



# BRANCH LINE

NMRA'S FIRST REGION

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## President's Message

Ray de Blicek

First off I want to acknowledge Bill Kaufman and his efforts in getting the Branchline back on track. Doesn't it look nice? This issue should grace your mailbox in early April. That will put us about half way to being caught up from where we were last fall. The next issue will still be later than the cover date will indicate, but by summer, we hope to be back on schedule.

This will likely be the last issue before the annual convention May 1 through 5. I hope you are planning to attend. PCR conventions are the highlight of our year. It is always a great time to get together with friends, some of whom we only see once a year. If you haven't registered yet, fill out the registration form inside this Branchline and send it in.

### **NMRA Midyear BOT meeting report.**

February 21 through 23, the NMRA Board of Trustees midyear meetings were held in Phoenix. As many of you know, there have been many changes at national in the past

year. The office staff has seen an almost complete turned over, and procedural changes have greatly streamlined and improved the work there. This was the basis of much of the meetings.

We started Thursday evening and immediately went into a closed session during which, the NMRA officers, President Allen Pollock, Executive Vice President John Roberts, and Treasurer Tom Draper reported to the board on several personnel and financial matters having to do with home office and efforts to recover from recent financial shortfalls. Bottom line is that we are seeing the light at the end of the tunnel on our financial problems. So far, year to date, the organization is in the black. While that is encouraging, more work needs to be done and we must stay the course on this recovery. More on the latter point later in this column.

Friday saw a day devoted mostly to review and discussion of our Long Range Plan. LRP, chair, and PCR's own, Charlie Getz made a presentation on the

# MADE IN THE PCR

## Grandt Line Products "The Gomez Store"

by Dave Connery

For me, model railroading wouldn't be at all the same without Grandt Line Products. Their hundreds of detail parts have been critical to many structures on my layout, both scratchbuilt and found as parts in other's kits. The first time I used one of their detail parts I was awed by the delicate castings and precision masters. They are a company that should be well known to all modelers, since they produce products in N, HO, S, O and 1/2" (G) scales and have been around for a very long time.

The Grandt family is a legend in model railroading, especially among narrow gauge modelers. About the mid-1980's they produced their first HO structure in the current series. At that time I purchased and built their "Second Class Saloon" (renaming it for one of my cousins). Next came the "East Terrible Mill and Mining Company" which was slightly altered and became part of the East Yellow Jacket mining complex in my city of Gold Hill. The Gold Belt Series now has 10 structures in it, with the release of the building kit reviewed here.

The Ruben G. Gomez General Store exists in Pagosa Springs, CO and was described in an article by Lane Stewart in the Sep-Oct 1999 Narrow Gauge and Short Line Gazette. In the Nov-Dec 1999 issue, Lane described

how he built a model of the store in O scale.

This kit follows the prototype very closely, differing only in the length (shortened from 65' deep to 40' deep) and in the material used for the front of the add-on building, which is clapboard

siding in the kit and tin sheathing on the prototype. The kit comes in a poly bag and includes four 8 1/2 x 11 sheets of instructions printed on both sides. Actually one of the double-sided sheets has drawings of all parts and identification of what they are and another sheet has general kit-building instructions and general painting techniques. This last

sheet was a bit confusing, as it referred to parts and packaging not used in this kit, and while the suggestions are all good, I believe they go with a rolling stock kit. The kit goes together, including painting, in about 6 to 7 hours of modeling fun. I took a bit longer as I did a few things differently, which I will describe here.

My first step, as always, was to read through the instructions. Then I removed the parts from their sprues. All parts are cast from styrene (except the acetate window glazing material and the hose on the gas pump, which is cast in Delrin). For the windows and doors I used a PBL nipper, but the gates on the larger wall and roof parts were quite substantial and I used a Zona saw to cut

*The Grandt family is a legend in model railroading, especially among narrow gauge modelers.*



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# Editor's Notebook

By Bill Kaufman

Well, they let me try another issue. If I don't mess this one up, I'll probably stay on for a bit. As long as my friends keep coming through with articles and columns, this can't be too hard.

For the pure enjoyment of it, you might look at Jim Provenza's *Tale of Two Dispatchers*, the story of an operating session on his Santa Cruz Northern. He is threatening to do a whole series of "Tales of the Santa Cruz Northern" and I am encouraging him. Another old friend is Dave Connery who has a review of the Gomez Store as part of his *Made in the PCR* series. I remember when the story about its possible destruction was running in the *Gazoo*. I thought then it was terrific little structure. It turns out that it is.

Gene Mayer, back from his travels, continues with his reports on the health of the organization and what to do about it. His committee has some very cogent recommendations. You should look at them and get back to him.

Speaking of getting back to him, the PCR now has a very lively Yahoo group. You join at <http://groups.yahoo.com/group/PCR-nmra/>. You can peruse messages on line or have them delivered by email. It is a great place to ask questions and make comments about model

railroading in general and the PCR in particular. It has links to the PCR and NMRA websites and to about a dozen club and personal layouts that have a presence on the web.

I got a note from Jerry White. "The Meadows Railroad no longer exists." He says that the interest in this club in a Senior complex in Napa just died out. I was part of North Coast in San Rafael as it slowly died. It was sad because there just didn't seem to be any way to revive it. As Sam Goldwyn once said, "If people don't want to go to my movies, I can't stop them." The bright spot in this is that Jerry will continue to maintain the two operating HO layouts. The newest one is 10 by 20 ft with 36 inch radius curves. He would love to have people visit and bring their own equipment. Call him at 707-253-7889 if you want to visit or run.

Got a note from Walt Cullop with a couple of points about reservations for the convention. The Holiday Inn Convention Center (1900 Hilltop Drive, Redding) phone is 530-221-7500. Apparently it is important to use the code word "Rail" when you make your reservations. You get the discount price and the convention committee gets the credit.

After some hemming and hawing on the PCR email list, we're going to start running a bit of advertising in Branch Line. Turns out that the Board had voted to do it years ago. Anyway, for a camera-ready business card we are going to charge \$20 for four issues. At this price it is basically a service to members. To put in your business card, send the money and five cards to Larry Altbaum at his address in the Call Board.

Commercial display ads will go for \$10.00 a column inch. You should contact me if you want to do this. I do not intend have more than a page and a half of advertising in a given issue. Any real revenue generated will be used for

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# A Tale of Two Dispatchers

By

Jim Providenza

A tale of two, maybe three, dispatchers:

Like all good tales this one has grown in the telling, if only a little. However, these are, as Bill Schaumburg likes to say, still "true facts". True facts are, by definition, more true than other facts, just differently so.

Some years ago several dispatchers, having not much better to do, drove down to Marin from Roseville one day. Needless to say they were late getting to the op session, which had been going on for an hour or so. At this point I've had more than two dispatchers claim to be these guys, but never mind. In deference to those who say they were there that day, let me point out that this is my story today, so I get to use the characters, real or imagined, as I remember them.

Anyhow, when they arrived we were well along, one of the smoother running op sessions on the Santa Cruz Northern as I recall, even though the SCN dispatcher was relatively new in the position.

Our heroes asked me what they might do. They politely declined taking over as DS (not unexpected); checking the call board I saw all that was left was the work train. The work train is usually a constant on the SCN (though it is currently annulled as we work out the kinks of T&TO). Not many modelers run a regular work train but I have always found them underfoot out in the real world . . .

Hesitantly, I made the offer. There's really not much for a crew to do on the work train. "Work train?" "Did you say work train?" Ears perked up. Smiles appeared on the faces of our boys. "What does the work train have to do today?"

"Looks like it goes on duty at E. Rica where it is clogging up the siding and then has some ballast to spread on the main east of Watson Crick trestle."

Gust: "Oh?"

Greenhaw: "OH!"

In unison: "Yes, we'll take the work train".

So our worthies acquired a throttle, a radio, and the work train's clipboard and wandered off to E. Rica.

"Hello, Dispatcher?"

"Spatch."

"Yes, Mr. Dispatcher, this is Conductor Gust on the work train at E. Rica".

Silence. Then, "Yes, Conductor Gust, what can I do for you?"

"Well, Dispatcher, we're here on duty as E. Rica and we've got orders to spread some ballast between M.P. 28.3 and M.P. 27.4."

Silence. "Hmmp! I'll get back to you"

More silence. Then, "SCN Dispatcher calling Conductor Gust on

the work train."

"Go ahead, Dispatcher."

"Yeah, work train, I've got an east and two wests to get by you there, it'll be a couple of [4 to 1 fast clock] hours before I can get you moving."

"That's okay, Dispatcher, we're on the clock. Engineer Greenhaw and I, we'll just walk over to the market and get some sodas." Click.

Time passes, trains run.

More time passes.

"Conductor Gust on the work train at E. Rica calling the SCN Dispatcher".

"Oh yes, ah, Conductor Gust. What can I do for you again?"

