



BRANCH LINE

NMRA'S FIRST REGION

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President's Message

Gene Mayer

Several important issues concerning the future of PCR were discussed during our midyear Board of Directors (BOD) meeting. PCR's future budget needs will depend upon whether or not the proposed NMRA single membership is approved. The Bylaws and Manual Committee will need to amend the bylaws and manual of operations if the NMRA national reorganization proposal is approved.

I understand that the ballot will be mailed to NMRA members in April. The results will be announced at the Board of Trustees meeting in Seattle. I urge you all to vote in favor of the NMRA reorganization proposal. We definitely need to reduce overhead expenses and streamline the administrative process.

The BOD adopted the 2004-2005 despite a projected deficit.

The board concluded that we need to develop other sources of revenue and/or reduce expenses—suggestions included distributing the *Branch Line* (BL) by email, charging for subscriptions of printed copies, selling BL advertisements or

possibly sponsoring an annual train show. The directors do not favor a dues increase at this time.

The Board of Directors directed me to establish a special committee to study the feasibility of PCR breaking away from NMRA and becoming a

separate independent organization. This may be a necessity if the new NMRA bylaws are not approved and/or the national organization files for bankruptcy.

I invited 15 officers and committee members to submit written or email comments

Several important issues concerning the future of PCR were discussed during our midyear Board of Directors (BOD) meeting.

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President's message

concerning the desirability of establishing a separate corporation to me. I asked them to transmit their comments to me before January 1. Hopefully at least five of these people will volunteer to serve on the committee.

I urge individual members who have concerns concerning this matter to submit written or email comments to me. We welcome your input. The various inputs will be compiled into a preliminary draft report by February 1 and submitted to the committee for editorial comments. We hope the committee can complete a final draft by March 15 and transmit the final report to the Board prior to April 15.

The Board voted to apply for IRS 501 3 (c) status and to employ an attorney to process the application. I have contacted PCR member Keith

Gillette who agreed to handle the application for out-of-pocket expenses..

Those of us who attended the PCR Leadership Conference were treated to an excellent program presented by instructors Tom Blinn, Dave Connery, Chuck Harmon and Peter Weiglin. Thanks for a job well done guys. Hopefully some of them can be enticed to repeat their presentations as clinics at the Napa convention.

President Gene presiding over his first meeting



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VIEW FROM THE LEFT SEAT

By

Dave Connery, PCR Vice-president

Thanks to Tom Blinn, Peter Weiglin and Chuck Harmon for their presentations at the PCR Leadership Conference held in Fremont on October 25th. I think the 23 members who attended all got some value from the sessions – we will be evaluating if we should do something similar again in the future. This session was a part of PCR’s Long Range Plan. In this issue of the Branch Line I would like to devote my column to some comments the other Long range Plan, the NMRA’s Long Range Plan (LRP) and the “Regulations” we soon will be asked to vote on to implement the “plan”.

NMRA LRP – What it is and what it isn’t!

1. It is in no way a long range plan for the NMRA. Read it and you will realize it is an NMRA HQ reorganization. HQ people put it together with little or no input from the Regions, Divisions and everyday members. With on exception it exclusively addresses problems at HQ and not issues of modelers in the hobby.

2. Change is critical for the NMRA HQ and the plan addresses some of the problems that badly need fixing. For a number of years the BOD has been unable or unwilling to balance the budget and control expenses. As a result, we have been involved in deficit financing; taking money from other funds and sources to cover uncontrolled current expenses. Board decisions are slow and usually compromised into ineffectiveness. This cannot continue – in the near future the organization will run out of these other fund sources and be forced into

bankruptcy. The new regulations will reduce the size of the board, which is believed to be a reason it has not been effective in managing the organization. A smaller board is needed, also a board that is less inbred. History tells us board membership seems to be almost for life (once you lose your seat on the board you are usually appointed to a position in the out of control list of “managers”). We badly need a smaller HQ organization and term limits, which the plan does not address.

Change is critical for the NMRA HQ and the plan addresses some of the problems that badly need fixing.

This should be of particular concern to Life Members. The money they paid in that was supposed to be set aside as an endowment is being rapidly spent on today’s bills – and soon nothing will be there to cover their Life Members dues. With declining membership (nearly all the decline is in the Regular Member category -- we have sustained a 12% loss in just this past year) there are fewer Regular Members to foot the bill, thus the need for higher and higher dues. Currently Regular Members comprise only 63% of the NMRA membership!

3. The regulations eliminate the need for a vote on dues increases, making increases automatic and indexed on an all time, bloated, high dues level. This will help isolate the BOD from those of us who are paying the bills, freeing our elected officials from having to acknowledge they raised the dues! Sounds like the NMRA is trying to emulate our

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government. There has been a direct correlation between recent dues increases and membership decline – will we now have an indexed membership decline?

4. The proposed smaller board will be elected in a complex system that is designed to insure that no group will be able to have “a representative” on the board. One of the perceived problems with the current BOD not being able to get things done is that Trustees feel a responsibility to their home region. It has been emphasized over the past number of years that trustees represent the NMRA and not the area that elected them. The proposed change will insure that local regions have almost no voice at the national level (I believe one Board member will be elected by the presidents of the 17 regions).

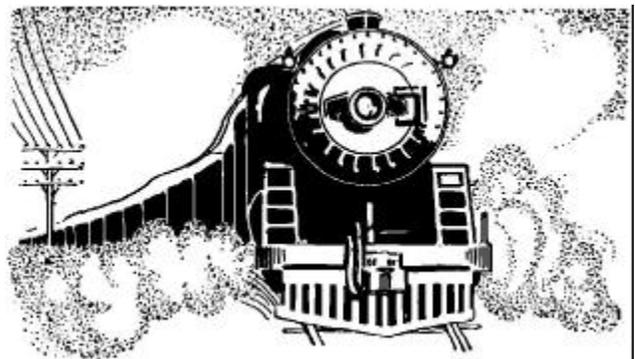
5. The regulations will create a “single dues structure”. This means when someone joins the NMRA, they will automatically become a member of the local region. I believe this is a critical part of any change. While there have been no precise agreements as I write this column, apparently the NMRA will increase national dues by \$6 (exactly what our PCR dues are – an apparent net-no change). However they will only provide \$3 to PCR, the other \$3 being the cost of managing this service! This will be a big problem for PCR. Currently it only costs us about \$1 per member to administer our member records – a job that may decrease but probably won’t completely go away. We spend most of our dues receipts on our newsletter, the Branch Line. I think we all agree, the Branch Line is a critical element in providing service to members. With single dues we will have nearly twice the membership and be required to treat them all as members but will have half the resources per member to service this membership. Nearly all Branch Line costs are directly tied to the number of copies; there are no economies of scale. This will mean that PCR will either need to find some alternate means of raising in the neighborhood of \$4,500 annually to

fund the Branch Line or begin charging an added \$3-\$4 “subscription fee” for the right to receive a full newsletter. This is obviously not a well thought-out “plan”.

I am unsure exactly when we will be asked to vote on these new “regulations” but they hope to complete the process prior to the NMRA BOD meeting in Seattle in July. I hope everyone in PCR understands the outcome of this vote will have a great impact on what our model railroading organization looks like in the future. PLEASE VOTE.

From my analysis, approving the regulations may help the NMRA BOD work their way out of the leadership mess they have gotten themselves into. Turning down the regulations may mean the NMRA will have to go through some sort of bankruptcy – reorganization, as there may not be enough time to craft another plan before the organization is insolvent. But approval will force massive change on PCR, and quite honestly, our own board doesn’t know how it will navigate these uncharted waters.

Next issue I will try to provide some thoughts I have had over the past decade or so about how our model railroad organizations could be better organized and how we might go about getting to an improved structure that better serves us modelers.



NON RAIL REPORT

By Mary Moore-Campagna

At the recent PCR Board meeting in Fremont, the report of the Regional Non-Rail Department was presented to the board members and attendees. The report dealt with the objectives of the regional Non-Rail effort, as well as the planned short-term and longer-term goals to support those objectives.

The objectives of the regional Non-Rail Department are:

To establish a “resource bank” of ideas for Non-Rail activities at the divisional and regional levels;

To establish a working committee of Non-Rail personnel to assist division staff, at their request, in identifying and planning Non-Rail programs for division meets;

To work with Convention Department to provide assistance in planning Non-Rail programs for upcoming PCR conventions

One of the concerns being voiced by the divisions (and the region) is the decline in membership, and one of the ongoing issues is competition for the members’ time. Since every division has different needs, it’s impossible to predict that what works for one will automatically work for the others; however, one factor that seems to be consistent with successful events is the opportunity for everyone in the family to become involved if they so choose. While the focus of the organization continues to be the hobby of model railroading, it seems that recognizing and meeting the needs of the modelers’ families can only help contribute to their ability to enjoy the regional and divisional activities as well.

The idea, therefore, is to offer assistance to any division who wants to incorporate some kind of Non-Rail functions into their division meets by providing them with ideas for events and activities in their area, as well as people in the area who are willing to help set them up. This is strictly voluntary and will be up to each individual division to determine whether they want to include Non-Rail activities, and to what extent.

In the meantime, we are continuing to work on the non-rail program for the PCR convention in Napa. So

far we have 13 non-rail registrants signed up for the convention, and we continue to actively recruit more. The clinics and tours will be posted on the convention web site as they are confirmed, with dates listed for as many as possible in order to facilitate advance planning.

Just a reminder: the contest at the upcoming PCR convention will include an “arts and crafts” category as well as the usual models and photos/passes categories. Since this is an official part of NMRA contests, it is technically not specifically a non-rail function; however, since it is the one category which all convention attendees, both rail and non-rail, are eligible to enter regardless of NMRA membership status (the only requirement is that the entrant be registered for the convention). The contest rules and application forms are available on the NMRA web site:

http://www.getnet.net/~dickg/nmra/contests/NMRA_Arts&Crafts_Contest_Entry_Form.PDF

http://www.getnet.net/~dickg/nmra/contests/NMRA_Contest_Entry_Form.PDF

The rules describe the three categories – general, needlework, and “railroadiana”, with sub-divisions within each category for original, pattern and kit entries – and the judging form shows the criteria which will be used for judging the entries. I encourage everyone

to show off their talents and enter the contest; or, if you aren’t interested in entering for some reason, we would be delighted to have you participate as a judge. Anyone who has questions or would like to volunteer as a judge can contact me at either (415) 672-4806 (cell phone) or marycmoore@campagna.com.



First Place: needlework. 2003 Toronto convention

Operations Special Interest Group News

By

Seth Neumann

Fall is the season for operations to resume: crew members are back from vacation and the weather has cooled down enough to operate on garage layouts. Several local layouts are back in operation and extra board slots are available. If you are interested in operating in the Bay Area but don't know who to ask, send me an email at sneumann@pacbell.net and I'll send your name around to the local owners!

The big operations event upcoming is the annual Bay Area PCR/Layout Design SIG/Operations SIG meet. It will be held February 7 and 8th, an announcement appears elsewhere in this issue. Sunday the 8th is Ops day and we will have upwards of 60 slots, with a preference for new operators and out-of-town visitors. Don't miss this chance to join the fun!

We're also working on the operations program for the Napa PCR meet with an expanded design/operations track and evening/weekend operating sessions.

I've been working on my layout and the layouts of some friends and were all pushing hard to get ready for the first operating session. In my case, operations will require completing the main line loop and one industrial area (Radum on the UP). I'm shooting for some time this spring.

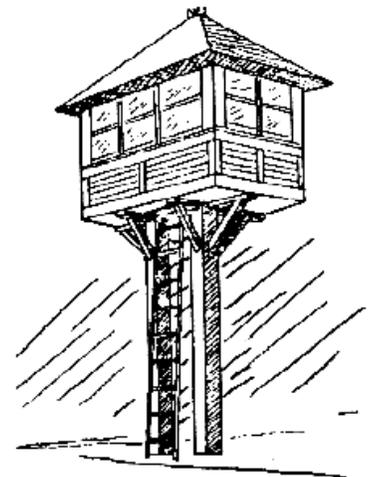
We talk a lot about design for operations in the Layout Design SIG, but operations contribute to design, too. If you are building an operating layout it is a very good idea to operate as early as possible, even if it is only a small part of your ultimate operating plan. By operating early you can test your track, verify that your design

accomplishes your goals, test your equipment, get an easy start on setting up your car cards and waybills, and break in your dispatching system.

