The Directors were asked to inquire in their Divisions about interest in setting up a Member Aid Program. A person would be needed in each Division and someone at the Regional level willing to handle questions from members. It would mean working with e-mail and phone calls at home.



Future of the Hawaiian Division. The Board discussed options for the future of the Hawaiian Division, ranging from doing nothing to absorbing it into another Division. It concluded NMRA member participation in the Hawaiian Division as currently structured should be encouraged. The Board recognized that a newsletter sent to all NMRA members in Hawaii may be of benefit, and approved financial support for six issues a year.

Subdivision Meetings to Improve Member Participation. Gus Campagna, Redwood Empire Division Director, described the “subdivision” approach to meetings in Division 4 of the Pacific Northwest Region. He said there were four separate meetings each month at different locations around the division, especially in the winter. The idea is to encourage members to get together in smaller groups closer to home. A similar approach is being considered in the Redwood Em-

pire Division, which is spread from Marin County on the south to Del Norte County at the Oregon border.

Allan Fenton and the Timesaver Layout. Allan Fenton of the Gorre & Daphetid Operators passed away on August 26. He was a regular fixture in the Coast Division and at PCR Conventions running the Switching Contest on the two John Allen *Timesaver* layouts. The plan is to donate the original *Timesaver* built by John Allen to the NMRA Howell Day Museum and

the second *Timesaver* (a copy of the original) to the San Diego Model Railroad Museum. To replace these for continuing the Switching Contests, the Board authorized \$200 to each PCR Division that would like to build an upgraded replica of the original and maintain it. As a memorial to Allan, the Board directed that each replica shall include a plaque with the words: “Built in Memory of Allan Fenton.”

Miscellaneous Items. The former PCR website was not maintained and has been turned off. A new website will be developed as soon as a webmaster is appointed. It was noted that PCR merchandise from past conventions is sitting in boxes in garages and needs to be moved. The Region may try selling it on ebay.com and at the PCR Convention in Redding. Ken Lunders, Contest Committee Chairperson, reported that the “Tug-of-War” contest equipment is currently stored in his car and needs a home and someone to take care of it.

The next meeting of the PCR Board of Directors will be on May 1, 2002 at the PCR Convention in Redding.

(Continued from page 4)

the tank to the car, added the trucks and then finished the model with some dry-brushed rust. Building and painting the model was an enjoyable two evening project.

West Side Lumber Company 12' Loading Flat, Rio Grande #3062-TF listed for \$12.00.

This little jewel was a gift from fellow PCR member John Spelce – Thanks John! This car is a unique, short, four wheeled flat car with built-in ramps. It was used mostly in the Tuolumne yard as a portable ramp to load heavy equipment on other flats for hauling to the woods. The model goes together easily in a short evening's

modeling, including the painting. I followed the 6 steps laid out in the instructions which are similar to the tank car.

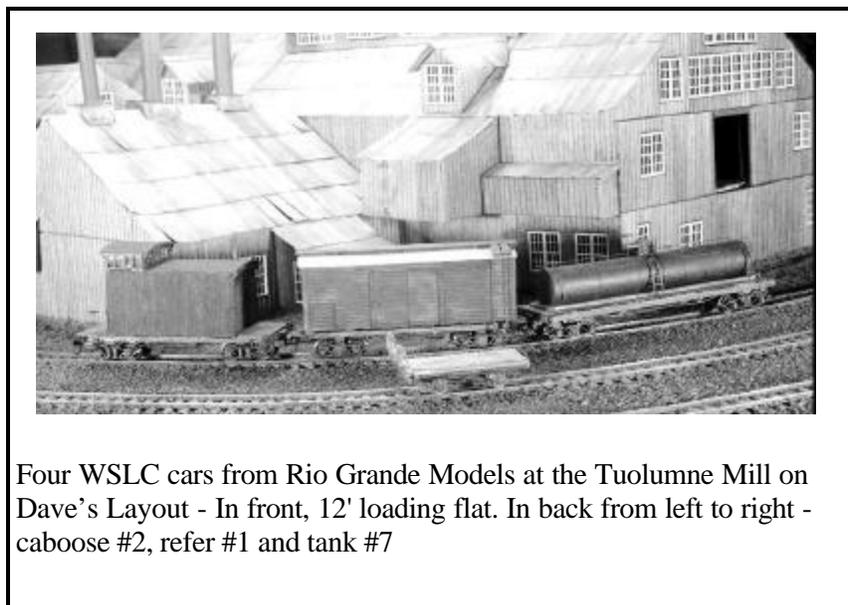
The car is composed of a white metal frame, two white metal side frames, plastic wheel sets, castings for the two ramps and wood for the deck. After