"Well, Dispatcher, we still have that ballast to

*(Continued on page 29)*

**Some years ago several dispatchers, having not much better to do, drove down to Marin from Roseville one day. . . .**

**"Work train?" "Did you say work train?" Ears perked up. Smiles appeared on the faces of our boys. "What does the work train have to do today?"**

## Joint Operations/Layout Design Special Interest Group Meeting

By  
Seth Neumann

Regional Op Sig Coordinator, Meet Organizing Committee Chair and Ringleader

On the weekend of Feb. 23/24, 75 Operations and Layout Design SIG members met at the South Bay Railroad Historical Society's Santa Clara Depot for two days of clinics, consultation, layout touring and operating. The format was similar to what the local SIGgers have been doing for the past 5 years (except 2001 when we were overcome by post-convention burnout): clinics and consultations as well as spirited "birds-of-a-feather" discussions on Saturday from 9-6,

The program included:

- A Tale of Two Layouts - Seth Neumann /Mike Birmingham
- Bay Area Scenes in a Garage - Byron Henderson
- Yosemite Valley Paperwork - Jack Burgess
- Unistrut Benchwork - David Griffy
- Oakland 3rd St. Depot - Steve Hayes
- Homabed Update - Richard Jayne
- DCC for Ops/Design for DCC - Mark Gurries
- Update on Steel Benchmark - Paul Deis
- Montana Pacific Revisited - Dave Clemens
- Double Decking - Rod Miller
- DCC conversion - Dave Adams
- Changes in the SCN - Jim Providenza
- Birds-of-a-Feather Sessions

Saturday evening was dedicated to layout tours (ably organized by Ray Mahle). The SIG tours are a little different with more emphasis on early-stage layouts and novel designs and techniques than you might see on other tours.

- Dave Adams - Durlin Branch
- Dave Biondi - Sierra
- Mike Birmingham - SP&S
- Jack Burgess - YV
- Jim Dias - WP

- Joe Green - C&O
- Ed Loizeaux - NYC
- Don Marenzi - Copper Pass & Western
- Rod Miller - Great Basin
- Seth Neumann - Niles Canyon
- David Parks - Cumberland ???

Sunday was Ops day and over 40 new and visiting operators assisted old hands in operating local layouts. Dave Adams' *Durlin Branch*, Jack Burgess' *Yosemite Valley*, Rick Fortin's *Sierra Western & Santa Fe*, Bill Kaufman's *San Francisco & Colorado Railroad & Navigation Company*, Scot Kew's *Southern Pacific Shasta Division*, Jim Providenza's *Santa Cruz Northern*, Gary Zaro's *Sinaloa Division of the Southern Pacific* hosted operating sessions. Visiting operators scrambled to understand the waybills, train orders, signals and road rules of their new railroads. Hosts worried that the tiny passengers and expedited freight might be late because of the inexperienced crew. First time or newbie operators who missed this event and would like an invitation to a future operating session should contact David Parks at [westernbear@msn.com](mailto:westernbear@msn.com) or (650) 961 7644.

In addition to the operating layouts, Tom Combs and Charles Ditlefsen in Marin and the California Central Model Railroad Club in the retired Agnew depot were open for visiting.

I'd like to thank all of the presenters for their work, and hosts for opening their homes and I'd like to thank the organizing committee:

- Bob Jacobson - publicity
- David Parks - Op Sessions
- Ray Mayle - tours
- David Grenier - SBHRS liaison
- David Adams and Joe Green - registration
- Mike Birmingham - refreshments
- Byron Henderson - past chairman and general mentor

# VICE PRESIDENT'S MESSAGE

By  
Gene Mayer

Mary and I thoroughly enjoyed our trip to New Zealand. We visited old friends in Hamilton, stayed with new friends on the Kapiti Coast, and took a week's tour of the South Island. The scenery was magnificent, the people are hospitable and the country is truly a railfan's dream in several respects.

The Long Range Planning Committee submitted its preliminary draft report to the Board of Directors at its November meeting in Fremont. We plan to submit a revised draft to the board at the annual meeting in Redding May 1. The committee's goals are to (1) identify the reasons for membership decline, (2) identify proposed ways to improve the membership retention rate and (3) develop new programs to attract new members to the organization. Here is a summary of our preliminary report.

**Reasons for Membership Decline** Committee members identified the following causes:

1. Division officers do not recognize new PCR members. There are virtually no personal invitations for new members to attend a division meeting.

2. PCR renewal postcard notices are mailed to members with no follow-up. Furthermore, the postcards often do not coincide with his/her NMRA renewal letters and follow-up letter(s). Several people we called thought they were still PCR members and complained about not receiving their *PCR Branch Line* and division newsletters.

3. Many new NMRA members are recruited at train shows or join because of applications published in magazines or distributed at hobby shops. When new members show up at division meets they are often left to flounder. Many newcomers feel unwelcome and wonder why they ever joined NMRA.

4. An aging membership is also a cause of the membership decline. Many older members who are in poor health drop out because they can no longer fully participate in division or regional activities because of health problems.

**Improving the Member Retention Rate**  
The committee members make the following recom-

mendations to improve the member retention rate: We believe that the membership problem occurs at the division level. The region's role should be to support division activities.

1. The Membership Chair or officers of each PCR division should use the monthly membership activity reports to personally contact new members, transfers into the division and delinquent renewals. We found that this is not done now.

2. Schedule division meetings more often and include good clinics with coordinated local layout tours. Most important is that advance, timely, informative meeting notices are required. Sometimes division meets appear to be social affairs, but the new member is excluded. Getting together as social cliques won't keep members coming back.

3. Many NMRA members who move from one division to another or move into PCR from another region do not receive anything or hear from anyone in their new division.

4. New NMRA members recruited at train shows should have the organizational structure and the function of the division explained to them.

5. Divisions should assign greeters to welcome new members and other strangers to their meetings. We need to make newcomers feel welcome for PCR to retain them as members. (John Allen walked up to your vice president and welcomed me to my first PCR convention.)

6. Division programs need to be improved. To retain members division programs need to be educational and include clinics, layout tours, and rail fan and model railroad videos.

7. Every person who does not renew his or her membership in PCR should receive a follow up phone call from a regional and/or division officer.

**Attracting New Members** While the committee believes the membership retention is PCR's greatest problem, the region also needs to attract new members. We offer the following alternative

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### Vice President's Message

proposals.

1. The region needs to communicate with NMRA members who do not belong to PCR.
2. PCR should provide printouts of the names, addresses and telephone numbers of non-PCR NMRA members to each division at least quarterly.
3. PCR should send new NMRA members residing within the regional geographic boundaries a complimentary copy of the *Branch Line*. Each division should send them a congratulatory welcome letter asking them to attend a division meeting and join PCR. Division officers should follow up the letter with a phone call inviting the new member to attend the next meeting or other division activity.
4. At least once each year, a complimentary division newsletter should be sent to the entire list of non-PCR members. If a new NMRA member renews, but still does not join PCR, a regional or division officer should make a personal telephone call to determine the reason.
5. Establish a mentor program to provide assistance and advice to new members.
6. The divisions need to sponsor more local activities because of the long distances between population centers of the Daylight, Hawaiian, Redwood Empire and Sierra Divisions. These divisions should institute in-home clinic programs that proved successful in the Coast Division.
7. The region should support the efforts of the member(s) trying to revitalize the Hawaiian Division. A great many NMRA members reside in that state.

Most regional officers and committee chairs that reviewed our recommendations concurred with our proposals, but they generally believe that it would require too much manpower to implement them. I agree that it will be a lot of work, but unless we recruit the necessary volunteers nothing will be accomplished. We hope every plain ordinary member will think about these proposals, decide what he or she might be able to do and come forward and offer to help us rebuild the organization.

The Long Range Planning Committee is made up of Bob Clark, Dave Connery, Chuck

Harmon, John Rolston, Peter Weiglin and me as chairman. I urge the membership to send me your reactions to our recommendations. I will pass them on to the committee.

Gene Mayer

Vice President

## New Members

We clearly should, as part of Gene's concerns, make welcome our new members. Apparently we have not done that in Branch Line recently and I have quite a list of new members.—Bill

### DAYLIGHT DIVISION

Pam Berrian - San Luis Obispo, CA, Steve Biggs - Tehachapi, CA, Geoff Clinton - San Luis Obispo, CA, Jon Cure - Moorpark, CA, Jamie Foster - Arroyo Grande, CA, Warren Gibbs - Kingsburg, CA, Matt Hoffman - San Luis Obispo, CA, Regis Joly - Tehachapi, CA, Aron Kahn - San Luis Obispo, CA, Pete Meyn - San Luis Obispo, CA, Dan Nagle - San Luis Obispo, CA, Walter Naumann - Santa Barbara, CA, Kay Naumann - Santa Barbara, CA, Chris Palomarez - Santa Maria, CA, Bill Pyper - San Luis Obispo, CA, Roger Verity - Los Osos, CA, Thomas Zehnder - San Luis Obispo, CA

### COAST DIVISION

Brian Booth Walnut Creek, CA, Tom Brichta - Boulder Creek, CA, George H Brown III - Concord, CA, Theresa Mae J Carlquist - Sunnyvale, CA, Barry Chinn - Alameda, CA, Graham Church - San Francisco, CA, Henry Danis - Dublin, CA, John R Holmes - Castro Valley, CA, Benjamin Hom - Fremont, CA, Bob Jacobsen - Berkeley, CA, Philip Lips - Salinas, CA, John Mccool - Orinda, CA, James Moore - Sunnyvale, CA, Mark Pfeiffer - Walnut Creek, CA, Arleen Seybert - Mt Hermon, CA, Tom Wolfrum - Orinda, CA,

### SIERRA DIVISION

Charlotte Anderson - Manteca, CA, Michael Andrews - Yuba City, CA, Helene Andrews - Yuba City, CA, Charles Brawman - Yreka, CA, Larry Champlin - Camino, CA, Timothy Hardesty - Oroville, CA, Darren Henley - Red Bluff, CA, Jeanette Jayne - Stockton, CA, Matthew Keiser - Salida, CA, David Megeath - Fair Oaks, CA, Donald Miller - Auburn,

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# Divisional Candidates Statements

Please vote for a candidate in your division on the ballot on page 23.