If you are not sure where to start with dispatching, try starting with a sequence schedule and Direct Train Control or Track Warrants. This is a simplified (and prototypical for many modern era railroads) system with verbal authority from the dispatcher. If the DS keeps a written record, or train sheet, you will develop a good idea of where the trains are on the layout at various times, this will be very helpful in developing a full schedule. You can add a fast clock and signals, even full CTC, later. You can start with radios or just "hollering" and install phones later, if your era requires them. In the meantime you will develop experience on the amount of time it takes to complete various tasks which will be necessary to develop a detailed timetable and operating plan.

If you are not sure what to do about car forwarding (car cars and waybills, switch lists, car forwarding computer programs, etc.), just try a simple "take one, drop one of the same type" system. This will help you work out the numbers of and types of cars required to service your customers.

It doesn't take much to get started and you'll be able to ensure your completed layout will meet your objectives. Best of all, you can experience the fun of operations sooner!



BAY AREA LAYOUT DESIGN AND OPERATIONS WEEKEND

FEB 7-8, 2004

Sponsored by the NMRA Pacific Coast Region
and the Layout Design and Operations Special Interest Groups

The NMRA Pacific Coast Region and the Layout Design and Operations Special Interest Groups are sponsoring another joint Regional Meeting in Santa Clara, CA on Saturday and Sunday February 7 & 8, 2004. A terrific two-day program is being developed including clinics, operations discussions, track planning workshops, and visits to local layouts on Saturday. We will also be arranging operating sessions at a number of nearby layouts for Sunday. Up-to-date information is available on the web page: <http://homepage.mac.com/jacobsen/LORM2004>

RSVPs Requested

So we have enough seats for the meeting and a good count for the no-host lunch, please email Bob Jacobsen (jake@physics.berkeley.edu) if you plan to attend.

Exhibits and Displays

Please bring along your display of layout design or operations related ideas. (Layout mock-ups are particularly interesting). When you RSVP, please let us know what you are bringing and its size.

Track Planning Help

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

Layout Tours

Ray Mayle is arranging for a number of layouts to be available Saturday evening to tour and we would like to have more. Remember that SIG groups will be appreciative of seeing your layout in any state of completion. If you'd like to make your layout available, contact Ray at (408) 269-6511 (before 9 pm).

Volunteers are Needed

We need volunteers to present clinics and track-planning workshops as well as to help with planning and meeting day details.

"Birds of a Feather" (BOF)

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

Sunday Op Sessions

David Parks is coordinating operating sessions for Sunday morning and afternoon at a number of nearby layouts, including many opportunities for those new to operations. Register in advance for signups.

Location

Tentatively, we plan to hold the meeting at the South Bay Historical Railroad Society's (SBHRS) meeting room in the Santa Clara Caltrain Depot freight house (see map) at 1005 Railroad Ave.; Santa Clara, CA 95050.

Car Pools

Contact Bob if you need or can offer a car pool seat. Past attendees have come from Oregon, Nevada, and Southern California.

Contact for RSVP or More Information

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

email: jake@physics.berkeley.edu

Elsie Report

by Steve Wesolowski

And, Now we are 4...

(my Thanx, A.A.Milne, for my title)

I have heard 'inquiring minds' want to know what the Elsie (Left Coast HOn30 Module) Group has been up to, and I was also asked to write about the Kern County Model Railroading Show, in Bakersfield, CA in mid-January.

I think the last Elsie contribution in The Branch Line was Annie Ogborn's account of chasing Darjeeling & Himalayan Railway trains up and down real mountains in India. And, that was a while ago; Anne has been back for months.

Since you last heard from our group, we have collectively/individually been doing lots of RRing fun, not strictly HOn30. Like any group of Rubber Gaugers, some Elsies have also been working on On30 and larger Narrow Gauge railroading projects: Roberto began an LCon30 list and has been clearing out & building his basement to fit n30 trains in both HO and O scale; Ken Lunders has been launching Steven's Creek Models and shipping products; and we've all been handling other non modeling fun stuff, like recovering from death, taxes, and various surgeries. I know I was mostly out of touch for over a month. Our lives seem always at least a little too busy, but that sure beats the alternative!

On October 24th, our group 'celebrated' the 4th Birthday of our first meet at Keith

Wandry's house in San Jose, CA, on October 24th, 1999. Of course, we noted our collective Birthday/Anniversary on-line with an e-mail posting (we most frequently 'meet' via email) by Bert Greeley (now our list moderator) to our Yahoo Groups list, LeftCoastHOn30. So we raised our virtual

glasses (and some real ones) to toast all of us: Hip Hip Hooray, Moo Buddies! We WILL gather to eat and run little trains again! And Soon! Yea, Verily: Moo! Woo Hoo! Also on October 24th, our group grew. In addition to Bert's post celebrating our Anniversary, our latest Moo-Buddy, Ed Benett, posted his first message to our list: Ed is a retired teacher, in Castine, Maine, " Looking for a return to a

hobby [he] enjoyed back in the 60s." (As I rejoined our hobby in 2000, after 'leaving' about 1968, I may understand how Ed feels....

Welcome, Ed! Maybe someday we'll get to meet you somewhere in reality, but until then, happy trails, keep posting to Elsie Cyberspace, and we'll try to help you enjoy more RR fun any way we can.

In case some readers wonder how Ed can be part of our group: It doesn't matter that Ed lives a little east of North America's Left Coast: Maine is on the Atlantic Ocean's Left Coast. After all, another Moo buddy, Andreas, lives in Germany-- west of Ed by a couple thousand miles/kms...The Left Coast and our group is more like a frame of mind, not so



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much a specific place, like The Twilight Zone...

For many reasons, 2003 has been our slimmest year for Elsie meets: we haven't been able to bring together enough (modules) to have a meet since we set up our modules at the Kern County Model Railroading Show in Bakersfield, in January 2003. Sadly, we missed setting up at the San Luis Obispo show last month and the NNGC in Colorado a couple months ago, but a couple Elsies DID make it to CO. Most years, we've met and set up several times in different location; 2003 has just been busy.

However, we WILL round up our herd on January 17-18, in Bakersfield, at the Kern County Model Railroading Show. We will set up our HOn30 modules, run tiny trains, and eat lots of meaty BBQ and other tasty food, hopefully especially sausages. Our group always relishes feeding our multiple stomachs, multiple times per day, so "Yahoo, Moo Buddies! --Let's fill our plates, again (and again...)"

Since our group's founding, we Elsies have not missed setting up modules and running trains at Bakersfield in January, and January 17-18, 2004 will be no exception. There are a couple of reasons why:

The Bakersfield/Kern County Model Railroad Show IS centrally located for our Arizona, Northern Central and Southern California members, so we've always reached critical mass there.

Plus, the Kern County Fairgrounds is very close to B&F Hobby Shop, one of two main HOn30 "Meccas" in the world (the other one being Train and Trooper in Maine. Since B&F happens to be owned and stocked by Big Al (Mr. Sausage) Sandrini, a Founding Elsie, we not only can overeat great BBQ all weekend, we also can easily find more fun HOn30 stuff to spend our \$ on.

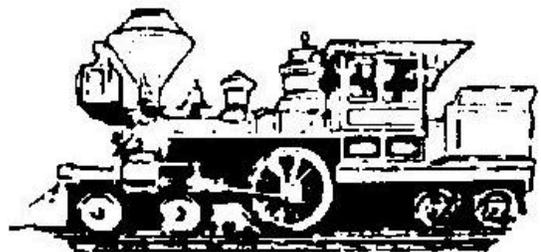
In addition to the HOn30 stuff we find at B&F hobby Shop, with the vendor and private seller tables at the Bakersfield show, I'd say most every Elsie who attends always finds some train stuff at the show they 'need', if not HOn30, then On30, or another Elsie member's gauge/scale. Plus, the Tehachapi Loop Club always attends the show AND the Loop is only 45 minutes away, if you want to see some really big trains turn a really big spiral circle!

OR if the kid inside you, or your 'real' kids want to ride trains, there are 7.5" gage/1.5" scale trains to ride on a big loop of track set up outside the hall where the show is, run by the local Live Steam club (which also has at least one Elsie member).

Bakersfield is a nice size and fun show: not so big you can get lost, but not so small most modelers won't find something to enjoy and/or to buy. There are other modular groups and running trains setup there besides our Elsie HOn30. And the admission is less than \$5 for chronological 'Adults'.

This January in Bakersfield, our group plans to set up and run our modules in a more complex arrangement that we have done before, in a shape more interesting than the ovals we have set up before. Bakersfield should let us iron out any bugs in any of our new modules; we see it as a 'dry run' for our 2004 NNGC setup in Santa Clara in the fall.

We hope to see you in Bakersfield, January 17-18th at the Kern County Fairgrounds. We hope you can make it.



Double Sheathed Wooden Milk Cars of the NYO&W

By Les Dahlstedt

A Market-Driven Business

The New York, Ontario & Western Railway was created through the purchase of the bankrupt New York & Oswego Midland Railroad on January 21, 1880. The company's management recognized the importance of milk to the fledgling railway's revenues. New York City was less than a day's travel from anywhere on the O&W. The immigration-driven population explosion that began in New York City in the late 19th century meant that there'd be sustainable business transporting milk to New York City. The importance of the milk traffic can be clearly seen in the 1900 statistics, when milk was carried in 40 quart cans. In that year, the company carried over 16,000,000 cans (160,000,000 gallons!); an average of 16,783 cans per mile. By 1935, milk was being shipped in newer bulk tanks – everything from wood sheathed 3000 gallon / glass-lined GARE tank cars lettered for Dairymen's League, to the 6000 gallon 'Butterdish' cars, lettered for Borden's. Despite the depression, the NYO&W still carried in excess of 175,000 tons of milk!

Over its seven decade lifetime, the NYO&W saw five unique generations of milk cars. The initial 6000 series cars were the product of the predecessor

NY&OM railroad. They were followed by the first generation 1000 and 1100 series cars, second generation 1200 series cars, the third generation 3000 gallon glass-lined bulk tank cars and the final generation 6000 gallon cars.

6000 Series Cars -

The Midland began shipping milk in 1871 in whatever cars may've been available at the time. The cash strapped Midland could scarcely afford purpose-built cars. By the time of its demise nine years later, the Midland *had* built a modest fleet of some nine milk cars; five of which may have been built by the New Haven Car Works in 1874. It's speculated that the rest were built by the Midland's Middletown shops. The earliest cars were probably about 36' long. Photos of these cars are not known to exist, but an educated guess would be that they were similar to other period milk cars, with an arched or duck-billed clerestory roof, end doors and open platforms. In the years before air brakes were mandated, brakemen would walk the entire train by using the cars' end doors, setting brake wheels as they went. These early cars; numbered for the 6000 series, were built on a wooden under frame, with truss rod supports. The car sides and ends were sheathed with vertical tongue and groove planking and the wooden roof was covered in tar coated canvas. These cars probably rode on (used) passenger trucks.

NYO&W milk cars did not have ice bunkers. The filled 40 quart cans received an initial chilling in spring water fed cement tubs at the creamery. The cars were loaded with chilled cans, leaving a 2 foot wide aisle down in the center of the car for brakemen's' access and a 4 foot wide space left for clearance at the side doors, thereby giving the car a capacity of about 228 cans. Chipped ice would be broadcast around and over the cans. The NYO&W specified 25 pounds of ice per 40 quart can and 15 pounds per case of cream. During the hottest summer months, additional ice would be used as needed. An O&W Statement of Equipment dated April 1, 1895 shows that cars No. 6001-6017 were 40' long, while

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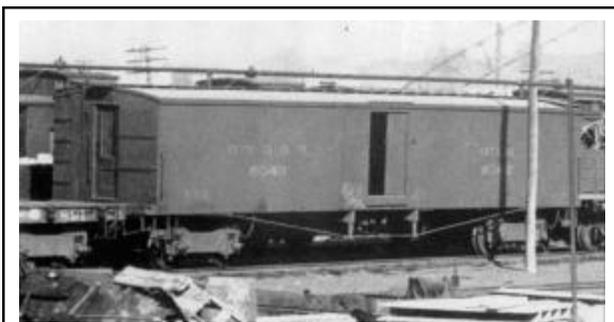


Fig. 1: Car No. 6046 sits at AV shops. Note the Fox trucks and end door, even after the rebuilding that removed the end platforms, lengthened the car body, added a roof walk and a new brake system!