cleaning the castings with a small file I ACC the metal parts together, adding the wheel sets as the second side frame was attached. I then stained the wood with Alcohol and India Ink and painted the metal parts with Floquil Grimy Black. The wood decking was attached to the frame, the two ramps added and some rust dry-brushed on exposed metal parts. I decided not to add couplers (the prototype always used link and pins) as I intend to have this car permanently parked in the Tuolumne yard.

West Side Lumber Company Caboose #2, Rio Grande #3079-C2 listed for \$30.00. West Side cabooses are in a category all by themselves. Each had a homespun character that just screams

‘WEST SIDE’. The model is for first caboose #2 as at appeared after 1937. Since I am modeling 1929, it was an easy task to leave off the diagonal side braces and end railings, which were added in '37, effectively back dating the caboose to its 1919 to 1937 appearance.

When I first opened the box I had a very pleasant surprise. The body parts were all of beautifully done laser-cut wood, the first Rio Grande model I had built with this construction feature. The instructions are similar to the others containing isometric drawings of the Floor Assembly with 10 steps, another isometric of the Body with 8 steps, some car history, and a painting description.



Four WSLC cars from Rio Grande Models at the Tuolumne Mill on Dave's Layout - In front, 12' loading flat. In back from left to right - caboose #2, refer #1 and tank #7

I spent about two evenings on the model, working on the floor and body simultaneously. The prototype was built on a flat car so you are essentially making a flat car similar to the one under the tank car. However, the flooring on this one is a single

laser cut piece. I stained the floor assembly with the India Ink solution when it was completed. The body went together wonderfully well using carpenter glue to hold the sides and ends together with corner braces.

The main and cupola roofs are curved on this car. Following the instructions, I wet the two pieces and wrapped them around a soda can to dry, holding them in place with rubber bands. Next morning they had a perfect curve to fit the end pieces. I drilled holes where they were marked and added grabs made from the supplied wire. I then brush painted the interior with Star Brands West Side Cab Interior Green paint. When this was dry I added the roof and covered the roof

(Continued from page 24)

with a single ply of facial tissue held on with Floquil Grimy Black paint. I added glazing (not provided in the kit) to the windows and the stove smoke stack. The side of the floor and the caboose body exterior were painted with Star Brands West Side Red. Actually this paint came out too red for my tastes and I expect I will go back and doctor it up to create a more faded appearance.

The Carter Brothers trucks and NWSL wheels were assembled and painted Grimy Black and Micro-Trains 1015 couplers were assembled and added to the kit pockets. With the body attached to the floor the model looks exactly like photos of the car in service on the West Side.

West Side Lumber Company Reefer #1, Rio Grande #3066-RF listed for \$30.00. This model also uses laser cut wood parts and in many respects is very similar to the caboose kit. Why would you have a reefer on a logging line you ask? On the West Side they had 3 home-built reefers to haul prodigious amounts of food to the woods camps to feed the loggers. Food was often the single most important characteristic that helped a logger decide which company he would work for and the West Side management understood this.

The instructions in this kit are somewhat more abbreviated than the above kits and include an isometric drawing, 11 construction steps, some history and painting information, photos of the prototype and model and a list of included parts. Actually I am glad I had finished the other cars before I started this one as I knew exactly what to do although it might not have been clear from the directions. Everything goes together extremely well and I used the same basic steps as above for the caboose, since this car was also home built on a previous flat car.