---

## Daylight Division

### Brewster Bird

Dear Everyone,

It has been a pleasure to serve as your Director these past two years. Admittedly as the family grows there is less time to devote to Bureaucratic roles within the PCR. However, that being said, I would still like to serve as your Daylight Division Director for the next term. Watching us put on super conventions (San Luis Obispo) has been a great experience for me. Even though the planning and execution was left up to the volunteers at the San Luis Obispo Model Railroad Club for last years, I had the great privilege of helping Doug Wagner and his Bakersfield irregulars put together the 1997 convention. The Director does not do the job alone. Without the support of the membership there would be no NMRA, local or national, dues increase or no dues increase. The director is more or less not concerned with the daily functioning of the Division as he or she is with the functioning of the PCR and dissemination of information to the members. As your Director I have tried to be available to assist members in obtaining their Golden Spike Awards, help in any way I can with membership concerns, find out where the PCR handbooks are, represent the Division at the regional events and National events, and start up some new ways of communicating with our members.

(daylightdivision@yahoogleroups.com)

(Webmaster Mike Moser) Thanks to Doug Wagner, Chuck Harmon, Mike Cunningham, Rudi Von Prittwitz, MMR, Paul Deis, Terry Taylor, Mike Moser, and the many past and present members of the Daylight Division who have supported our various efforts. Hope to see you at the convention in Redding.

## Redwood Empire Division

### Ron Plies

Born 1941 in Inglewood, Ca.

### Education

Graduated from George Washington High School in South Central Los Angeles in 1960.

Graduated from Pasadena (Nazarene) College in 1968 with a BA in Sociology and Religious Ed.

Graduated from University of San Francisco in 1976 with a MA in Marriage and Family Counseling.

### Work

Drove buses to get through college and earn extra money in later years. Companies, like Embree Buses of Pasadena, Long Beach Unified School Dist, The Gray Line of Los Angeles, California Parlor Car Tours (Greyhound) of San Francisco, Redwood Empire Lines Eureka, and Cascade Railways of Tacoma, Wa.

Probation Officer, Humboldt County, Ca.

Youth Minister Church of the Nazarene in, Sunland, Huntington Park, Bellflower, Ca and Puyallup, Wa.

Insurance agent and broker with CalFarm Ins. and Allied Ins. Group, Fortuna, Ca.

### Family

Married to Carol for the last 36 yrs.

Three children: Angie 31 has one child (2 yrs old) and lives in Quincy, Mass. with her husband as the head basketball coach at Eastern Nazarene College. Edward, 28, is a Medical Social Worker at St. Luke's Hospital in Boise, Id. Douglas, 25,

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### Candidates Statements

student at Northwest Nazarene University at Nampa, Id.

### Modeling

Life-long love of the Southern Pacific Coast Line and SP in general. As a young child I would go with my parents on Sunday mornings to Santa Barbara, from Inglewood, to attend church services where my uncle was the pastor. On the way up in the morning traveling a long US 101 just north of Ventura we would be passed by the Morning Daylight SP train # 99. When one small boy has the pleasure of seeing the most "Beautiful Train in the World" in all of it's glory, under steam, and at full speed, one is hooked.

I have always enjoyed building models of the SP and have had my work shown in a number of publications. My Gaviota trestle was first published in *Model Railroader* in January of 1983 and again in Febuary. of 1985. It was also shown in the SPH&TS publication *Trainline* in Fall of 1997. My Port Costa Modules have also been in the *Trainline* in the summer of 1997 and full articles in *Railroad Model Craftsman* in July and August of 2000. I have shown it at a number of train shows in and about California and Oregon. and it was the featured operating layout at the national convention hotel at San Jose in 2000.

I have been the clinic chair for the PCR at Ukiah in 1999 and the convention chair for the Southern Pacific Historical and Technical Society in Redding in the same year. I was one of the presenters at the PCR in San Luis Obispo last year with a clinic on building Lark Cars. I have helped to organize a modular model railroad club here in Ferndale, Ca. at the Humboldt Co. Fairgrounds. The Eel River Valley Model Railroads, showing the NWP in a historical representation. Looking forward to showing some of these modules at the PCR train show in Redding this May.



## Coast Division

### Jack Wall

Jack Wall has served as the Coast Division Clinics chairman, PCR Vice President, PCR President and Trustee, NMRA National Membership/Promotion Chairman, and has been the Coast Division's Director for the last two years. He is currently the registrar for the 2003 PCR Convention. While he is no longer active at the National level, he wishes to continue as Coast Division Director in order to help the Pacific Coast Region and the Coast Division serve the needs of the members. He brings a great deal of experience to the job.

## Sierra Division

### Robert Mountjoy

Hi, my name is Robert Mountjoy and I have been a member of the National Model Railroad Association/Pacific Coast Region since April 1991. Most of the time I was a resident of Petaluma, Ca. and a Redwood Empire Division member. In the Redwood Empire Division I served in the capacity of Chief Clerk/Paymaster and Superintendent. I currently reside in Antelope, Ca. which is within the jurisdiction of the Sierra Division. NMRA membership has helped me develop my modeling skills, meet other interesting modelers and make new friendships. I'm looking forward to serving the membership and working with the other officers of the Sierra Division and the Pacific Coast Region to develop an active, interesting and fun program.

Sincerely,

Bob

# Coast Division

---

By Rod Smith, Chief Clerk

The Coast Division meet on March 3 was held in Santa Clara. We had 120 members and friends there on a bright sunny day, for which we were all grateful. Sure made sitting outside at the picnic tables enjoyable. Two clinics were held. Bill Burket showed a slide clinic of some pictures he had taken during winter on Donner Pass. Now, Bill is an Amtrak engineer, so his photos are taken from the cab, a vantage point few of us can experience. Everyone I spoke with enjoyed the show and wanted more. Got another slide tray, Bill? Our second clinic was given by Steve Smith who is a recognized expert on tree modeling. Steve showed us how to identify and model several species of trees so they are more than just generic trees. Dave Connery moderated the Modelers Roundtable, where any model subject can be discussed. This time we talked about modular construction standards, homasote roadbed, quiet roadbed, and sound and lighting issues. The hour just flew by.

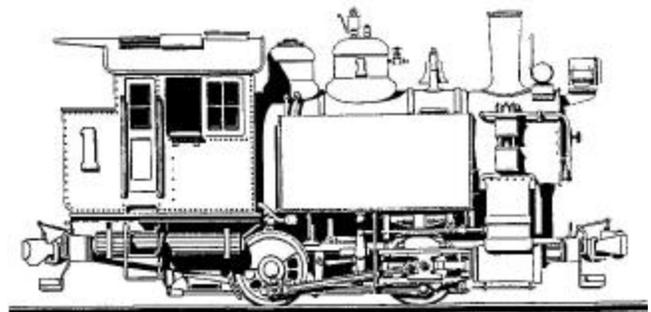
Jim Long announced there will be a new switching contest available at the June meet. It's a newly constructed Timesaver, and a group of members have agreed to operate it at the meets since we have lost our long-time operator, Allan Fenton. Thanks, guys. PCR President, Ray DeBlieck updated us on the actions taken at the recent NMRA Trustees meeting in Phoenix. He mentioned the new NMRA Director is Roger Ferris.

The Rainbow Girls had their very nourishing snack bar operating, and we all had a good lunch available thanks to their efforts. The auction was pretty big, with about 500 items entered. The very efficient Auction Committee kept the bidding moving along, and a lot of great stuff changed hands. These auctions fund the meets we all enjoy, so if you have any railroad items

that are in your way, bring them to the auction, sell them for your profit, and help Coast Division at the same time. Lot's of bang for the buck! The two major door prizes, for the first time in anybody's memory, both went to the same person, John Brooke. Sometimes it pays to buy more than one ticket! Now, John was also a winner at the September meet, so he may have a system which works.

Coast Div. Layout tours will be held April 6&7 this year. Contact Gary Schrader at [gnschrader@aol.com](mailto:gnschrader@aol.com) for information if you would like to participate. He has 31 layouts open at this time. A fall round of tours will also be scheduled.

I don't have the contest results, but they will appear in the *Coast Dispatcher*. Speaking of the contest, the scheduled categories for the June meet are Structures, Display and Traction. Get an entry together and bring it to the meet in Fremont. Don't let someone else take your award home! The next meet will be on June 2, in Fremont at the School for the Deaf. Contact me if you need directions. I'm listed in the Call Board in this issue.



# Daylight Division Report

By Doug Wagner

The Daylight Division finally got to hold its quarterly meet in Tehachapi on February 16<sup>th</sup>. The meet started with a hearty breakfast at Kelcy's Restaurant and the meeting started promptly at 10:00 AM, with 25 members in attendance, so that we could get an early start on the model and prototype tours. We had several entries in the favorite model and photo contests and Joseph Aymar received enough points on all 3 of his really nice looking locomotives in his quest for Master Model Railroader.