(Continued from page 10)

6018-6038 were slightly longer at 45' long. One assumes that the earliest NYO&W replicated the Midland cars, while those built later in the series had greater modifications.

The 6000 series cars went through successive rebuilds over a period of 25 years and, with the advent of air brakes, the open platforms were enclosed, providing additional cargo space. The remaining roster of 6000 series cars were renumbered to the 1000 series by about 1920.

1000 & 1100 Series Cars -

The O&W fleet of 1000 and 1100 series wooden milk cars consisted of a combination of rebuilt 6000 series cars and a significant number of newer cars, built in the company's Middletown (AV) shops. Cars built between 1881 and 1900 were rebuilt between

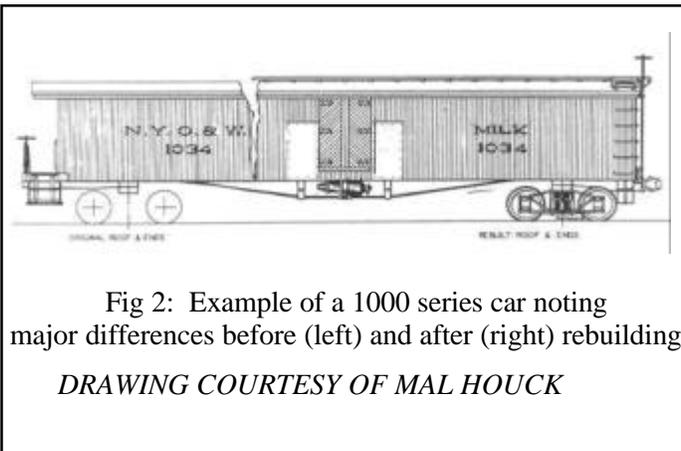


Fig 2: Example of a 1000 series car noting major differences before (left) and after (right) rebuilding
DRAWING COURTESY OF MAL HOUCK

1885 and 1911 and upgraded with I.C.C. mandated safety appliances. AV shops, like those of many railroads, produced a prodigious number of revenue cars and began by producing four milk cars in 1882. They continued to build milk cars in these series for the next 18 years – producing four or five each year. The roster of 1000 series cars, containing those built between 1874 and 1917, had grown to 113 units by 1917. By the time my copy of the 1930 ORER was published, the roster has shrunk to 99 units, numbered 1001 to 1116. Being a combination of the oldest and newer cars, there were two different car heights. The newest of these cars had a capacity of 250 cans, somewhat greater than the 228 cans of the rebuilt 6000 series cars. The O&W had learned a great deal since it had acquired the original 6000 series cars, and it designed the best features of the old cars into the new

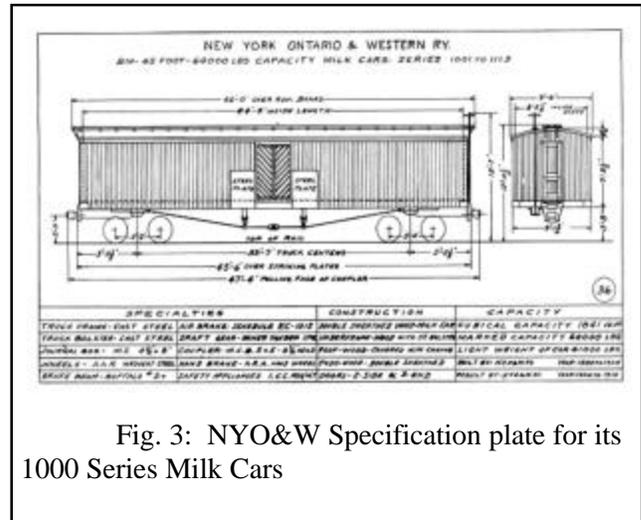


Fig. 3: NYO&W Specification plate for its 1000 Series Milk Cars

fleet.

Residual water from melted ice causes rot damage to the cars' underpinnings if allowed to remain in place. The roof hatches on the later 1000 and 1100 series were not to loading of ice, but to allow air to circulate and dry the empty cars. My speculation is that most of the water and ice was swept out of the car after unloading. The O&W did not use traditional ice bunker cars because Mayfield and Norwich were the only block icing facilities existed on the 300 plus mile O&W system. They were in close proximity to on-line creameries and supplied chipped ice for the milk cars they serviced.

Like their earlier counterparts, 1000 and 1100 series cars were built on a wooden under frame with steel bolsters. They were covered with vertical sheathing that was painted a dark green similar to the Pullman green of passenger cars. The wooden roofs were covered with tar soaked canvas. A variety of trucks were used in these cars. Fox trucks from England were built in the U.S under license and applied to some cars. Arch Bar trucks were fairly common. In reviewing photos of 1000 series cars, it is evident that some holdovers of old designs, such as end doors that still existed after rebuilding or were simply removed and the openings sheathed over, without removal of the original framing. Such was the sometimes unexplained ways of the O&W's AV shops.

1200 Series Cars –

Without question, the 1200 series cars are

(Continued on page 12)

(Continued from page 11)

probably the least-known milk cars of the NYO&W. A part of that fact is explained in that these cars had been built not for the O&W, but rather for the United Refrigerator Transit Company and entered nationwide lease service about 1910. The URTC cars had traditional ice bunkers as designed and built. For reasons that remain obscure to this day, URTC



Fig. 4: Car number 1108 shows evidence of the roof hatches that were often mistaken for ice bunker openings. Because there were only two locations on the O&W with icing platforms, ice bunkers would be impractical. Roof hatches were solely used to allow air to circulate within empty cars, aiding the speed at which they would dry out after use.

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Fig. 5: Car No. 1023 photographed at Port Jervis on June 15, 1947 by Joseph A McLennan. Several details can be noted in the photo. The obvious sag was typical of many truss rod milk cars as the wooden under frame stressed from years of use. Note the herringbone pattern on the doors. *COLLECTION OF JEFF OTTO*



Fig. 6: Car No. 1034 photographed in Middletown by Hal Carstens in the late 1940s. Note the same herringbone door pattern as used on car no. 1023. The door sheathing was likely to have been bead board, a tongue and groove plank, with a decorative milled center bead. The rectangular feature to side the doors were steel plates, used to protect the exterior sheathing from damage during loading operations. The thrifty O&W would fabricate these plates from just about any available sheet steel and the size of the plates varied from car to car. By the time Hal photographed the well-preserved 1034, it was being used to store company records.

COURTESY OF CARSTENS PUBLICATIONS

accepted an offer from the O&W for 55 of these cars in 1923 with deliveries taking place between 1925 and 1929. My 1930 ORER reflects the same number of units, numbered 1200 to 1254. It has been speculated that the O&W planned to use the steel under frame 1200 series cars to replace at least a part of its aging fleet of truss rod cars.

With every reason to continue their practice of broadcasting ice over the tops of the milk cans, O&W's AV shops removed the internal ice bunkers from its 'new' 1200 series cars and soon learned that water from melting ice and the cars' steel under frames did not get along. The 1200 series cars did not possess the longevity of their truss rod counterparts and most of these cars were scrapped within a decade or so.

The Genesis of the Milk Tank Cars Series

Although the history of shipping milk in bulk tanks dates back to the earliest years of the 20th

(Continued on page 13)

(Continued from page 12)

century, dairies shipping on the O&W did not begin to explore this innovative technology until the 1930s. In 1922, the Wieland Dairy Company of Wisconsin agreed to evaluate-in-use, three glass-lined milk cars between its receiving plants in Wisconsin and processing facilities in Chicago. These cars were built and owned by the General American Car Company of Chicago. The tanks were built by the Elyria Enameled Products Co. of Elyria, Ohio. Externally, the cars appeared similar to most wooden reefer cars of the day with sheathing, roof hatches, arch bar trucks and type K brakes. Internally, things were quite different. Two, 3000 gallon enameled steel tanks were fitted into the car before insulation and the roof were added. These cars, numbered 1X – 3X became the prototypes for numerous milk cars that followed.

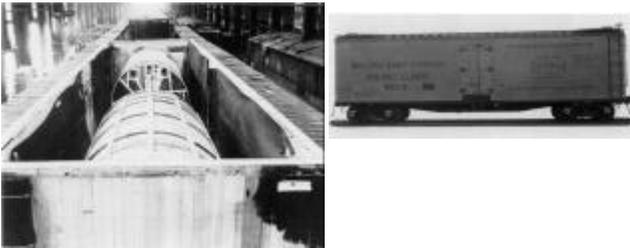


Fig. 8: Interior and exterior builder's photos of prototype 1X milk tank car

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GARE / GPEX / Series Cars –

Following the successful test of the prototype Wieland cars, General American introduced an entirely new car. Intended for use in passenger trains, it was built on a robust steel under frame, fitted with short wheelbase passenger trucks and had a body built with double sheathing. Appliances included steam heating lines, passenger train signals, passenger brake equipment and buffer plates. The problems associated with initial / future removal or major maintenance of the 3000 gallon tanks was simplified with a removable roof. In this manner, the car body could be built beforehand and have its tanks and associated plumbing lowered into it, before being capped with the complete roof structure. Lifting lugs on each roof corner provided the means for an overhead crane to remove the structure and its integral insulation.



Fig 7: Car No. 1206 at the head end. Photographed at Norwich, NY.

The initial series of cars carried GARE reporting marks, designating General American Refrigeration Express, a subsidiary of General American Car Company. A major change occurred in 1930, when General American Car Co. and the Pfaudler Company of Rochester, NY formed a subsidiary company called General American-Pfaudler Corporation. The resulting cars, carrying Pfaudler's patented glass lined steel tanks and became an instant success. These cars carried GPEX reporting marks and continued in service to the late 1960s-early 1970s.

Other innovations such as insulated tanks that could be off-loaded from flat cars to trucks were tried

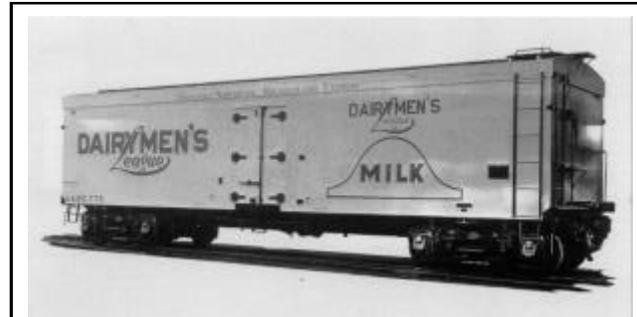


Fig. 9: GARE 779, believed to have been the most common design used on the O&W

COURTESY OF CARSTENS PUBLICATIONS

in the 1930s. The Borden Company introduced its famed Butterdish streamlined milk cars in 1935. The name was derived from the appearance of an upturned art-deco butter dish. These cars remained in service to the end of rail milk transportation and soldiered on carrying Elmer's Glue into the 1970s.

The milk traffic which had sustained the

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NYO&W and numerous other roads, had transitioned to the highways during the 1940s and was largely a distant memory a decade later.

The author is deeply appreciative of the assistance provided to him by Hal Carstens, Mal Houck,

Bob Mohowski, Jeff Otto, and Ron Stanuivich. This article would not have become reality without their courtesies and insight.

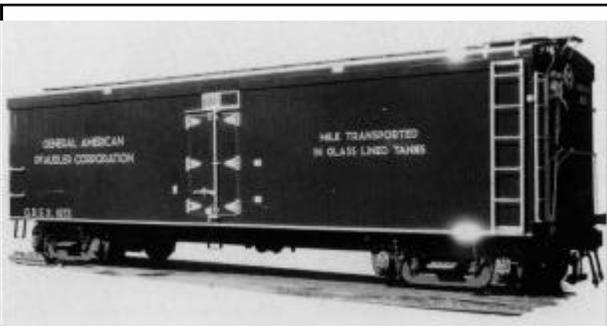


Fig. 10: Prototype GPEX 1933 3000 Gallon Glass Lined Tank Prototype

COURTESY OF CARSTENS PUBLICATIONS



Fig. 11: (above and below) Unlike the railroads who'd usually owned their (40 quart can) milk cars, the bulk tank cars were leased to or owned directly by the dairy company. These cars typically carried the name of the dairy and maybe even some advertising signage on the car sides.