One difference is this car had a corrugated roof. The instructions say to slightly curve the supplied corrugated material before attaching to the roof. I immediately got a soda can (by the way, a beer can works equally well!) and curved the roof material around it for a perfect fit. The isometric doesn't show them but there are a series

of 11 curved laser-cut ribs that resemble the wing pieces from an old "stick and paper" model airplane kit. These fit into small slots in the side-wall tops and prototypically support the corrugated roof. The car includes end vents, side doors, an ice hatch, side ladders, bottom steps, brake staff and wheel and roof walk.

I colored the under frame assembly with India Ink, painted the sides with Floquil Red Oxide and the roof with Floquil SP Lettering Gray. I painted the roof walks in Oxide separately and added them once the roof paint was dry. The trucks are Rio Grande's 4 foot Carter Brothers and I added the Micro-Trains couplers to complete this very nice car.

The owner of Rio Grande Models is Eric Bracher, a really neat guy you probably have met if you have been around Narrow Gauge events very often. Eric is a past NMRA and PCR President and Honorary Life Member of the NMRA. As you can probably tell, I really like his many kits -- my only gripe is they come in a small box so when the model is complete you either have to keep it on the layout all the time or find a box for it. I have been using old boxes checks come in to store the Rio Grande rolling stock pieces I do not have in service on the layout. You can find Rio Grande on the net at: <http://www.railway-eng.com/rgm/index.htm> where their entire line of products is listed. The address is PO Box 4463, Santa Clara, CA 95056, e-mail is RGMmodels@aol.com and phone/fax is (408) 867-0322.





**MEMBERSHIP APPLICATION
PACIFIC COAST REGION
NATIONAL MODEL RAILROAD ASSOCIATION**

07/01

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIPCODE: _____

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

FAMILY MEMBER NAME(S): _____

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

- | | |
|--|---|
| <input type="checkbox"/> PCR and NMRA for one year at \$40.00 | <input type="checkbox"/> PCR only (requires NMRA membership# above) at \$6.00 |
| <input type="checkbox"/> PCR and NMRA for five years \$185.00 | <input type="checkbox"/> PCR only - five years (requires NMRA # above) at \$25.00 |
| <input type="checkbox"/> NMRA Affiliate and PCR at \$23.00
(No NMRA Newsletter) | <input type="checkbox"/> PCR Family Associate at \$1.00 (Must have Regular PCR member as sponsor) |
| <input type="checkbox"/> NMRA YOUTH and PCR at \$28.00 | <input type="checkbox"/> Check here if this is a renewal PCR# |

Life Memberships in both the NMRA and PCR are available. Contact the Member Services Chairman for actuarial quote.

Send Application form and remittance to: PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553. Allow 3-6 weeks for processing.

The Golden Spike Award

The Golden Spike Award will be awarded to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional Achievement Program Chairman under the direction of the National Achievement Program Chairman. AP regulations and definitions apply for scratchbuilt 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

- Rolling stock (Motive power and cars)
_____ Display six (6) units of rolling stock (Scratchbuilt, craftsman, or detailed commercial kits).
- Model Railroad Setting (Structures and Scenery)
_____ Construct a minimum eight (8) square feet of layout.
_____ Construct five (5) structures (Scratchbuilt, craftsman or detailed commercial kits). If a module has less than five structures, additional ones separate from the scene may be used.
- 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 _____

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SECOND-CLASS POSTAGE
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Calendar

February 28, 2002: **Redwood Empire Division**
at the Napa Club.

March 3, 2002, **Coast Division** - Buscher
Middle School

May 1-5, 2002: **PCR Annual Convention**
Shasta Daylight 2002. Redding CA.

May 19, 2002: **Redwood Empire Division**
SWAP meet in Vallejo.

June 2, 2002, **Coast Division** - California
School for the Deaf

July 15-22, 2002: **NMRA National
Convention** Ft. Lauderdale Florida.

August 4, 2002: **Redwood Empire Division
Picnic** at Train Town Sonoma.

September 8, 2002, **Coast Division** - Buscher
Middle School

November 3, 2002: **Redwood Empire Division**
meet in Santa Rosa.

December 1, 2002, **Coast Division** - California
School for the Deaf

If you have any more listings send them
to BKaufman@aardvarklearning.com