After the closing of the meet, the gang started off by visiting Trains, Etc., a model train shop that is right next door to Kelcy's Restaurant. The first layout on tour was Richard

Cantrell's Hon3 layout, which depicts the Cumbres and Toltec Railroad, in New Mexico. One the way to our second layout, the entourage stopped off at a quaint little model railroad shop, named aptly, The Train Room. This shop is located in the back room of a barbershop, but it has a great supply of railroad stuff!

After spending our hard-earned cash at The Train Room, we arrived at our second layout. The layout is owned by Bob and Laura Coles and is a 19' X 17' N scale layout depicting the Union Pacific Railroad. In fact, Bob earned a Golden Spike Award for his layout after the tour.

After the tour of the model railroads, it was time to see the prototype. We all piled into our cars again for the trip up to The Tehachapi Loop, where the gang spent the remainder of the

afternoon. There was plenty of action, like usual. At the end of the day, the boys from Bakersfield, along with our honored visitor, Jim Long, from The Coast Division, stopped off at The Keene Store for some dinner and then departed for home.

The next Daylight Division promises to be a real hum-dinger! It will be held in Santa Barbara, and will be hosted by the gang that operates on Gary Siegel's Louisville and Nashville layout. The meet will be a 2-day affair, being held over the Memorial Day weekend on May 25 and 26, with layout tours all over the Santa Barbara and Goleta locale. It will also include an operating session on Gary's L&N layout. If you've



One area of Bob Coles 17' X 19' Union Pacific N scale layout, shows a great looking passenger depot and some great scenery.

never had the opportunity to operate on this great layout; you've really missed out on one of life wonders! We are also going to hold a silent auction, so if any of you have a certain item that you don't longer

need or want, please bring it to the meet for the auction. Also, don't forget to bring any model and photos for the favorite model and photo contest and especially, don't forget to bring those paper wrapped items for the always-enjoyable White Elephant Auction. The meet will start promptly at 10:00 AM at Gary Siegel's house.

The Daylight Division will probably hold our August meet in Fresno and the November meet will definitely be held in San Luis Obispo. If you'd like more information on the May meet in Santa Barbara, or any of the other Daylight Meetings, please contact Doug Wagner at (661) 589-0391, or by email at CARLDW@AOL.COM.

# S Scale In Review

By Lee Johnson

Since the last time this column appeared was in the July-August-September 2001 issue of the Branch Line, we have to do a little catching up.

Most of the larger S scale manufacturers were displaying their products at the NMRA National Train Show last summer along with the producers of multi scale products. There were also two S scale modular layouts operating to help display many of the products.

Two weeks later was the NASG Annual Convention in Scranton, PA, which was attended by over 500 registrants. Tours through Steamtown and rides on Steamtown trains (including behind steam), and trolley car rides were a part of the convention. There were also some great clinics, a good many models and photos in the contest room, and some nice S scale home layouts on tour.

PCR members were well represented in the contests with James Rustermier receiving first place and Best In Class in Master Craftsman for his D&RGW 0-6-0, and Greg Reiter receiving Best In Photos for his night shot of a Capitol train and crossings gates in motion. Five S module layouts were a part of the convention including two that were set-up at Steamtown. All of the display areas at the convention hotel, Radison Lackawanna, were filled with S manufacturers and suppliers showing their latest products.

In early November the Bay Area S Scalers spent a weekend operating an S scale module layout at one of the open houses of the Museum of the San Ramon Valley located in the old Southern Pacific depot in Danville. Over the two-day period, about 800 people watched the trains operate. Having the Farmer's Market in the parking lot outside the door on Saturday morning did not exactly hurt the attendance either. It

was a great time to promote model railroading to the general public.

The Union Pacific large gas turbine from River Raisin Models has arrived, and it is a beauty. Not only does it have great detail including the small labels along the bottom of the sides, but they also operate very smoothly right out of the box. If you feel that having a highly detailed, smooth operating locomotive

right out of the box is too boring for you, River Raisin Models has included the material so you can add the hoses and jumper cables between the A and B units and tender for super detailing. This is truly a premier model.

River Raisin Models is now exploring the possibility of producing the GE U50D locomotive in Union Pacific, and if enough interest warrants, doing it in Southern Pacific also. The PRR class J1 and J2, and C&O class T1 2-10-4s in brass will be their next steam locomotive project. These should be avail-

Bay Area S Scalers spent a weekend operating an S scale module layout at . . . the old Southern Pacific depot in Danville. Over the two-day period, about 800 people watched the trains operate.

able later this year.

The S-Helper Service 2002 catalog is now available which includes the S scale items to be released this year. The first new item will be a Phase I F-7 A & B units due this summer. It is being offered as individual units and multiple units of various A and B unit configurations in 7 different paint schemes (AT&SF passenger and freight, B&M, D&RGW, GN, MP, and PRR).

Next is the 55-Ton twin composite hopper due this summer. It will be available in 10 road names (AA, AT&SF, B&O, C&O, CB&Q, LV, VGN, NKP, PRR, and WAB). Finally late in the year, the B&O class E-27 2-8-0 should be available. They are also now offering 40 in. sections of flex track in code .125

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# CONTEST REPORT

By Ken Lunders, PCR Contest Chair

Last issue I covered some background on why we have model contests. This time I'll tell you about the two not-so-secret parts to winning a contest.

## Two Parts to Winning a Contest

### The Easy Part

"Practice makes perfect" the old saying goes. "Learn from your mistakes" is another we have all heard countless times. Neither is truer than when it comes to building models. Take both of these to heart! The more models you make, the better you get at it!

When you finish reading this, dig out the earliest model you built. Take a good look at it then compare it to one you made more recently. Give some thought to how far you have come in your ability to build a better model.

My first scratch built structure was thrown together with some leftover wood pieces, and a botched MDC Roundhouse Old Time tank car kit tank, plus a few odds & ends. At the time, I told myself I had done a pretty good job.

I saw I could add NBW details to the wooden frame, weathering to the tank, and nail holes and interior lighting to the small pump house to make it a better model. These are all things I knew I could do when I built it but thought that it didn't "really" make any difference.

I was wrong. *If you can see something that needs to be done to make your model better, the chances are very good that the judges will see it too.* You can't win a contest with an inferior model unless there is no competition in the category you enter.

Fortunately, we usually have the time to do things right, and the ability to see what it is that needs to be done. This is a hobby, after all, and a way to have fun, not a schedule-driven enterprise we derive our livelihood from!

My second scratch built structure had well over 1,500 individual pieces fabricated to build it. Wall framing was complete and included tarpaper sheathing. A complete interior was added. Lighting was installed, and a sound system built to go with it. Nail

holes were added everywhere you might find one on the prototype, and realistic weathering was applied. I did not let anything get by as "good enough" if I could avoid it. I took about 6 months to build it, on & off. Mostly off. It received 1<sup>st</sup> place awards at Coast Division & PCR contests, and a 3<sup>rd</sup> at the NMRA national in San Jose.

I admit I went to some extremes in building the second model, but you really don't need to go that far to build a winner. For instance, I built a tank & tool house from a Sierra West kit with only some relatively modest changes made to it. I made the roof removable and added lighting. All the detail parts but 2 or 3 came with the kit. It took 1<sup>st</sup> place at a Coast meet and earned a Merit Award.

For something simpler, I built two lumber cars. They were based on a Master Creations kit. Some of the parts were modified, a few added, and a lumber load was added to the one. They were patterned after Mich-Cal prototypes, and a picture of the prototype was displayed with them. They took 1<sup>st</sup> & 2<sup>nd</sup> and both earned Merit Awards.

*You do not need to build the most complex model in the world to win a contest.* The lumber cars could just as easily been scratch built as there is just not that much to them.

Keep in mind some of the basics: Are glue spots showing? Is the model "square"? Are there gaps that shouldn't be there? Do the windows line up? Does the finish simulate what is found in real life? Is the lettering straight? Are there air bubbles under the decals? Are the added details doing more than taking up space? Are the couplers rusted and the wheels painted rusty or greasy as appropriate? Does the loco actually run? Is the trackwork realistically weathered?

Trust me on this: *You already know what it takes to build a prize-winning model.* Trust yourself too! *If it doesn't look right, it isn't.*

### The Hard Part

The prize ain't won till the paperwork's done.

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# PCR Convention

## May 1-5, 2002

Here is a quick run down on what is happening at the convention on each day.

I have listed the clinics and a very short reminder of what they are about. I have also included the major meetings and banquets. As I write this I have no information on layout tours.

- Bill Kaufman

### Wednesday, May 1, 2002

#### 1:00 PM

Board of Directors meets, if that appeals to you

#### 1:30PM

**Dave Biondi & John Marshall:** *Realistic Flatcars and Flatcar Loads* Dave and John are going to show us how to take an out of the box flatcar and make it look like it has been working for our railroad for years.

**Dennis Brown:** *Resin Cast Freight Cars – From Goop to WOW!* Dennis will give us a close up look at the techniques, the master and molds he used to create a fleet of award-winning SF reefers for his railroad.

**Dick Witzens :** *Rust, Grime and Other Filthy Stuff* Dick explores various weathering techniques using an airbrush, India ink and paint.

#### 3:00PM

**Dave Biondi:** *Railroad Photography Composition* How to select the components and learn the skills to create that perfect image on film.

**Dave Connery and Brad Lloyd:** *Modeling Winter* Expert modeling techniques to produce scenes that steal the beauty from a holiday card and move it to our model railroads.