Fig. 12: The days of the double sheathed wooden milk cars were waning by the 1930s, as older GPEX cars began to be sheathed over in steel while newer cars were all steel construction.

COURTESY OF CARSTENS PUBLICATIONS

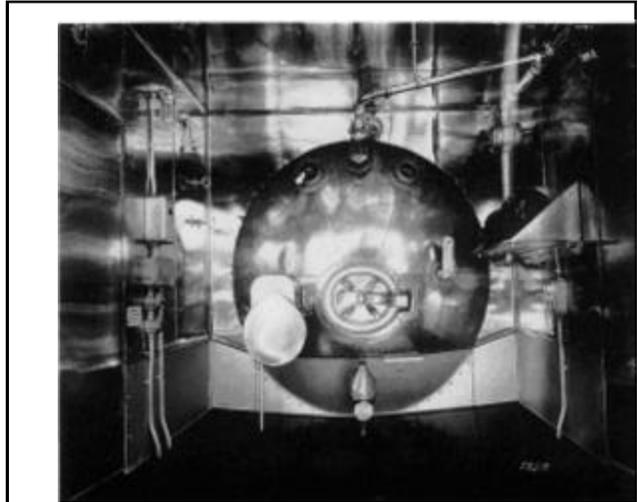


Fig. 13: As manufacturing technology for the fabrication of stainless steel improved, the final generation of GPEX cars utilized stainless steel throughout the interior as shown by this interior photo, showing the vestibule of the car, looking toward the end of the bulk tank.

COURTESY OF CARSTENS PUBLICATIONS

HIGHLIGHTS

PCR BOARD OF DIRECTORS MEETING

OCTOBER 25, 2003

By Rich Kolm, PCR Secretary

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

The Board of Directors met at the California School for the Deaf in Fremont, California, at 1:05 p.m. on Saturday, October 25, 2003. President L.E. "Gene" Mayer talked about his search for members to fill several vacant positions. Vice-President Dave Connery went over the next steps in implementing PCR's Long Range Plan. Part of that was the very successful PCR Leadership Conference which began in the morning the same day and location as this Board meeting. Treasurer Larry Altbaum's written report said the assets of the Region remain very healthy; however, the bulk of operating expenses revolve around publication of the *Branch Line*, which have exceeded the budget. Directors Jack Wall (Coast Div.), Brewster Bird (Daylight Div.), Ron Plies (Redwood Empire Div.), and Bob Mountjoy (Sierra Div.) went over current activities in each of their Divisions.

Trustee Ray deBlieck talked about the proposed NMRA Regulations that will be voted on by the membership next year to replace the existing Constitution and By-Laws. He recommends adoption of the Regulations, saying they are not perfect but NMRA needs to move forward. Later in the meeting he added that PCR needs to determine what needs to be done, and at what expense, to accommodate the NMRA changes. President Mayer will appoint a committee to look into PCR's relationship to the future of NMRA.

Bob Ferguson, Member Services Chairperson, said a Membership Promotion Chairperson and committee are needed to contact members who are delinquent with their dues. To fill that void, he has been sending out letters to those who do not renew, inviting them to comment; he received no comments. President Mayer said he is working on filling the vacant chairperson position.

Gus Campagna, Publication Department Manager, commented about changes in the mailing permit for the *Branch Line*, which should result in lower mailing costs. With regard to the number of pages in the *Branch Line*, Editor Bill Kaufman said his central philosophy is to include interesting articles along with the administrative stuff and announcements so the membership will want to read it. The Board recognized that this is the PCR's principal communication tool, especially for promoting the annual convention. Later, in the discussion of next year's budget, Manager Campagna said an average of about 40 pages per issue would be within the budget.

Jim Long, Convention Department Manager, reported on the status of upcoming conventions.

- 2004 in Napa at the Embassy Suites Hotel, April 29 to May 2. "Napa Valley 04" will be hosted by Napa Valley Model Railroad Historical Society and the Redwood Empire Division. Harold Mentzer is the Convention Chairperson.
- 2005 in Concord at the Sheraton Concord Hotel, May 11 - 15. It will be hosted by the Walnut Creek Model Railroad Society. Bill Swindell is the Convention Chairperson.
- 2006 in Sacramento at the Double Tree Sacramento Hotel, May 3 - 8. It will be hosted by Sierra Division, Sacramento Model



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Railroad Club, and Sacramento Modular Railroad Club. Gene Mayer is handling things until a chairperson is appointed.

- 2007 will be in the Coast Division and the Santa Cruz area is under consideration. Kevin Hurley and Dave Loveless are working on it.
- 2008 will be in the Daylight Division and the Fresno/Clovis area is under consideration. John Houlihan will act as Convention Chairperson.

Mary Moore-Campagna, Non-Rail Activities Department Manager, presented the objectives and goals of her department for programs at the divisional and regional levels. A working committee of Non-Rail personnel will be established to assist with planning for division meets, if requested, and to work with the Convention Department in planning Non-Rail programs for conventions.

The Board authorized the purchase of two digital projectors for not more than \$1,400 each plus spare bulbs. These will be financed from the PCR convention fund and will be available to the Convention Committee and Divisions. This decision was based on Jim Long's report and recommendations. The Board discussed the pros and cons of purchasing projectors versus renting them. The issues of security, damage in handling, use at Division meets, potential for renting to other model railroad related events, and replacement of bulbs were also considered. President Mayer appointed a special committee including Jim Long, Gus Campagna, and John Marshall to develop procedures for storage and use of the projectors.

The Board authorized up to \$2,000 for application to the IRS to change PCR's non-profit tax status to Code Section 501c3. The Board approved PCR's joint sponsorship of the Layout Design and Operations SIGs meet on February 7 and 8, 2004.

Treasurer Altbaum presented a proposed PCR budget for fiscal year 2004 in his written report. The Board adopted the budget with the additional expenditures approved during the meeting.

The next meeting of the PCR Board of Directors is scheduled for 9:00 a.m. on Wednesday, April 28, 2004 at the PCR Convention in Napa.

PUBLICATIONS DEPARTMENT REPORT

By Gus Campagna

At the last PCR BOD meeting we discussed the BRANCHLINE and the budget. We currently overspend the amount of dues we collect on printing and mailing of the BRANCHLINE. The majority of the board feels that we are getting the best newsletter of any region in the NMRA. Frankly I agree and believe that we can even improve upon what we already have. The problem is that it will cost us to improve our newsletter. There has been chat on the PCR Yahoo group about an e-mail version and a print version. We are allowed to solicit and print advertising in the newsletter and this would give us extra money to allow a better product. I'd like to know what the membership feels about advertising appearing in the BRANCHLINE. Would you support it? How many pages maximum? You can write to me or e-mail or send a message to the PCR Yahoo group.

In an effort to control costs I am in the process of getting a non-profit mailing permit. The cost will go down for mailing, but the trade-off may be that it will take longer to reach the members. We will do a test mailing before dropping our existing 2nd class permit. A side benefit of the non-profit permit is that the Divisions can use it to mail their newsletters at less expensive rates.

Again, please send me your comments about the BRANCHLINE.

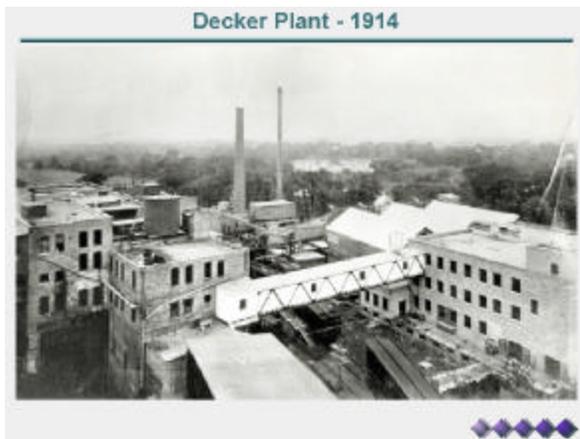
Gus Campagna, Manager, PCR Publication Department

PCR '04 Clinic Call

By Jim Providenza



It's always good to eat a little humble pie once in a while; if it adds to the enjoyment of one's friends, so much the better! Doug Harding advises that the Decker meat packing plant (subject of his upcoming clinic) was located in Mason City, Iowa not Marshalltown (hey, at least they begin with the same first letter!) Doug also plans to review the entire history of the plant in his clinic while focusing on modeling it in the late steam / early diesel era. I hope this photo, "borrowed" from Doug's website www.iowatelecom.net/~dharding/, whets your appetite...



Now the good news: we have an exciting list of national clinicians on tap for you this spring in Napa!

New to this list this time around include: Model Railroader Executive Editor Andy Sperandio, Mainline Modeler editor Bob Hundman, freight car historian and author Richard Hendrickson, RMC author Jim Hertzog, and the guru of train dispatching Steve King.

As mentioned last issue, Trevor Marshall, Doug Harding and Richard and Venita Lake

will also be available for the Hobo Breakfast when not giving clinics... Trevor will give an in-depth clinic on modeling Smithville on the Toronto, Hamilton and Buffalo. While this may seem a far piece from California, his methods have application wherever your railroad might be located. Richard, who worked several years for the Rock Island in the 1950's in Armourdale Yard in Kansas City, will discuss prototype yard operations from the employee's perspective.

And more good news: our local clinicians are keeping pace with the folks from out of town.

Railroad Model Craftsman editor Bill Schaumburg (well, PCR is his home region) promises he will finish up the Town Talk series this year -- does anyone want to take a side bet? Jack Burgess has a new clinic about the Yosemite Valley in color -- will his new book on the YV be out by convention time? Bob Clark will have a two part series on passenger cars! Jeff Heller will return with his clinics on locomotives.

Ron Plies will give us an in depth look at the prototype research he did to get the information to develop his beautiful Port Costa modules and several other scenes from the NWP, a good match to Trevor Marshall's clinic. Rob Mantler will give a clinic on anthracite coal mining and the Anthracite Roads that served the mining industry. His clinic will dovetail into his good friend Jim Hertzog's clinic on his nationally known Reading RR -- Shamokin Div.

Otis McGee is building a layout based on a plan John Armstrong designed for him. Otis will give a clinic tentatively entitled, "If I had

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\$_____, the actual construction of a John Armstrong model railroad plan.” You can visit Otis’ website at www.spshtaroute.com to get an idea of the enormity of this project!

As mentioned last column Don Fiehmman will have an update to his DCC clinic.

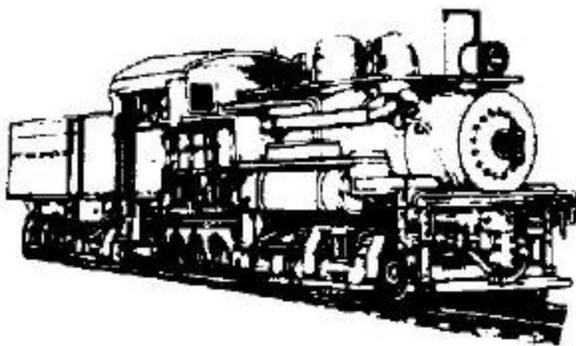
Dave Bayless will present a clinic on SP’s GemCo Yard and how to run a yard without a yardmaster! Seth Neumann is already working up a day’s worth of clinics on operations and layout design themes and has several clinics of his own on tap including one on telephone systems for layouts – the SCN management can certify his expertise in this area!

Connery and Co.: As I alluded to last time, Dave Connery and friends will present a day long clinic on the design and building of a model railroad. Clinicians and their topics include: Les Dahlstedt on Layout Design; Jim Long on Benchwork; Dave Biondi on Backdrops; Rich Kolm, Trackwork: Doing It Right; John Marshall, Basic Layout Wiring; Bill Kaufman & Jim Providenza, Meatball Scenery; and Dave Connery & Brad Lloyd, Details Make the (Scenic) Difference.

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

See you April 28 to May 2 in Napa!