**Dick Witzens :** *Shaking the Box* He's going to walk us through the mild and wild side of the more detail-oriented, specific-model-oriented and complex kit assembly the 21<sup>st</sup> Century seems to be bringing us.

### Thursday, May 2, 2002

**Yreka & Western Railroad Tour:** a tour of the Timber Products Veneer Mill and the Y&W yard and equipment and a ride on the Y&W Blue Goose

#### 9:00AM

**Ted Culotta:** *25 (or so) Freight Cars You Need on Your Layout* These things are everywhere and Ted's going to show us how to model these cars in HO Scale using readily available kits.

**Anthony Thompson:** *SP Freight Cars of the 1950's* Tony is going to tell us about these cars that were frequent travelers throughout the West and mid-West and emphasize the SP's characteristic or unique cars.

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

**Seth Neumann:** *Op Sig Session and Clinic.* Various operations formats and techniques will be discussed, highlighting the excitement and realism of operating your layout prototypically.

#### 10:30AM

**Bob Clark:** *Layout Design for Passenger Terminals and Servicing Facilities* Good stuff for passenger modelers like facilities and track plans for station tracks, train turning, express and mail facilities, car washers, service platform design, Pullman and commissary buildings and car repair shops.

**Anthony Thompson:** *Southern Pacific's Coast Line* He will illustrate the characteristics of the distinctive part of the SP between San Francisco and Los Angeles emphasizing, though not restricted to, the 1940 to 1960 period.

**Forrest Beattie :** *Winning Model Contests – It's More Than Just the Model* Once you've made a good model, how to show it off to its best advantage and make it a Winner.

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### 1:30PM

**Les Dahlstedt:** *DCC Decoder Installation for All Scales.* (You have to be already registered for this one or you can't get in. – Bill)

**Anthony Thompson:** *Pacific Fruit Express* Tony will give us some history of PFE and descriptions of the most important ice and mechanical refrigerator cars, based on his book. He'll give us tips towards modeling these cars too.

**Charlie Pigott Okey Dokey Oaks:** *Who Says Only Mother Nature Can Make a Tree?* Charlie's Okey Dokey Oaks. What more can I say. I am always amazed that he is willing to teach all of us how to make the same thing that he sells.

**Jim Providenza:** *Layout Design Forum* A free ranging discussion of layout design issues in general and critique of designs brought forward for discussion. Always fun and interesting.

### 3:00PM

**Dave Biondi:** *An Advanced Clinic in Backdrop Painting* He does great work and promises, in this advanced class, to give us the final touches that transform a simple backdrop into a work of art that will add years of beauty to your railroad.

**Bill Schaumburg:** *The Town Talk Tunnel, Part 3* Building the prototype railroad took only 22 months. He's been talking about it for 22 years. He'll drink wine and tell stories, some of them may even pertain to the NCNG RR.

**Bill Kaufman:** *Operations for Dumb-dumbs* I'm real mad about this. I want to see Schaumburg or Biondi. However I'm going to blather on about how railroads solve the questions of which cars go where, how they get there, and how they keep from running into each other.

### 7:00PM

**John Marshall:** *Soldering 101 – Back to Basics* John will go over tools and products, when and where to use them, and where to buy them. Maybe he can help me.

**Jim Zeek:** *Logging in the age of Steam – 1890 to 1930* You get to hear the hows and whys of logging methods from a fourth generation lumberman and get some ideas about the equipment necessary to model this era.

**Layout Design SIG:** Not sure how this is different from the 1:30 forum. Same cast of characters, same issues. If you liked that, you'll like this.

## Friday, May 3, 2002

### 8:00AM

Contest Room opens

### 9:00AM

**Steve Smith:** *Machine Tools for the Modeler, Part 1* Steve will show how hobby size lathes and milling machines can add another aspect to our hobby. He'll cover some of the related measuring and hand tools used in machining.

**Stephen Hatch – Railway Engineering:** *Hand Laying and Building Your Own Turnouts* Conquer your fear of hand laying turnouts as Steve shows us how simple the building and installation can really be.

**Jim Providenza:** *Realistic Operations* Jim and Rick Kang wrote a series of articles in the mid 1990's about finding answers in the prototype for issues themes surrounding operations on our model railroads.

### 9:30AM

**Shasta Dam Tour:** 602 ft tall Shasta Dam holds 4,552,000 acre-feet of water and is the main feature of the Central Valley Project, The Sacramento, the Pit, and the McCloud rivers flow into it.

### 10:30AM

**Bob Clark:** *Layout Design for Passenger Terminals and Servicing Facilities* Bob will repeat his clinic on facilities and track plans for station tracks, train turning, express and mail facilities, car washers, service platform design, Pullman and commissary buildings and car repair shops.

**Rich Kolm:** *Track Work: Doing It Right.* Minimum standards, layout planning considerations, spiral easements, super-elevation, helixes, DCC, grades, different types of roadbed, track construction and all the other things that bedevil us.

**Dave Connery and Brad Lloyd:** *Modeling Winter* Dave and Brad take another shot at showing us how to model the elements that the big RRs have to fight.

### 1:00PM

**Train Show at the Redding Convention Center:** A chance to see new stuff, learn new things, and

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spend your money. Till 6:00

**Shasta Caverns Tour:** 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.

### 1:30PM

**Steve Smith:** *Realistic Weeping Willow Trees* Steve has combined old techniques, new methods, key materials and as little work as possible to create a realistic willow tree and some other types too.

**Rich Kolm:** *Track Work: Doing It Right.* Rich is going to try again to bail us out and save us from our track work.

**Jim Wells:** *Scratch Building Scale Sound Systems* and *Scratch Building Scale Soundtracks* In two back-to-back clinics, Jim will show us 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.

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

### 3:00PM

**Charlie Pigott Okey Dokey Oaks:** *Who Says Only Mother Nature Can Make a Tree?* Charlie's back making trees. Lots of sisal rope, ACC glue, ground foam and paint.

**Marilyn Meyers and Sam Astalosh:** *Trees for Your Layout* Marilyn and Sam show us how to make trees for our layouts based on geographic locale of our railroad and how to produce those trees in miniature.

### Evening

**Silent Auction**— Drop off begins at 5:00. Auction proper begins at 7:00.

## Saturday May 4, 2002

### 7:00 AM

**HOBO BREAKFAST** HOBOs (an NMRA member who has attended a National Convention outside his/her home region) can attend the HOBO Breakfast. Sign up as soon as possible on the sign up sheet that will be in the Registration area. If you don't know a HOBO that will bring you as a guest, let Dwayne Coate, Hobo-in charge, know and he will arrange something.

**McCloud River Railroad Tour:** Ride McCloud Open-Air Excursion Train through the forested slopes on the south side of Mt. Shasta, tour the McCloud shop and yard, and stop in historic Dunsmuir.

### 10:00AM

**Train Show at the Redding Convention Center:** Another chance to see new stuff, learn new things, and spend your money. Till 4:00.

### 6:00PM

#### Happy Hour

### 7:00PM

**PCR Banquet** - The guest speaker is Chuck Hornbeck, an engineer for 50 years in the Redding area. During that time he did many surveys of the area and became very familiar with local railroad rights of way and history. His interest in railroads and his job overlapped so he researched the local history. He has lectured for over 10 years at the local college on local history.

## Sunday, May 5, 2002

### 8:30AM

**Membership Break fast:** Come. Win door prizes. Don't make Ray eat by himself.

### 10:00AM

**Annual Membership meeting.** (Highlight of the convention for me— Bill)

### 10:00AM

**Train Show at the Redding Convention Center:** Still another chance to see new stuff, learn new things, and spend your money. Till 4:00.

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### Contest Report

That's right, actually "entering" your model in the Model Contest is the hard part. For PCR regional contests you need to fill out a cover sheet as well as an entry. But taking away part of the pain of paperwork is the aim of this section. Remember, if you don't enter, you can't win. And you can't enter without paperwork.

All the forms, rules, judging guide lines, & so on are available on line in the form of the Contest Directory. You can download the entire directory, or just parts of it, by visiting the PCR web site and following the directions to the contest area, or by calling or writing me.

Part of filling out the paperwork is in knowing just how you are entering, and into what category. The PCR Contest Directory lists five classes of modelers, and nine categories of models, for a total of 45 different ways to enter! To understand this a little better, take a look at what the Directory has to say in Section V. (Note that references to Section III mostly mean that the entrant be a member in good standing of the PCR, or of the NMRA if living out of the Region. There are a few other requirements, but you can check them out directly in the Directory.)

### Model Contests

The model contest includes five classes and nine categories. Each entry must specify one class and one category on the entry form. There is no limit on the number of entries per person. Each entry can have only one entrant and only the work of that entrant will be judged. Additional documentation may accompany the score sheet, but judges are not required to consult it.

The model contest includes these five classes:

- **Open:** Anyone who fulfills the entry requirements in Section III may enter the Open class.
- **Kit:** Anyone who fulfills the entry requirements in Section III may enter the kit class if the model is kit-built, kit-bashed, or cross-kitted. A kit entry is generally defined as one built using components, packaged together for commercial sale, although the entrant may modify or supplement such components.
- **Novice:** Anyone who fulfills the entry requirements in Section III and has not previ-

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## ACHIEVEMENT PROGRAM

By Jack Burgess, MMR

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

We previously discussed the AP certificate for Association Volunteer. The Volunteer certificate is structured toward service on a National, Regional, or Divisional committee or as a Divisional officer or director. On the other hand, the Association Official AP certificate recognizes service as an officer (as either the President, Vice President, Secretary, Treasurer, or Director) at the national, regional, or divisional NMRA level. The minimum requirement for this certificate is at least one year at the national level; two years at the Regional level with at least one year as President or Trustee; or three years at the Regional level at a position other than President or Trustee. Division Superintendents or Directors who serve as voting members of the Region Board are also eligible.