Jim Providenza



Redwood Empire Division Report

by Steve Skold

Our Fall meet was held at the Ursuline High School in Santa Rosa on November 11 with twenty six members and guests attending. The meeting was started by Superintendent, Nolan Alexander, providing an update on member Paul Christensen’s progress. In case the reader is unaware, Paul was struck by a car while crossing the road in front of his home. He condition was critical but has seen small improvements daily. Paul will have a long and difficult recovery ahead but with the support of his wife, Sharon, and his children and with the good will and prayers of his friends in model railroading, he is recovering.

We also received an update on the most recent PCR Board meeting from Director, Ron Plies. Harold Mentzer provided a quick report on the progress for the upcoming PCR Convention in Napa and called for volunteers to help the convention committee.

The model display for this meeting was “passenger equipment” and we had plenty of examples including self-powered equipment, circus trains, traction, SP passenger equipment and even a G-scale flat car with three guys hitching a ride. Bill Williams even brought an operating HO traction layout with working overhead wire.

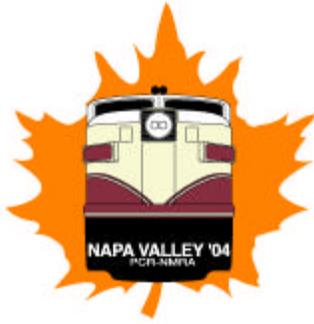
Harold Mentzer presented a clinic on basic bridge construction and types. He brought along several easily obtained books that he considers “must-haves” for the model bridge builder. If you’re interested in building some bridges or trestles, be sure that you sign up for the next PCR Convention, Napa Valley ’04; Harold will be presenting his clinic there.

Superintendent Alexander solicited ideas from the membership present on what they want RED to be and what kinds of activities they want to have at their meets. If you’re a member of RED and would like to share your thoughts with him you can email him at nolanalexander@msn.com or you can write to him at 95 Maria Dr.; Petaluma, CA 94954.

The next RED meet is scheduled for Feb 8, 2004 at the Napa Club in Napa.

Hope we see you there!

Registration Form



Prototype



Napa Pipe is the only manufacturer of straight seam, double submerged arc welded (DSAW) line pipe in the Western United States. Napa Pipe has the capacity to produce over 450,000 tons per year. It is the home for our convention car.



California Northern Railroad began operations Sept. 26, 1993 and operates 255 miles of track linking Northern California customers. On Wednesday we will tour one of their loading and unloading facilities where they do more with less than you can believe. A perfect operation to model. It is already compressed.

Tours



On Friday afternoon we will tour the shops of the renown Napa Valley Wine Train and inspect their preparations for our dinner that evening.



On Friday evening we will have a sumptuous dinner in the magnificent dome car filled with good company and fine wine as the Napa Valley Wine Train meanders through the vineyards. .

Tales of the Santa Cruz Northern

By

Jim Providenza

Clinchfield Country

As I type this I'm in Quantico, Virginia. I've been here over a month, and will be here almost another month and a half. Work related training... The SCN is getting a bit of a rest. It is a chance to do some different things.

I don't know about you, but I have a lot of railroads I'd love to model. More than I ever will be able to, for sure.

I'm not a SPF (slobbering Pennsy freak), but I sure would love to do a bit of the 4 track mainline someday. You know, I'll never forget my trip around the Narrow Gauge Circle and I sure have accumulated a lot of books on the Rio Grande Southern. Someday (really!) I'm going to model Strong, Maine on the Sandy

River & Rangely Lakes out in the back yard. And how about the Spokane, Portland and Seattle, the Alco-loving "Northwest's Own Railroad" along the north bank of the Columbia? I could go on, and on.

But I really like the SCN and its concept. And I'm pretty sure if I ever build a new railroad it will be the WP High Line north from Keddie. That decision is made easier because I don't really need to give up those other railroads I would love to love. I can wander over to Scott Kew's wonderful Dunsmuir Subdivision or Otis McGee's Shasta Route anytime I need an Espee fix. I've enjoyed a number of operating sessions

in the past on Michael Stimac's Philadelphia Terminal Division (4 track Pennsy in O Scale, no less). Further a-field I've had the pleasure of operating on Bob Willer's SP&S several times. I've found over the years that I can share in the vision and joy of these recreations, extending my own modeling into areas I would not otherwise be able to.

So I pulled a real road trip, 1,000 miles round trip in 36 hours. This gave me a very rainy afternoon and a very foggy morning to poke around such places as Elkhorn City, Trammel, Dante, St. Paul and Norton. Listening to C&W and gospel on the radio, I tracked back and forth over two and sometimes one lane roads.

Which brings us back to Virginia. The first weekend after I arrived I rented a car and headed for the far western end of the state... Clinchfield country! When Allen McClelland's *V&O Story* appeared in *Railroad Model Craftsman* it was accompanied by a series of Editor's Notebook columns by then RMC editor Tony Koester. Between the two they sparked my interest in the Clinchfield and other eastern coal haulers.

Again, not a type of railroading I was ever likely to model. But I have a well worn copy of Steve King's *Clinchfield Country* that I purchased back in the early 80's. And then in the early 90's I got a chance to visit Gary Siegel's EK Division of the L&N down in Santa Barbara. Talk about something worth visiting – as our editor Bill Kaufman is wont to say, this is a [model] railroad whose vision does not disappoint! When you run your train down a narrow aisle to reach some hole-in-wall place with a tippie or a loader and half a dozen loaded 55 ton coal hoppers you really do feel like you must be in the 'hollars'.

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So I pulled a real road trip, 1,000 miles round trip in 36 hours. This gave me a very rainy afternoon and a very foggy morning to poke around such places as Elkhorn City, Trammel, Dante, St. Paul and Norton. Listening to C&W and gospel on the radio, I tracked back and forth over two and sometimes one lane roads. Along the way I shot three rolls of film – but I only took pictures of 5 trains, maybe 12 slides total. All the rest documented coal tipples and loaders, company houses and company stores and a trestle over a country road still proudly lettered “Clinchfield Railroad”.

You might well ask why.

Inside myself there is no question – I had an absolute need to go there and do that. I understand why. Explaining why may take a bit of doing, as why has several components. The mix of these components go a long way to explaining why I enjoy our hobby so much...

Lets start with something so well written that it touches the soul. For me Steve King’s book is one of those. I have several other railroad books that I have in this special category. I know this because I have read and reread them: *The Mohawk that Refused to Abdicate* by David P. Morgan and Phil Hastings, Fred Frailey’s *Blue Streak Merchandise*, and Virgil Staff’s *D Day on the Western Pacific* are on my list. I’m sure you have a list too. To my mind these books have not only touched my soul, communicating to me in a special way I relate to, but they have also touched the soul of the railroads they are describing.

Let’s add a dash of seminal thinking, something that marks a watershed in the hobby. The McClelland articles / Koester columns are just that. “Beyond the basement”, “good enough”, “a transportation system”: concepts that taken together define to a great degree how and why we design our layouts the way we do today, fully 25 years after they were published. The fact that Allen was modeling a coal road intrigued.

So I’ve had an interest in coal railroading with a focus on the Clinchfield for several

decades. Now, when I finally get a chance to go there, why do I spend most of my time documenting coal tipples? For Gary, of course.

You see, Gary needs tipples and loaders like most of us need trees. A slight exaggeration in truth, but you get the idea. And I’ve gotten into the habit of building them for Gary. Why? Well, because I can I guess. I take real pleasure in building them for Gary. It is a chance on one hand to thank him for creating and sharing such a great railroad. It is also a chance to participate in his vision, to help him accomplish something that seems truly worthwhile. Then again it gives me a chance to “do coal” when I will most likely never build a coal tipple for myself. It is also a change of pace from the Santa Cruz Northern and its typical Northern California locale and structures. This is not unlike occasionally building something in a different scale.

I mean, look what I came across in the short time I was there:

- the remains of an old wooden loader so fallen in and overgrown that parts are almost indistinguishable from the trees and underbrush enveloping it,
- a 3 track tipple that will be an easy kitbash from some Pikestuff siding,
- the Cumberland Collieries loader that loads on two spurs, one on either side of the mainline (!),
- a modern unit train loader that will be an easy kitbash of the Walthers kit,
- a small tipple that still loads individual cars with the truck dump on the uphill side of the mainline and the spur on the downhill side!

I hope to get one built in time to enter it in the contest at the PCR regional convention in Napa this spring. I wonder which one Gary will want first?

S Scale In Review

By Lee Johnson

Lodi was the site of the Bay Area S Scalers September meeting as the focal point was Arden Goehring's large S scale layout portraying Union Pacific from Laramie to Sherman Hill. Forty car reefer blocks and manifests were powered up the 1% to 1-1/2% grades with gas turbine and articulated steam locomotives. With only the double track mainline operating, it takes about 20 minutes for a train to make a complete trip around the railroad. Arden's layout was on tour during the S-West IV convention over a year ago, and since then, time on the layout has been spent installing retaining barriers where the track is next to the edge of the bench work in order to keep derailments a minor mishap. Having a brass Big Boy derail and drop 8 feet to the concrete floor can ruin anyone's day.

The November BASS meeting was held in Walnut Creek at Lee Johnson's. His double track mainline modular layout was up and running so trains were operating including some equipment others had brought. This modular layout has been to many of the PCR conventions in the '80s and '90s, and was also at the 2000 NMRA Convention. An AB set of SP F3s and an ABB set of WP F7s were the main motive power of the day, along with a WP SW1 and a SP 44 tonner.

SouthWind Models has stated their reservations for the SP class Mk-5/6 2-8-2 is too low to justify producing just the 2-8-2. However, their builder is willing to keep the total quantity of locomotives produced the same, and split it between two different models. Therefore, SWM

is now offering not only the 2-8-2, but also an SP class F-4/5 2-10-2. If SWM receives enough reservation for both locomotives to be produced, there is a potential of SP 4-6-2s and 4-8-2s to follow. If enough reservations are not received, SWM will probably not attempt any more SP steam locomotive projects. It is all up to us.

Kaslo Shops Distributing is now taking reservation/commitments for Budd passenger cars. They are offering four train sets of Budd cars in the form of 8 different cars for the WP/S&RGW/CB&Q California Zephyr, 9 different cars for the AT&SF Super

Chief, 7 different cars for the CPR The Canadian, and 9 different cars for the NYC New England States. Order your Budd cars now, as there may not be another chance to obtain these unique cars in S scale. KSD now has enough orders for the S scale Canadian 50 ft. cylindrical hopper, and they are now asking for deposits.

S-Helper Service is now shipping SW-1 switchers in GN, CB&Q, EL, and CRRofNJ, along with a GN glacier green flatcar. They are also shipping 40 ft. rebuilt boxcars lettered for DT&I, GN, NYS&W (Suzy Q), and PRR with shadow in the Keystone emblem. PS-2 2-bay covered hoppers with new paint schemes are now available for BN (Gray), Chessie (yellow), D&H (gray), and Boraxo (gray), along with flat cars lettered for NP (green), SL-SF (yellow), and SP (boxcar red). The 2-8-0 is progressing with delivery expected about mid next year. There has

The focal point was Arden Goehring's large S scale layout portraying Union Pacific from Laramie to Sherman Hill.

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S-scale

been enough interest in the up coming ore car in the DM&IR, B&LE, GN, and Milw. Road names that besides the 6 different road numbers for each of the railroads, a new set of 5 cars with 5 additional road numbers has been added to the line allowing 11 different road numbers for the first run of these specific road names.

Speaking of ore cars, Moffet Models is offering a urethane kit for an S scale ore car used on 42 in. gauge track. The prototype was used to service mines in Newfoundland, Canada. The car appears to be about a scale 20 ft. in length, and prototypically correct truck with 30 in. wheels gauged to 42 in. are available.

River Raisin Models have now received enough reservation for the CB&Q Pioneer Zephyr and Flying Yankee project that it is now a "go" project, and they are proceeding with the pilot model construction, and on into the production models.

Pacific Rail Shops is still working on the Fowler boxcar, although there is no anticipated release date at this time. The St. Louis Southwestern-Cotton Belt 40 ft. boxcars are now available. Orders are now being taken for 40 ft. boxcars lettered for Southern Pacific in the mid 1950s block lettering scheme, another run in the black Overnight scheme, and another run in the silver Overnight scheme. PRS is also planning to release some Southern Pacific 50 ft. double door boxcars.