There are now a number of positions in both the Pacific Coast Region and the divisions which are in need of officers or volunteers. Serving your region or division not only aids the NMRA but also provides a simple way to also participate in the Achievement Program.

I apologize for not previously announcing that James Rustermier received an AP certificate for Motive Power. His application first got lost at Headquarters and then I forgot to mention it in the last issue of the Branch Line.

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 31.

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Editor's Notebook

improvements to Branch Line.

Now that the LD/OpSIG combined meeting is over, I can start focusing on the PCR convention. (Seth Neuman has a round-up of the activities on that weekend elsewhere in this issue of the *Branch Line*) The Round Robin busted its hump getting five of our layouts up to snuff for the SIG meeting and, I think, we had a good time.

I should probably tell you a bit about the Round Robin because I am likely to tell you a lot more stories about it as long as I am editor.

There are about eight of us in the Northern California Nameless Group Round Robin (NCNG RR) to give it its proper name. It is a very loose number because there is no list of members. If you show up and keep coming back a couple of times, you are probably a member. If you don't show up, you're probably still a member. One guy has been dead six years and we are still talking about his work and grumbling that he doesn't make many meetings lately.

Jim Providenza is the best known of us. He has been doing and writing about operations for forever. His SCN has been featured in a Keller video and in all the magazines. Scott Kew is the remaining founding member of the group and has the largest layout. His 1985 SP layout runs from Dunsmuir to Black Butte. His friend Morgan Trotter claims he is helping when he runs his steam era equipment on Scott's railroad.

My 1929 freelance Northern California pike is the smallest and oldest of the lot. Tom Combs was an Amtrak engineer and passenger equipment is king on his Canadian Pacific inspired *Cascade Pacific*. The freight trains only exist to get out of the way of the varnish or the streamliners.

We think that Chuck Ditlefsen is a member, but you can never tell with O-scalers. He lives up on the top of Mt. Tam a couple of blocks from Tom and has more scenery on his layout than any other Lionel fan I have ever seen. The other token large scaler is the Padre, Dick Anderson, who is

building a CB&Q layout in Kennebunkport, Maine, where he has a house and runs a church during the summer.

The Padre's layout makes the one that Philip Smith is building seem positively close by. Philip's SP&S based layout in Oakland is our newest, still in the bench work and dreaming stage. When Otis McGee finally gets the house built that goes under the layout, his John Armstrong-designed layout will be the newest, and probably the largest too. It will take over as the steam era Dunsmuir to Klamath Falls road, and Scott can go back to rail fanning 1985 instead of 1955.

Rob Steele has come four or five times and just might be a member. He has brought his friend John with him twice. That's getting mighty close to membership, even if I am not clear on his name. Will Hastings, who runs CalTrans out of the city, used to come. Maybe he'll come some more. Heck, Dr. Ed Merrin who moved not only himself but also his layout may come back. (I know that is thirteen people, but don't nit-pick.)

The group has three great attractions in addition to getting me out of the house once a week. First is the variety of skills and interests. Most of us brought skills into the group. All of us have learned skills and shared knowledge with the rest of the group. Second, the rule is, "It's my railroad!" How each of the owners wants his pike to look, that's what we do. We may tell him how silly he is and fill him with unwanted advice, but, ultimately, he's the one that has to be happy. Finally, our total organization consists of trying to figure out where we are going next week, and we don't start working on that until someone announces that he is leaving.

Obviously the people in modeling are what are important to me. So, circling back to the beginning introduction of the Round Robin, I am getting ready for convention. Richard and Venita Lake are coming out from Kansas City and Bill Schaumburg from Jersey. All the usual suspects from PCR (Ray, Seth, an assortment of Jims, three or four Daves and a bunch of other people) will be there. I can't wait.

# PCR Convention Registration Form

*(Continued from page 2)*

*"Gomez Store"*

these so I did not stress the styrene. The large parts were cleaned up with a mill file and the smaller parts by scraping with an X-Acto knife.

Once all the parts were free of the sprues I re-read the instructions, looking at each part as it was mentioned and visualizing how it would look on the completed model. At this point I decided to do some pre-distressing of certain parts. I scraped the front wooden sidewalk using the Zona saw and scraping the length of the boards to add some texture and grain to the wood. I then used a small pounce-wheel to impress nail holes in several long rows down the sidewalk. I used the same pounce wheel to add four rows of nail holes to the undecorated sign (there is a beautifully pre-painted sign included in the kit, which I opted not to use). I used a larger pounce wheel to add rows of nail holes every 24" on the clapboard siding on the front of the addition.

The roof is corrugated metal and on only one of the three sections was it divided into two pieces. Normally, corrugated metal comes in 8', 10', and 12' lengths and shorter but these two roof sections had 15' and 17' lengths. To remedy this I scribed lines across the two sections breaking the corrugated castings into more realistic lengths. I also scribed joints every 30" down all the sections to represent individual panels. With this I was ready to begin construction.

The four walls were assembled and attached to the floor, a part that saved using a squaring jig. I used MEK for all joints and applied it with an A-West applicator bottle with a #16 tip. I installed the center wall and then added two pieces of .10" square styrene about 10' back from the front wall, and extending between the walls at their top, to use in attaching a light for each section.

I then attached the roof sections together, using the two braces provided and gluing the sections at the correct angles by holding them in place on the building walls, but was careful not to glue the roof to the building at this point. I also

built up a mini-assembly of the two front doors, transom, and supports, and added the floor supports for the front doors. Now it was time to paint the individual parts.

I made a list of the colors I planned on using and then listed each part under the appropriate color. In this way I knew I would not forget to paint an item while I had the paint in the air-brush. For this project I used Floquil but an acrylic would work just as well.

The smaller parts were attached to a stick covered with masking tape, sticky side out. I painted the inside of the buildings and the underside of the roof Grimy Black, as I do not intend on having any inside details. I painted the gas pump hose and smoke jack at this time. I then painted an area directly inside the two front doors with Foundation, as I wanted the option of having the doors at least partly open. The air-brush naturally feathered the Foundation into the underlying Black.

I also painted the wood sidewalk with Foundation. I painted the roof top SP Lettering Gray and also painted both sides of 12 pieces of previously cut scale 30" X 8' Campbell corrugated roofing material. I masked off the door and window openings so when I painted the front I would not get paint all over the black inside. I used Antique White for the base color on the front (and backs of the building false fronts). I also painted all the doors, windows, corbels, cap pieces and the gas pump this color. Finally, I masked the building front and roof area and painted the back and side walls Boxcar Red.

The walls on this building are tin sheathing embossed to represent brick. This was a common building technique in the late 1800's and early 1900's, somewhat fireproofing the wood walls and making them look like more expensive and more substantial brick. There are several buildings in the old Gold Rush town of Columbia built with this technique, but this is the first model kit I have seen using it.

The castings are excellent, with tiny raised areas representing the scale 3' by 5' pieces of the

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*"Gomez Store"*

original sheathing. I didn't want to lose this detail and was afraid the flat paint would hide this neat feature. To highlight this I took a 3" X 5" card and held it along each of these part lines and then sprayed down the edge of the card with Rock Island Maroon, thinned heavily. What I was trying to do was leave just a hint of over-spray on the wall of a slightly different color. With this color I hit the bottom and right side of each seam. I repeated this process with ATSF Mineral Brown along the top and left side of each seam. I learned this technique from my friend Al Massi, who uses it to really bring out steel boxcar sides. When the paint was still wet I thought I had over done it, but once dry, I wish I had applied the highlight colors a bit stronger.

With the basic painting done I returned to construction. First, I installed a 1.5-Volt bulb in each half of the building, gluing them in with ACC and running the wires down a wall and out a hole in the floor. Next I glazed the windows, attaching the acetate to the painted frames with Micro Scale Kristal Klear. I scraped the paint off surfaces I would be gluing, then added the windows, doors, cap strip and corbels.

Next I glued on the roof using Walthers Goo, to give myself more time to assure the roof was exactly where I wanted it. I stained the sidewalk with a coat of dark brown-black stain made from Alcohol mixed with Brown and Black Shoe Dye. When this was dry I removed some of the stain using small brass and fiberglass brushes, letting the Foundation and gray plastic show through in heavy use areas near the doors and pump. Jim Vail calls this technique "scratching back" and it is a very useful technique.

Then I brush painted the front trim Rood Brown. I dry brushed some Rust and Grimy Black onto the roof, trying to keep the brush quite dry and streaking the colors on the seams and near the bottom of each individual panel, where rust would start and soot would get caught and build up. I decided to create a sidewalk overhang for the

"store" part of the building and I did this by building a stripwood frame using pre-stained 2"x6", 2"x4" and 1" x 2"s. When this was dry I added the pre-painted Campbell corrugated panels that I treated with the same dry-brush technique. I gave the dry brushing about an hour to set up, then sprayed these surfaces with Dullcoat. When the Dullcoat was dry I applied a very weak solution of alcohol and India Ink. I learned years ago, never put alcohol over Dullcoat – it attacks the finish and leaves a white blush on your model. For metal roofing this is perfect! The India Ink highlights the seams and builds up much like soot would when washed by the rain and the alcohol causes the white blush that looks like oxidation on the metal panels.

To finish the model I painted and constructed the great old time pump – perfect for my 1929 era. I also wanted the panels on the side to stand out a bit more so I traced along some of the embossed tin brick sections with a fine drafting pen. Since I assume there will be lots of you who will have a Ruben Gomez Store on your layout, I decided to letter my structure to suit my locale.

In a book of memories of a youth in Carson City in the 1920's I found the name of several businesses on Carson Street, within a block of the V&T depot. I picked two that seemed to fit and used individual Micro Scale letters to create signs on the two front walls. I also found a decal sign for the one side that will be mostly visible on my layout.

Well, there you have it. When I started to put this model together it was just for this review but as I worked on it I got more and more excited about it and so have found a place for it on my layout. The accompanying photo shows the completed model, the sidewalk roof I will add and the pre-lettered sign that came with the kit.

This kit, #5909 has a MSRP of \$30.00. It goes together relatively easily and while lots of fun for an experienced modeler, would be a fine first styrene project for the newcomer to structure building. It will fit layouts set from the turn of the century to the 1960's.

*(Continued from page 1)*

*President's Message*

status and several proposed changes. There was significant progress in several areas, most notably in membership and reorganization of the board.

First on membership, the board has agreed to the concept of single membership (also referred to in the past as single dues). This has been a hot-button topic since long before I ever got involved with PCR. I remember in the mid eighties people talking about this issue as old news. So now, for the first time ever, it appears that the board is ready to push forward with a change that will allow you, the members, to with a single payment, become a member at all organizational levels, national, regional, and divisional. There are many details and questions to work out, but this truly is a breakthrough on a very important issue.

Another area that will require much more work to implement is a reorganization or restructuring of the board. No one is sure what the new organization structure will look like, but the intent is to streamline the management structure of NMRA and make it more responsive not only to the membership, but to concerns outside the organization. The hope is all these change can lead us to a new leaner meaner NMRA.

The board meeting wrapped up Saturday with more financial reports and planning, followed by department reports and then motions before adjourning. One area that received a fair amount of discussion that last session was publications. Changes are in the offing for the Bulletin and other projects may be launched as time and finances allow. First step will be a Bulletin makeover. It is possible there will be some changes there by year's end. These are needed changes that the publisher and editor have been looking at for some time. Final decisions that are yet to be made on LRP may incorporate some changes in the Bulletin. Any changes before final adoption of the LRP will be preliminary steps to better publications. So, watch for it.

**NMRA Election**

One last note. By now you will have received

the February Bulletin. Contained in it is the ballot for the election of officers and some standards changes. There was an error in the instructions on the standards changes only. Corrected instructions will appear in the March issue. Also, all the correct info is posted on the NMRA web page, located at [www.nmra.org](http://www.nmra.org).

I mentioned staying the course earlier in this column. That has to do with the officer's elections. While I am somewhat hesitant to take a stand and make endorsements on an organization election, I am going to make an exception here. Allen Pollock and John Roberts have been doing yeoman duty in their efforts with financial recovery and improving home office. I strongly recommend that they both be reelected to see through work started in these areas.

But most off all, it is important, that in order to make our organization the best it can be, that you vote.

*(Continued from page 7)*

*New members*

CA, Mary Moore Campagna - Soda Springs, CA, Randal Rogers - Folsom, CA, Bob Rohwer - Fair Oaks, CA, Robert Silva - Escalon, CA, James Spano - Sacramento, CA, Walter Vipond - N Highlands, CA, Thomas Vogel - Ceres, CA, Bob Walters - Montague, CA,

**REDWOOD EMPIRE DIVISION**

Jeff Arnold Mc Kinleyville, CA, Willard Hamilton - Napa, CA, Barton Hildebeidel - Napa, CA, Ronald Kaiser - Healdsburg, CA, Bob Leighton - Saint Helena, CA, Christian Mastor - Santa Rosa, CA, Raymond Melvin - Crescent City, CA, Jerry Moors - Eureka, CA, David Norris - Fairfield, CA, Thomas Stack - Suisun City, CA, George Tuttle - San Rafael, CA, Lauren Williams - Petaluma, CA,

**OUT OF REGION**

Barry Anderson - Port Townsend, WA, Siles Bazerman - Garden Grove, CA, Don Elliott - Lakewood, CO, Gale Irwin - Rolling Hills CA, Patricia Irwin - Gale, Charles Nauman - Las Vegas, NV, Edwin Nellis - West Hills, CA,

(Continued from page 12)

### *S Scale In Review*

rail. These items show an ever expanding product line, but what is impressive are all the other items in their catalog that have been introduced in previous years, and available to grow the hobby.

American Models has released the SD60, E8, and Empire State Express steam locomotive and cars. The SD60 is available in both the standard cab and wide nose cab arrangement, and is a welcome piece of modern equipment. American Models was the recipient of this year's NASG Manufacturer Of The Year Award.

SouthWind Models had their pilot model of the B&O EM-1 2-8-8-4 on display at the NASG Convention at Steamtown, and it looks better than the SP cab forwards just delivered. They expect delivery of the 2-8-8-4 by the end of this year. They also announced that with enough reservations, they will produce SP 2-8-2 class Mk-5/6, a UP 2-8-2, an SP and UP Harriman diner, and an SP and UP long Harriman coach.

Pacific Rail Shops is now offering their 40 ft. boxcar painted and lettered WP with the all silver car with a large orange feather and Santa Fe with the straight-line map on one side and your choice of "The Chief" or "El Capitan" slogan on the other side. A PFE refrigerator car with the SP and 3 color UP heralds is being offered again, but this time in the 5001 6000 series rather than the 46702 47702 series previously used.

PRS has also announced their next series of models will be a Rath Packing Co. reefer, P&LE/NYC 40 ft. boxcars colored boxcar red in a 1940, 1945, and 1955 lettering schemes, B&O 40 ft. boxcar with a 1959 "Time Saver Service" paint scheme, CP 40 ft. boxcar with a 1947 "Spans the World" paint scheme, and Navy Yard 40 ft. boxcar with a Viking roof painted gray and lettered for either Norfolk or Oakland. Tooling for the new 70 ton 3-bay off set side hopper is progressing with a scheduled completion date of the end of this year. Following that will be the Fowler 40 ft. wood boxcar with Z type bracing.

BTS has finished building the sample of the new two-stall engine house, and is now reviewing what needs to be modified for taking this structure into production. It should be available this April. The NKP Green springs Depot and the McCabe Sawdust Shed are finished, and now shipping. In the freight car department, BTS is now offering laser cut wood floors

with self adhesive for both the AM and AF gondolas, along with laser cut wood roof walks for AM and PRS boxcars and Crown Models and PRS refrigerator cars. They are also offering an interior for a PRS boxcar consisting of a laser cut wood floor and side lining.

Another new structure in S (and other scales) has been announced by Bar Mills Scale Model Works. It is the Idaho Hotel, and is a two-story structure. It is a limited production kit with only 50 being produced in S scale.

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

## **Sierra Division**

### **JUNE MEET, SUTTER CREEK**

The June meet will be at the Knight Foundry, Sutter Creek California, June 8.

As of this writing events will be:

- Picnic
- tour of Knight Foundry, built 1873, all water and belt power. Knight actually invented the Pelton wheel, and Pelton wheels power everything in the foundry.
- tour of the Little Amador RR, an amazing operations oriented Garden RR combined with a mining museum.
- Clinic by Chuck Maley on Garden RR track
- possibly a tour of the Amador Central, a very complete club RR based on the Amador Central.

## **2003 PCR convention**

The 2003 PCR convention will be held April 23 - April 27 at the Crowne Plaza Hotel in Pleasanton.

To help during the convention, open your layout or give a clinic contact Dennis Stokely at (925) 467-3656 or at [stokely4@aol.com](mailto:stokely4@aol.com).

Jim Long will chair layout tours and John Marshall clinics

Registrations for the 2003 convention will open May first in Redding.

(Continued from page 17)

### Contest Report

ously been awarded (a) more than 87 points in the contest category being entered, (b) more than 100 points in any model contest category, or (c) a model contest Best of Show may enter the Novice class.

- Teen: Anyone 13 through 17 years old may enter the Teen class.
- Youth: Anyone under 13 years old may enter the Youth class.

There are nine model contest categories:

- Steam Locomotive: All types of steam locomotives. Entries must be powered.
- Diesel and Other Locomotives: All locomotives except steam or traction, including heavy electric locomotives. Entries must be powered; multiple-unit entries must have at least one unit powered.
- Passenger car: All types of cars in passenger service other than cabooses, traction or maintenance of way.
- Freight car: All types of revenue freight cars, including express and company service cars other than M of W.
- Caboose: All types of cabooses, including M of W.
- Maintenance of Way: All types of non-revenue equipment not included in categories 3-5 above, all types of trackwork, all types of railroad off-track vehicles.
- Structures: All structures, other than trackwork, without significant scenery. Scenery, if any, is not judged.
- Displays: All dioramas or groups of models with significant scenery.
- Traction and Self-Propelled Cars: Self-propelled cars, and all models of electrically powered equipment except heavy electric. Models must be powered; multiple-unit entries must have at least one unit powered.