Bar Mills now has available in S scale laser wood kits for the following: the Idaho Hotel which is a two story wooden hotel with a full length balcony in the front; Saulenas' Tavern which is a two story corner wooden building with a tavern downstairs and rooms on the second floor; Majestic Hardware & Feed which is a two story building with a square silo

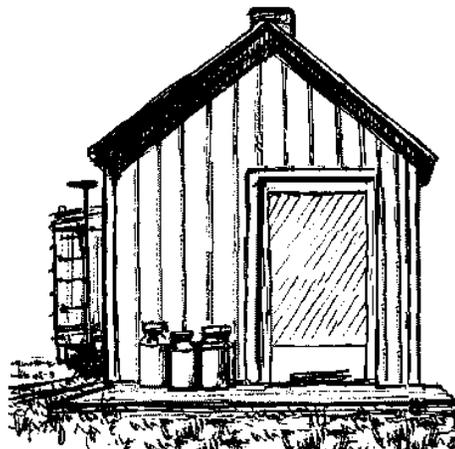
to create a nice line side industry for your railroad; Swanson's Lunch Stand for your rural roadway; and the "1-Kit" is now available in S. Coming soon is a 2 story wooden structure called "Wicked Wanda's-the friendliest house in town" of which we will let your imagination decide what this building houses. Bar Mills has also introduced the "Sidewinder" series of wall mounted billboards.

Mountaineer Precision Products has added a two-story wooden pre 1950 house kit to their already expanding S scale line of laser cut structures.

BTS is now shipping the first of its "2nd Street Series" of houses. 110 2nd Street is a two story with a full width front porch. For you water going fans, BTS is introducing the "Thompson & Davis Barge Co." kit #110. It is a two-track barge holding a total of about 8 cars.

Last but not least, the new S/Sn3 Modeling Guide and S scale magazine is back on the market. The latest issue is out, and it looks very good. The articles and reviews are great, and it is nice to see a magazine with nothing but S scale again.

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



Maple Leaf 2003, Toronto, Canada Sweet as Maple Syrup

By Jim Radkey

We had so many reports on Toronto last issue, I asked Jim if I could hold his and run it this time. As you will see, it was worth the wait.

- Bill

My convention experience started with Klingons on Friday night and ended with plans for Seattle a week later. I'm not a Trekkie, but as the shuttle bus pulled up to the hotel there were three Klingons going in the front door. Apparently Model Railroaders are not the only ones that have conventions

On Saturday morning with no convention activities scheduled, I decided to do some sight seeing. As I waited for the downtown shuttle bus in the lobby I noticed two rather different looking gentlemen, compared to all the Trekkies that is, they looked like Model Railroaders. One had a VIA (Canada's version of Amtrak) hat and the other had a

Skagway, Alaska hat so I just knew. I introduced myself and found out they were both from Alaska. They had just arrived via VIA from Vancouver and were headed downtown. I asked if I could tag along.

A 40-minute ride landed us about 1 block from Union Station. We strolled down to this majestic, mature structure admiring the construction as we approached. Once inside you couldn't help but get the feeling that you were in for an adventure. We meandered down tall hallways, with marble floors observing that there was a lot of space not being used and that with all the wear and tear visible the station must have

seen a long and busy life. Going by a stairwell, I heard the rumble of a diesel engine. We headed up the stairs and found the main tracks. We wandered around for about an hour watching trains come and go. We were able to go right next to the trains. No one seemed to care.

We went up in the CN tower to see what we could see. The ride up in the glass elevator is a trip in itself. 110 stories later it spits you out on the observation deck. Toronto is beautiful city

from up above. We could see how the trains came into and out of downtown. There were a couple of small yards and a roundhouse below the tower. We admired, from above, for a while and then went down to do some souvenir hunting in the stores below.

While we were there we lost Mr. Skagway, Alaska. We waited for a while and then I suggested that we page him. I didn't know either of their names and just assumed that these two were old pals. Both from

Alaska and came in on the train together. (You know what is coming.) Hal told me that he didn't now what his name was. We waited and looked all over the CN tower for him, but never found him. There is only one thing to do when you lose someone, go have a beer. So we went and had a Steam Whistle Ale in the old roundhouse. If you can't put trains in it beer is the next best thing.

On Sunday I went to an op session at the Waterloo Region Model Railway Club. These gents model the Sudbury Division of the Canadian Pacific in a huge Quonset hut behind a

I attended clinics, the silent auction (many red items (CN CP) why is that?), participated in the LDSIG and the OPSIG activities, drank a few beers and in general had a fantastic time no matter what.

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house out in the country. They want to include everything that is on the division. They have taken a unique (to me) method of using helixes to get to industries that had long sidings. They model the beginning of the siding and then go into a helix. The helix takes you down to a space that has the industry modeled in it so you can do the switching. The part that you don't realize, until you been there a while, is that where you go into hidden trackage is also where you come out. After the Op session I had a look at their plans with an expert guide explaining what I was seeing. They have a project ahead of them. What they have completed is fantastic and I want to go back and see what it looks like in about 5 years. When I was saying my good byes and drooling over the layout, one member stated quite honestly, "I hope we finish it in my lifetime".

I took two bus tours, one on Monday and Tuesday, and had wonderful time talking to old friends and making new ones. There were many excellent layouts to be seen. The part that I will always remember is walking to our first stop on my first tour. We blew a tire about a kilometer from the layout. Given a choice of sitting or walking I chose walking. Good thing the directions were only three parts; Go across street; turn right; turn left; look for crossbucks. Is that three or four? If it's four, I'm darn lucky there where many people in front of me. The bus arrived fixed about 5 minutes after we did.

Monday and Tuesday night I attended sessions at the Guelph Model Railroad Society and decided to cut my teeth on yard operations. I jumped right in and put together the first three trains in a record time, or so I was told. They never did tell me whether it was a good record or not. (I am the proud owner of an insulator from the switching contest). On the way back to the hotel listening to the discussion I realized that I never got to see the rest of the railroad. Good thing I was able to go back for a second run.

On Wednesday I found myself at the Model Railroad Club of Toronto. O scale was

going to be a new experience. Many questions went through my mind on the way there. Can you pick them up? How do you uncouple them? How high do they bounce? No!! That isn't going to happen. Upon arrival, I was awed by the size, both of the equipment, the controllers and the layout. As it turned out the building was originally built to produce Vickers machine guns during WWII. The layout was located in the test firing range.

This time I decided to try a port. I had to bring my switchers to the port. My guide handed me a walk around controller, a huge walk around controller. My first thought was does it come with a shoulder strap? It was an airplane radio control unit. Upon arrival at the port my job sounded very easy and straightforward (yeah right). Clear the port of all out going freight and spot all incoming freight. Then these passenger trains kept coming in and screwing up all of my pre-planned, (loosely planned if at all) moves.

The Bay Area was very well represented at the convention. It seemed that everywhere I went I met another person from the Bay Area; One in the hotel lobby on Saturday (BNSF patches on vest dead giveaway that he wasn't a Trekkie); One at the CN Tower going to a ball game; Many more on tours at op sessions and during clinics or just walking around. It is amazing that you meet people who live very close to you while you are far from home.

I attended clinics, the silent auction (many red items (CN CP) why is that?), participated in the LDSIG and the OPSIG activities, drank a few beers and in general had a fantastic time no matter what. The best part of the convention aside from the trains was the people. The Canadians really threw themselves into this 150% and overcame many obstacles. Thanks to all the people that made this a great convention for me.

P.S. On the last day of the convention I ran into Mr. Skagway, Alaska. His name was C.E.

East Bay Model Engineers Celebrate O Scale Golden Spike

By Jim Ambrose

On November 1st, 2003, the final spike was driven on the last stretch of mainline on the O scale layout at the Golden State Model Railroad Museum, home of the East Bay Model Engineers Society. This marked the completion of the Third Division of one of the largest O scale layouts in the U.S. The layout measures 165 feet long by an average of 30 feet wide with the three divisions extending from 36" to over 9 feet above the floor. More than 3000 feet of hand laid mainline provides a pretty respectable run allowing even the biggest of the Big Boys and Alleghenies a chance to stretch their legs.

History

The East Bay Model Engineers Society, one of the oldest model railroad clubs in the nation, was founded in 1933. We started our first layout, an O scale, in 1934 in the basement of Hardy's bookstore in Oakland. In

1936 EBMES moved to a Western Pacific Depot, then in 1939 to the Key System offices, and in April 1940 to our longtime home in a Santa Fe warehouse in Oakland. For the next forty years the club built layouts in O, HO, and N scales. The O scale layout was roughly 63x100 feet and consisted of several separate divisions. The Santa Fe Western was the standard gauge railroad, the Oakland, Antioch and Eastern ran traction equipment, and there were two narrow gauge railroads, the On3 Denver and South Park and the On30 Porterville Western.

In 1985 we relocated to our current building, located in Miller/Knox Regional Shoreline in Point Richmond California. We needed to clean and renovate the interior as well as put on a new roof. Construction of the layouts you see today began in 1989. We opened our doors to the public in 1991.



O scale today

Today the O scale layout is about 70% complete. The completion of the Third Division marks the last of the major track laying, although some siding and industrial tracks await completion. The track plan is basically a point-to-point schematic, with return loops at each end. A train covers more than 20 scale miles of railroad running from one end to the other. A respectable size layout, particularly in O scale! Yard tracks and sidings are about 55 feet long, allowing us to run some pretty impressive trains.

In addition to the standard gauge railroad, we also have a large area devoted to narrow gauge (On3). Currently about 25% complete, the narrow gauge will eventually have about 200 feet of mainline. Naturally, mining and logging operations will predominate. This area features a large mine structure salvaged from the home layout of Charlie Trombly, a former member of the club, as well as a hydraulic (placer) gold mining operation, something not often modeled.

Construction is also progressing on an extensive traction layout. The roadbed and most of the track is down. Temporary wiring allows limited operation at this time. Eventually the entire traction layout will be wired for both 2 rail and overhead catenary operation.

Construction

Our benchwork is the traditional open grid type. The track is built over ½ x 1" spline with Homasote roadbed. Virtually all of the trackwork is hand laid on ties we cut ourselves. Rail is about 50% steel and 50% nickel silver; code 125 -- minimum radius is 10 feet. The yards are built on a plywood base with Homasote sheet. Turnouts on the layout are a combination of Old Pullman kits and scratch built. Some flex track was used in the passenger terminal. Apparently no one had a great desire to hand lay track while lying prone on their stomach. Switchmaster switch machines are used to throw all turnouts.

Scenery

Mountain scenery dominates most of the layout. Some of the tallest peaks tower 16 feet above the floor. Traditional hardshell built over a cardboard lattice forms the foundation. To this we add hundreds of rock castings made from commercial rubber molds. Some are pre cast and affixed with a "batter" of Hydrocal, many others are cast in place.

The rock castings are generally colored with water-soluble dyes of various colors applied with spray bottles. The "two fisted gunslinger" approach can color a large area in a short time. Larger areas of soil are first painted with a concoction of latex earth colored paints found on the reject shelf at the local hardware store. Then, covering soil and rock are collected from natural sources. The mining districts of California and Nevada provide most of the material. We fill coffee cans with actual mine tailings of various colors and textures, screen them and finally attach them to the scenery using Borden's Concrete Fortifier. This product looks a lot like the glue/water mixture traditionally used, but sets more quickly and is very strong. Loose dirt bonded with this stuff is almost like rock once set, but can be chipped away if necessary.

Hundreds of trees have been planted so far. As with most layouts, many more are needed. Trees are of the out of the box variety and scratch built types. A type of dried flower stem grows all around the park where the club is located providing a great starting point for homemade trees. In the fall we gather the flower stems, which already look like a tree trunk with branches, then use 3M spray adhesive to add ground foam. There is even a burned out area where a forest fire swept through, taking out a trestle on the narrow gauge.

Power and control

The railroad is divided into about 50 electrical blocks. Four separate control panels each assign power and turnout control to the tracks in their division. Each control panel has a stationary power supply and rheostat, and an Aristocraft handheld throttle unit. Each block is assigned power from one of the two throttles for that division. We are currently upgrading the control system to allow assignment of any handheld throttle to any block on the railroad. This improvement will dramatically improve our operational flexibility. Turnouts are all controlled from the division control panels.

The layout is equipped with signals over the entire mainline. Currently the signals show turnout routing. Once the wiring upgrade is complete, signals will show block occupancy, allowing engineers to operate their trains according to signal aspect. LEDs on the control panels indicate route selection, and optical detectors in a couple of key areas prevent an operator from inadvertently throwing a switch under a train, a

lesson we've learned the hard way.

Structures

Structures on the layout are a mix of kitbashed, kit, and scratch built. We were fortunately able to save many structures from the old layout; some are more than 60 years old. It is fun to recognize a building on the layout in a photograph from an old issue of Model Railroader. Many bridges were also saved and we have been able to incorporate most of them into the new layout. One exception is a massive steel arch bridge that we had custom built of welded steel. This bridge will easily support the weight of a couple of our members.

A large city scene dominates the entrance to the layout building. Many structures are highly detailed and weathered. Over 50 scale vehicles fill the streets, from rundown old trucks to '70's muscle cars. Most are from the late fifties to mid sixties. A loop of trolley track runs throughout the city which eventually will become part of an urban switching railroad servicing many industrial spurs. A large stub-ended passenger terminal dominates the center of the city.

Operation

Operation is geared toward our visitors. We try to keep as much action going as possible. Since our members own most of the trains, the trains tend to remain as units, with little or no switching of cars. Our basic mode of operation is to dispatch trains from Departure yard, where they can either run laps of the Departure loop, or be sent up to the Midway area. As the Midway yard fills with trains, the Midway operator will begin turning them on the reverse loop and sending them back down to the Arrival yard. Another loop connecting the Arrival and Departure yards allows trains to return to their original starting position. The Third Division extends from Midway to the Zenith area, the highest point on the railroad. Dispatchers have a choice of routing trains to Zenith via the Low Line or the High Line. A continuous run connection allows trains to remain on the Third Division and loop continuously, a great feature when the operating crew is shorthanded. Since we often have more trains than motive power, occasional engine swaps and light movements add variety.

Although very large, the layout can actually be run by one (very busy) person. Once routes have been set up on the control panels, it is possible to stand on the upper balcony with an Aristocraft throttle in each

hand and loop two trains in opposite directions. Just don't try to chew gum! There are, however, positions for as many as seven operators.

Communications are by radio since the layout is over 160 feet long. The building can also get somewhat loud when several trains are running and the viewing aisle is full if visitors. Some of our locomotives are sound equipped.

Members

We currently have about 10 active members in O scale. We work on the layout every Friday evening as well as an occasional Saturday. January to March when the museum is closed we have more frequent work parties. Memberships are available to anyone with an interest in trains, no experience necessary. We're here to have fun! If you are interested in giving O scale a try, or have some O scale equipment that needs a little exercise, stop by or give us a call.

Information on visiting our museum is available on our website at: <http://www.gsmrm.org>, or call Jim Ambrose at 510 242-8384.

The Museum will continue its regular schedule through the end of December 2003. The Museum is open on Saturdays and Sundays from noon to 5 PM; however, model train operations are scheduled only for Sundays and holidays, with the exception that operations will occur on both Saturdays and Sundays the weekends before and after Christmas, when the Museum will be decorated for the Holidays. St. Nick regularly appears on the shows the weekend before Christmas. Saturdays the Museum is open for visitation and trains may or may not be running on the layouts and members may be working on the layouts. The public and other model railroaders are of course welcome to visit on Saturdays 12-5 PM, Wednesdays from 12-5 PM and Friday evenings from 7:30-10 PM. No fees are collected except on Sundays and the indicated holidays. .

The Museum is located at 900-A Dornan Drive in Miller-Knox Regional Park in Point Richmond, CA. Admission on Sundays is: Adults \$3; Seniors and Children under 12 \$2, with a family maximum of \$7. For information, a map and to see photos view our website at, www.gsmrm.org. Telephone: (510) 234-4884; or, (510) 758-6228 (to 8 PM). Please note that both Golden State and East Bay have a **new mailing address: P.O. Box 71244; Point Richmond, CA 94807-1244.**

Editor's Notebook

By Bill Kaufman

If you have gotten this far you have already read most of Branchline and there isn't much point in trying to suggest articles to read. However, it seems to be full of meaty and interesting things to consider. That may sound a bit like I'm patting myself on the back, but it really isn't. People have awesome or interesting or significant things to contribute. I write almost none of this. The most I do is ask, "Hey, would you write me something about that?" and most of the time people are willing. It is amazing and I am very thankful for it.

If you haven't read the three administrative blurbs this time, go back and read them. The President's Message, the View from the Left Seat and the Board of Directors report are all about the viability of the organization. The contrast between the National which seems to be in great disarray and the region which may have its problems but is cooking along trying to provide service to its members. One very interesting question is, "What happens to PCR if National goes bankrupt or belly up?"

Similarly, the Manager of the Publications Department (my boss, Gus Campagna) has a blurb on the status and future of Branchline. How can we make it better? (\$600 more per issue would get us metal printing plates and vastly improved pictures, but the region already spends almost your entire dues getting this rag to you) How will unified dues impact the funding for BL. (My brother and sister regional editors are projecting doom and gloom for their newsletters)

His wife (Mary Moore-Campagna) is trying to make the Non-Rail part of our organization into something more than a group of people who just happen to be there for conventions because their spouses (spice?) are. She talks up the arts and crafts parts of the convention contests. (BTW entry in those is not limited to the spice.)

If you just happen to think that this magazine should be about the hobby, go look at Les Dahlstedt's work on milk cars of the O&W. Amazing stuff. Lest one think it not appropriate to a West Coast publication, that we are all about mining and logging, most of the west of Marin County, to this day, remains as dairy country.

One of my favorite activities, the Layout Design/Operations SIGs joint meet has a bunch of information. Last year I went to all the presentations which were terrific, gave advice (mostly bad) on designing layouts, visited layouts and opened my own layout for operations. I had a blast.

Speaking of enjoying yourself, there are articles on two different clubs and on one long time Round Robin. The East Bay Club has had an O scale layout since the Thirties and its president recounts its history. The Napa Club dates to the mid Fifties and has been building in their current location since 1970. They are our hosts for the convention next spring. More recent than that are the Sonoma County Hi-Ballers, a long time Round Robin many of whom are involved in the convention.

Beyond that are most of the usual suspects, Jim Providenza has a "Tales of the Santa Cruz Northern" even though he has been at the FBI Academy in Quantico, Virginia all fall. The Elsie's are back. Lee Johnson gives us his usual good survey of the status of S-scale. And I finally get a chance to run Jim Radkey's article on last summer's Toronto Convention. We have a blurb on clinics at the PCR Convention and pictures of some of the prototype tours (The registration form is there if you need one)

All in all this reflects the diversity of interests out in the PCR and makes editor an interesting job.

Bill



Sonoma County Hi-Ballers By Gus Campagna

The Hi-Ballers started in 1970 at the home of Steve Skold, where the infamous HO Whiskeytown & Shasta was born on a 16 X 16 layout suspended from the ceiling by cables and a boat winch. The first members were Steve Skold, Harold Mentzer and David L. Dorrance. Steve was looking for help building his first layout and the other two joined in. The object was to get a layout operating as quickly as possible so we could begin timetable operation. Harold was living in Laytonville at the time and made most of the Wednesday night meetings as he does now more than 30 years later. Additional early members were Rik Mannie, Don Cabrall and George Steffan.

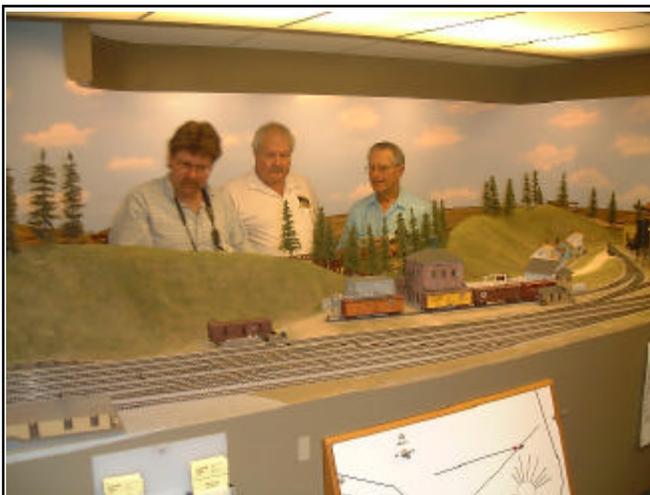
An additional activity was incorporated when Steve Skold was appointed Chairman of the 1972 PCR Convention in Santa Rosa by then PCR President Whit Towers. The Hi-Ballers continue to be active in Conventions with members Harold Mentzer, Royce Hall, Nolan Alexander and Gus Campagna all taking their turn as Convention Chairmen. At this



A 1999 Portrait of the Hi-Ballers, Left to right, Don Cabrall, Gus Campagna, Bob Groh, Verne Alexander, Harold Mentzer, Hart Corbett, Nolan Alexander, Steve Skold and Chuck Mathis

point, Harold is Chairman of his 4th Convention. We have also been active in PCR with Harold a past President. Steve, Harold, and Gus have been Directors and other members have held a number of Regional and Division offices and chairmanships. Members have also been active in contests, both at a local level and Regional level. The Sonoma County Hi-Ballers won the "Best Use of Space" award for the mini diorama at last years PCR convention.

In 1980 we made a fundamental change in the group by making it a round robin group. Steve Skold changed from HO to On3 and dismantled the suspended layout. Don Cabrall took up the slack and we started operating on his Hessel and Lone Pine layout at least once a month and began building other layouts. These have included layouts by Leigh Miller, Harold Mentzer, Gus Campagna, Chuck Mathis, Ed Merrin, and Steve Skold's two On3 layouts. Coming on line soon will be a layout by Verne Alexander and Ed Merrin's new NWP layout. Charlie Siebenthal and Hart Corbett both work on



Tom Porter, Verne Alexander and Bill Williams at Don Cabrall's Hessel & Lone Pine

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garden railroads in addition to indoor layouts. As soon as Nolan Alexander cleans out his garage, we will be starting on his Great Western. On months having a 5th Wednesday, we meet at Bob Groh's house to view videos.

The yellow shirts we wear at conventions were a result of plagiarizing both the South Side Switching and Sipping Society and the Orange County Boomers. The shirts have "Sonoma County Hi-Ballers" on the back with the name of the individual's layout. There have been several female members of the Hi-Ballers: Carol Schilling, Sharon Tinkler and Debbie Joyner. We should also include the infamous Harold's Club. It was an auxiliary called the Women's Train Construction Union (WTCU), which included, Shirly Mentzer, Carol Skold, Carolyn Miller and Hildred Powers. Several times we have had youth members. High schoolers Brian Hanks and John Powers showed interest in model railroading and each spent several years as Hi-Ballers before continuing onto college. John, as a teenager, ran the contest room at one of the PCR conventions we hosted.

The Hi-Ballers continue to be an active organization without rules. Well, actually, we have one rule: wherever we are at, the layout owner dictates what we do. Steve has the only



Wooden bridge on Steve Skold's Whiskeytown & Shasta



A freight train on an Iron Trestle on Harold Mentzer's Bellena Bay Railway & Navigation Co.

job; he decides the schedule for each 6-month period. New members are culled from visitors to various layouts. If that person is given a schedule and continues to come, they are a member. Also, Carol and Steve Skold host the annual Christmas Party.

Current Hi-Ballers include Steve Skold, Harold Mentzer, Don Cabrall, Verne Alexander, Nolan Alexander, Chuck Mathis, Bob Groh, Hart Corbett, Gus Campagna, Ron Buckwalter, Clark Stewart, Jim Gray, Ed Merrin, Charlie Siebenthal, and Ron Kaiser

Layouts of some of the members will be open for the Napa Valley '04 PCR Convention. On Thursday layout tours, you will be able to visit Gus Campagna's Goldhill & Udell Southern, Don Cabrall's Hessel & Lone Pine, Steve Skold's Whiskeytown & Shasta and possibly Ed Merrin's NWP. On Friday's tour Chairman Harold Mentzer's Bellena Bay Railway & Navigation Co. will be open.