Okay, got all that? First figure out who you are, then what you got. There are occasional problems figuring out exactly what category a model will fall into

when it is entered, and it is the determination of the Contest Chairman that will finalize it. You might also note that NMRA National Contests have differing classes and categories from the PCR, and Divisional classes and categories may be different as well.

So far, so good, but what is the hard part you wonder? Telling the judges what you did. Appendix C of the Contest Directory tells you how entries are judged, and how points are given. To earn a Merit Award you only need to get 70% of the total points available. To win a prize may require more or less than that. At any rate, the judges only know what you tell them you did to the model when you write it on the Entry Form. Don't skimp on pointing out all you did, but don't write a novel either.

Jack Burgess, MMR and Jim Tangney, MMR have both written their formulas for telling the judges what they need to know. Both of them have done a better job of it than I can. So rather than re-invent the wheel I suggest you download their articles from the contest area of the PCR web site.

You might also want to consider "wagging the dog" when you build your model. By this I mean you might give some consideration to how many points you might get in any particular judged factor and creating your model to maximize them. For instance, you aren't likely to get many points in Scratch Building when you enter a kit-built model, but you might be able to do better at Conformity with a few modifications to the kit.

One last thing to remember: ***It is ALWAYS better to prepare your entry forms at home, in advance of the contest.***

As this is written the PCR Convention in Redding is quickly approaching. I'll be there and hope you will be too. If you are interested in taking part in the model contest as a judge please contact me at your earliest convenience. Regardless, please stop by the contest room during your stay and have a look at the fine models, photos & other items on display. Some of them might be yours!



# Club Info

## **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 LaTorres at (510) 276-3121 or email at [duhnerd@pacbell.net](mailto: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 CalTrain Depot, 1005 Railroad Avenue, Santa Clara, CA. on Tuesdays, 7:00 PM to 10:00 PM or Saturdays, 9:00 AM to 4:00 PM Phone (408) 243-3969 for more information about our group.

## **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](mailto: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.

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### **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](http://www.wcmrs.org)

### **SACRAMENTO MODEL HISTORICAL SOCIETY**

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to [dmgeath@aol.com](mailto:dmgeath@aol.com); web site <http://members.aol.com/dmgeath/index.html>. Modeled as the Sierra Central Railroad, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 PM.

### **COASTAL VALLEY LINES**

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

urday 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.

### **LAYOUTS AT CONVENTION**

I don't have much information, but the website shows four layouts without any descriptions or mention of tours.

1. Floyd Felch - HO Scale



2. Art Spicer - HO Scale



3. Mel Netherly - G Scale



4. Bill Sturges - HO Scale



**National Model Railroad Association  
Pacific Coast Region**

**2002 Directors Ballot**

Instructions for Election

1. Election starts with receipt of ballot (Branch Line mailing approximately April 1, 2002).
2. All ballots must be postmarked no latter than April 20, 2002.
3. You may write in a candidate of your choice, however, the candidate must be willing to serve if elected.
4. Voting for Director from more than one Division will cause your ballot to be voided. Voting for a Director in a Division other than your own Division will cause your ballot to be voided.
5. Detach the ballot from the Branch Line and fold in thirds on dotted line so that the address is showing and tape closed.
6. Affix a .34-cent stamp and mail.

(Fold on dotted line)

Redwood Empire Division

\_\_\_\_ Ron Piles

\_\_\_\_ Write In Candidate: \_\_\_\_\_

Hawaiian Division

\_\_\_\_ Write In Candidate: \_\_\_\_\_

Coast Division

\_\_\_\_ Jack Wall

\_\_\_\_ Write In Candidate: \_\_\_\_\_

Sierra Division

\_\_\_\_ Bob Mountjoy

\_\_\_\_ Write In Candidate: \_\_\_\_\_

Daylight Division

\_\_\_\_ Brewster Bird

\_\_\_\_ Write In Candidate: \_\_\_\_\_

(Fold on dotted line)



(Please tape closed before mailing)

Place  
Stamp  
Here

Jim Long  
**PCR Ballot Chair**  
47464 Cholla St.  
Fremont, CA 94539

(Continued from page 4)

### Tale of Two Dispatchers

spread between M.P. 28.3 and M.P. 27.4"

"Ah, hmmm, yes. How much time did you say you needed?"

"Oh, I think about an hour and a half should do it, Mr. Dispatcher."

"I'll get back to you work train." Then, "I can give you an hour. The 'Cementipede' will be coming back down the hill by then."

"That'll be just fine, Dispatcher".

Track warrant issued, the work train slowly creeps up the hill out of E. Rica with our boys diligently preparing to "spread ballast".

Time passes, trains run. More time passes. Various trains stop running. The DS finally catches on to the fact that the work train is way past the time limits on his track warrant . . .

"SCN Dispatcher to the work train at M.P. 27.4." Silence.

"SCN Dispatcher to the work train at M.P. 27.4." More silence.

Now during an op session the DS occupies the kitchen table just inside the garage door from the SCN. But tradition, usually honored, is that he/she does not walk past the threshold . . . Tradition is dispensed with, to no avail.

In desperation the DS calls for the Trainmaster and search parties are sent out.

Our boys are finally located in the living room, having walked past the harried DS to acquire another round of cokes, and are happily watching a Keller video, just enjoying the hell out of being a work train crew putting the screws to the DS.

Herded back to the job they are all smiles, muttering something about turnabout being fair play.

There is in fact something special about having working rails "working on the railroad".

## Redwood Empire Division News

By Steve Skold

RED's annual business meeting was held at the Napa Valley Northern layout at the Town and Country Fairgrounds in Napa. Ron Plies was nominated for Director for the next two-year term. The election is to be held via the Branch Line.

Gus Campagna brought three cars for display and discussion. Two were On3 flatcars and one was an O Scale flatcar. Where do these fit on your HO layout? John Rodgers brought an HO Scale painted and lettered for the Eureka Southern RR, which is one of the successors of the NWP.

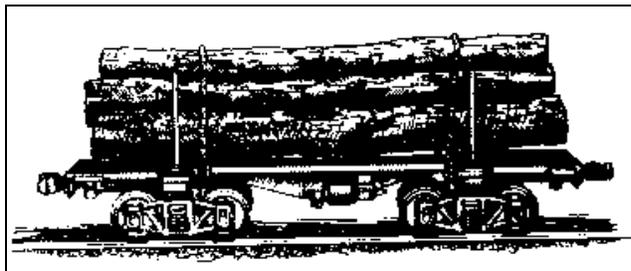
Door prize winners were:

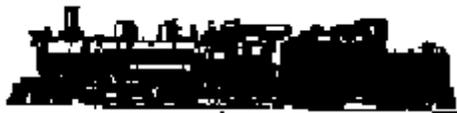
Dave Davis  
David Norris  
Rick Wagner (2)  
Pat Boyle  
Ed Zakareckis  
Jim Martin

The Special Door prize winner was Harold Mentzer who won a \$25 gift certificate to the Loose Caboose hobby shop in Napa.

Napa club member Rich Heller presented a clinic on Kit Bashing and Super Detailing.

The next RED meeting will be at the Vallejo Model Railroad Club in Vallejo on May 19<sup>th</sup> followed by the summer meeting and picnic in Sonoma on August 4<sup>th</sup>. For details on these and other events, check the internet at <http://home.earthlink.net/~campgus/>.





**MEMBERSHIP APPLICATION  
PACIFIC COAST REGION**

**03/02**

LAST NAME: \_\_\_\_\_ FIRST NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIPCODE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_ NMRA # (if a member): \_\_\_\_\_

FAMILY MEMBER NAME(S): \_\_\_\_\_

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

PCR and NMRA for one year at \$51.00

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

## The Golden Spike Award

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

1. Rolling stock (Motive power and cars)

\_\_\_\_\_ Display six (6) units of rolling stock (Scratchbuilt, 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 (Scratchbuilt, craftsman or detailed commercial kits). If a module has less than five structures, additional ones separate from the scene may be used.

3. Engineering (Civil and Electrical)

\_\_\_\_\_ Three (3) types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.

\_\_\_\_\_ All installed trackage must be properly wired so that two trains can be operated simultaneously.

# Callboard

<b>President</b> RAY deBLIECK 1304 SANTA CLARA AVE ALAMEDA, CA 94501 (510) 521-9778 RaydBCS@aol.com	<b>Trustee</b> RAY deBLIECK 1304 SANTA CLARA AVE ALAMEDA, CA 94501 (510) 521-9778 RaydBCS@aol.com	<b>Vice President</b> L. E. "GENE" MAYER 4349 VIRGUSELL CIRCLE CARMICHAEL, CA 95608 (916) 486-0934 GeneFWRR@aol.com	<b>Treasurer</b> LARRY ALTBBAUM 40 LIVE OAK LANE DANVILLE, CA 94506 (925) 736-8160 emerbaum@msn.com	<b>Secretary</b> RICHARD L. KOLM 3535 ARCADIAN WAY CASTRO VALLEY, CA 94546 (510) 538-8973 IronHorseK@aol.com
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## Board of Directors

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## Publications Committee

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# Calendar

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

June 8, 2002, **Sierra Division** - Knight  
Foundry, Sutter Creek California,

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](mailto:BKaufman@aardvarklearning.com)