Scenery on Gus Campagna's Goldhill & Udell Southern Railroad



NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

By John Rodgers

The Napa Valley Model Railroad Historical Society was formed in 1955 under the name of Napa Valley Model Railroaders for the purposes of constructing an HO Scale layout and to advance the hobby of model railroading in the Napa Valley and surrounding areas. The organization was recognized as an historical society in 2002.

The Society has had several layouts in various locations. Our early layouts included small portable layouts in the Main Exhibition Building of the Napa fairgrounds during the fair, and a layout in the old West Napa Southern Pacific station building, which no longer exists. In the early 1960's we had a "permanent" layout in some long narrow buildings in the northwest corner of the Napa fairgrounds, and by the mid 1960's we were building a large layout in the basement of a barracks at the Veterans' Home in Yountville. In 1970, we moved back to the fairgrounds in Napa to our present location.

The fair management donated two WWII Quonset huts that we moved to the present



Yard near harbor on Napa club layout



Car ferry at harbor on Napa Club Layout

location, and a two story 40' x 40' building was built by the members connecting them. The layout occupies a 3600 square foot "L" shaped room. The 1600 square foot second floor serves as a meeting area, library, and workshop.

Our fictional railroad, the "Napa Valley Northern", runs north from Napa to Ukiah with "offline" connections to Portland to the north and to Stockton to the south. We have large classification yards at each end of our system, which comprises about 700 feet of mainline. Minimum mainline radius is 36" and maximum mainline grade is officially 3%. We currently have four mainline cabs and use a block control system. There are eight other throttles around the layout for operating the various yards and towns.

Scenery always seems to be about 80% complete. The general theme of the scenery is Napa County in the spring season. The layout is never really finished, because from time to time we

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tear a part of it down and rebuild it. As there are 80+ members with varied interests in our group, the time frame is compromised at about 1940 to present. The rolling stock on the railroad is member owned with emphasis on reliability and realism. While we have the usual club "problem" of rolling stock from various eras on the layout, we try to at least keep all the cars in any given train consistent. Locomotives and rolling stock must pass a rigorous inspection before they can be "checked in", a requirement only for equipment used during a public show, an operating session or if the car or locomotive is to be left on the layout. On the other hand, anyone is allowed to run virtually anything they like on the remaining 345 (plus or minus) days of the year. This system minimizes equipment problems without being overly exclusive.

Our schedule generally calls for a formal operating session the second Friday of most months. Our operating format relies mostly on waybills. We have a "timetable" but it is really just a list of trains that are set up to run and it denotes where certain trains will stop to pick up or set out cars. There are times listed for a passenger train, which usually runs late. Sometimes there's enough to do that we don't finish the operating session on Friday night and some members will come to the layout on Saturday afternoon and complete the session.

The Napa Valley Model Railroad Historical



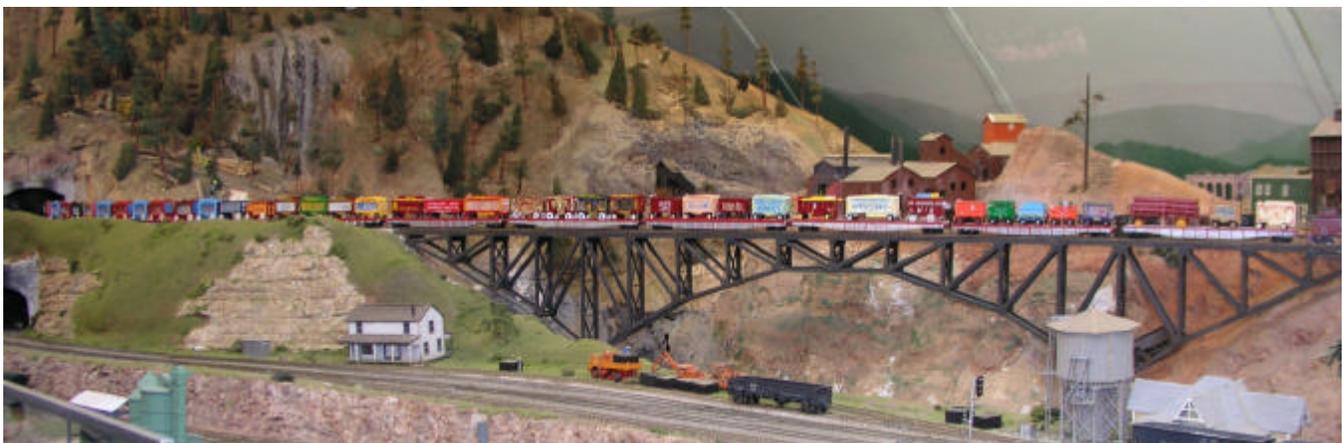
Society meets at The Napa Valley Expo (fairgrounds) at 575 Third St. in Napa every Friday from 7:30pm to midnight. Membership in the Society is open. Visitors are always welcome but applicants must have a sponsor and be at least 14 years old to join.

Meetings: The club is open every Friday night from 7 to midnight. Consult the website for the dates of the shows. www.nvmrc.org

Generally, we have a five-day show during the Fair in August. Annual Swap Meet is the Saturday after the Fair.

Our Holiday Shows for 2003 are November 22 & 23 December 13 & 14

Info: John Rodgers (707)226-2985
napajohn@napanet.net



Club Info

BAY AREA NTRAK MODEL RAILROAD CLUB

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

CALIFORNIA CENTRAL MODEL RAILROAD CLUB

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

COASTAL VALLEY LINES

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

EEL RIVER VALLEY MODEL RAILROADERS

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

ELSIE

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

GOLDEN STATE MODEL RAILROAD MUSEUM/ EAST BAY MODEL ENGINEERS SOCIETY

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

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

HUMBOLDT BAY & EUREKA MODEL RAILROAD CLUB

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

MOTHER LODGE MODEL RAILROAD CLUB

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

NAPA VALLEY MODEL RAILROAD HISTORICAL SOCIETY

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

NITTY GRITTY NARROW GAUGERS

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

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

SACRAMENTO MODEL HISTORICAL SOCIETY

Established in 1948, the SMRHS is located at 1990 Grand Avenue, Sacramento, CA and can be reached at 916-927-3618 or email to dmegeath@aol.com; web site <http://www.smrhs.com> Modeled as the Sierra Central Railroad, both HO and HO_{N3} layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Wednesday and Friday nights, 7:30 pm.

SACRAMENTO MODULAR RAILROADERS

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

SAN LEANDRO HISTORICAL RAILWAY SOCIETY

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

SILICON VALLEY LINES

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

SOUTH BAY HISTORICAL RAILROAD SOCIETY

The South Bay Historical Railroad Society invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Avenue, Santa Clara, CA.

on Tuesdays, 7:00 pm to 10:00 pm or Saturdays, 9:00 am to 4:00 pm Phone (408) 243-3969 for more information about our group.

SOUTH COAST SOCIETY OF MODEL ENGINEERS

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

TRI-CITIES MODEL RAILROAD CLUB

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

VALLEJO MODEL RAILROAD CLUB

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

WALNUT CREEK MODEL RAILROAD SOCIETY

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



**MEMBERSHIP APPLICATION
PACIFIC COAST REGION**

8/03

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

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

FAMILY MEMBER NAME(S) _____

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

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

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

The Golden Spike Award

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

Qualifications for the Golden Spike Award

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

Member _____ NMRA# _____

Address _____ State _____ Zip Code _____

Scale _____ Type of Pike _____

Verification by _____ NMRA# _____

PCR CALLBOARD

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Director, Daylight Division	Brewster Bird	(559) 732-6096	mec569@yahoo.com
Director, Redwood Empire Div.	Ron Plies	(707) 725-9063	rplies@cox.net
Director, Sierra Division	Bob Mountjoy	(916) 728-1205	rfmountjoy@aol.com
Director, Hawaiian Division	(vacant)	---	---
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By-Laws & Manual of Opns.	Dave Connery	(925) 735-0134	deconnery@aol.com
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Special Interests Coordination	Dave Parks	---	---

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Publisher	Gus Campagna	415-990-3777	campgus@earthlink.net
Editor of the <i>Branch Line</i>	Bill Kaufman	(415) 491-0543	whk58@pacbell.net
Circulation Manager	Norman Morris	(530) 742-6930	normanmmorris@aol.com
Webmaster	Kevin Hurley	(831) 728-1934	kmhurley01@charter.net

CONVENTION DEPARTMENT

Manager	Jim Long	(510) 651-3467	JimCLong@aol.com
Convention Committee Chair.	Jim Long	(same)	
Convention Host Committee Chairpersons:			
– 2004 Napa Valley	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– 2005 Concord	Bill Swindell	(925) 372-6996	Bill.Swindell@clorox.com
– 2006 Sacramento	(vacant)	---	---

CONTEST DEPARTMENT

Manager	Bill Scott	(559) 298-7715	vallyflyer@aol.com
Model Contest Chairperson	(vacant)	---	---
Photo Contest Chairperson	(vacant)	---	---
Division Contest Chairpersons:			
– Coast Division	Al Dalcher	408-358-1071	dalchera@aol.com
– Daylight Division	Bill Scott	(559) 298-7715	vallyflyer@aol.com
– Redwood Empire Division	Steve Skold	(707-539-1782)	SandCSkold@aol.com
– Sierra Division	Norman Morris	(530) 742-6930	normanmmorris@aol.com
– Hawaiian Division	(vacant)	---	---

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PCR AP Manager	Jack Burgess, MMR	(510) 797-9557	jack@yosemitevalleyrr.com
Division AP Chairpersons:			
– Coast Division	Kermit Paul, MMR	(925) 935-1859	---
– Daylight Division	Brewster Bird	(559) 732-6096	mec569@yahoo.com
– Redwood Empire Division	Harold Mentzer	(707) 226-5153	HSMentzer@aol.com
– Sierra Division	(vacant)	---	---
– Hawaiian Division	(vacant)	---	---

NON-RAIL ACTIVITIES DEPARTMENT

Manager	Mary Moore-Campagna	530-426-9055	marymoore@campagna.com
Non-Rail Activities Committee	---	---	---

BRANCH LINE
530 FIG TREE LANE
MARTINEZ, CA 94553

SECOND-CLASS POSTAGE
PAID
MARTINEZ, CA 94553



Calendar

December 6 & 13, 2003 the Portola Railroad Museum
Santa Train 5 pm call the museum at 530-832-4131,
or website at <http://www.wplives.org>

December 6, 7, 13, 14, 19, 20 & 21, 2003 the Roaring
Camps Holiday Lights Train. Reservations required.
Info <http://www.roaringcamp.com> or 831-335-4484.

December 7, 2003, the PCR Coast Division Meet 9:30 am
at California School for the Deaf in Fremont (39350
Gallaudet Dr <http://www.pcrnmra.org/coast/> or Jim
Long at 510-651-3467

December 13 & 14, 2003, GATS Fresno at the Big Fresno
Fair (1121 Chance Avenue) from 11 am to 5 pm.
Website: www.GATS.com or phone 630-834-0652

December 13 & 14, 2003, the Napa Valley Model Railroad
Historical Society Holiday Train Festival from noon
to 6 pm. website at <http://www.nvmrc.org/>, phone
707-253-8428 (club phone)

December 13 & 14, 2003, The Nevada State Railroad
Museum (2180 S. Carson Street (US 395) in Carson
City, NV) steam Santa Train from 10 am to 4 pm.

website at <http://www.nsrn-friends.org/>, or phone
775-687-6953

December 27 & 28, 2003, GATS San Rafael at the Civic
Center (10 Avenue of the Flags) from 11 am to 5 pm.
Website: www.GATS.com or phone 630-834-0652

February 7-8, 2004 Layout Design/Operations Special
Interest Groups Regional Meet Santa Clara Caltrain
Depot freight house at 1005 Railroad Ave in Santa
Clara. Website: [http://homepage.mac.com/jacobsen/
LORM2003/](http://homepage.mac.com/jacobsen/LORM2003/) or contact either Seth Neumann 650-
965-4687 sneumann@pacbell.net

February, 19-21, 2004 O Scale West Westin Hotel in
Santa Clara. Website: <http://www.oscalewest.com> or
contact Rod Miller at 650-329-0424
rod@rodmillier.com.

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