

# PSR DISPATCH



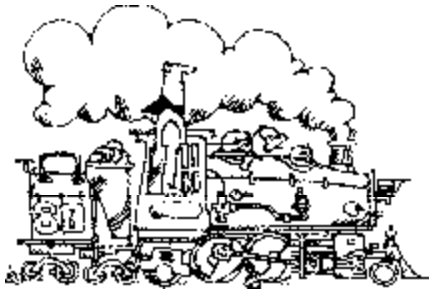
## Pacific Southwest Region

National Model Railroad Association

Volume 18, Number 3

3rd Quarter, 2000

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## Shop Talk from the Roundhouse

**Robert Chaparro, President**

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### Just Another PSR Convention?

A few members have told me they attend a convention every couple of years or so but that any particular convention is “just another convention.” Just another convention? I don’t think there is such a thing. Is the UP just another railroad? No. The UP is unique compared to BNSF, just as each convention is unique compared to past and future conventions. It is this uniqueness that delivers a memorable hobby experience to you when you attend a convention.

Granted, a convention format follows familiar patterns. But within the patterns are unique, once-in-a-lifetime experiences: Clinics you’ve never seen before, layouts that may be gone tomorrow (I’m on my THIRD layout in my THIRD house in the last six years, so I know this to be true), prototype tours demonstrating operations that may be obsolete next year or unavailable to see ever again, and displays, models and photos you

will only be able to see in person at this convention.

And don’t forget the fellowship opportunities. The group that attends conventions is always changing. I’ve made many a life long friend in this hobby through attending conventions. In some cases, I met model railroaders from my own community at a convention. You may find someone who enjoys the same obscure short line or rail/industry blend that you enjoy. Would I have met these same people at the next convention? Possibly not.

This convention is not “just another convention.” It is an event, an experience, that will NEVER be duplicated ever again. You can always re-read back issues of Model Railroader, you can always watch that SP steam video again, but you can never experience this convention once it is over. Never. Ever.

Remember, in life we tend to regret more the things we didn’t do rather than the things we did do. Don’t regret not attending this unique convention. 🚂



## Los Angeles Extra 2000

Presented by Los Angeles Division - PSR - NMRA

### Model Railroad Convention & Train Show

September 13 - 17, 2000 • Torrance, California

[www.getnet.com/~dickg/nmra/psr/2000conv.html](http://www.getnet.com/~dickg/nmra/psr/2000conv.html)

See page 9 and pages 12 to 18 for articles & details on events.



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# PACIFIC SOUTHWEST REGION ONLINE

**Lindsay Smith, Member Aid**

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## PACIFIC SOUTHWEST REGION HOME PAGE

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## PSR Web Page Counter Displays

[www.getnet.com/~dickg/nmra/NMRACounters.html](http://www.getnet.com/~dickg/nmra/NMRACounters.html)

At press time the counter displays read:

Pacific Southwest Region: **1,824**

Arizona Division: **2,076**

Los Angeles Division: **1,197**

Cajon Division: **1,094**

San Diego Division: **803**

This issue of the PSR DISPATCH is available in Adobe Acrobat PDF format on the "Books & Photos" page at TrainNet.org ([www.trainnet.org](http://www.trainnet.org)), a web site maintained by our Editor. The previous five issues are also available, same format, same location.

## Notice of Positions Available in the Pacific Southwest Region

**From Tom Mohr, Publications Chair, PSR/NMRA:**

**Immediate Need:** The Publications Department is in immediate need of a **Business/Advertising Manager**. If you have a background in advertising and would like to participate in making the PSR DISPATCH the best newsletter in the NMRA, please contact me at 3712 Southridge Way, Oceanside, CA 92056-5426, Home: (760) 631-5522 (Voice & Fax), Email: tommohr1@home.com

**From Bob Chaparro, President, PSR/NMRA:**

**Immediate Need:** Due to circumstances beyond his control, our Secretary was forced to resign. If you're interested in participating in the challenging and rewarding position of **Region Secretary**, please contact me at P.O. Box 12028, Santa Ana, CA 92712-2028, Home: (909) 279-1335, Work: (714) 834-2073, Email: chiefbobb@home.com

The **Railettes Chair** has been vacant for some time. If you're interested in coordinating this vital and necessary part of the NMRA experience, please contact me (see above).



# Reports from PSR

## CAJON DIVISION DIRECTOR'S REPORT

**ED HALL, MMR**

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**W**ell, I hope your summer is going as great for you as it is for me. The Cajon division has been very busy, with a very successful meet in Barstow put on by Ron and Dee Tucker. We had four clinics, a business meeting, and, of course, we gave away door prizes (has anyone seen a blue tank car?). After the meeting adjourned, we toured an ex-VIA business car and a Santa Fe FP-45 at the Harvey House in Barstow.

Our next meet will be Saturday Aug. 26th in Anaheim, CA at the Anaheim Main Library. Steve Connolly has setup this meet and promises a full day of five clinics. Our contest chairman, Robert Wescott, will provide NMRA and AP judging. I'm sure our group will take in a couple of hobby stores, if time permits, and stop on our namesake pass for a few photos. I would like to give an open invitation to any members in the LA Division and the San Diego Division to "stop on by" for the day and have some fun.

The Cajon Division has discussed a joint meet with LA Division and we may have a dual meet as soon as the first of next year.

I hope all of you are registered for the PSR Los Angeles Extra 2000 convention this September. We are sure to have a great time with all our friends in the region. They promise lots of tours, both layout and industry, and a train show that will have something for everyone. While you're at the convention this September look for the Cajon people with the brightly colored registration forms - these forms have a special registration rate for LA Extra 2000 conventioners only. The convention staff and myself have been working nonstop on the 2001 Las Vegas convention. It looks like we may have well over 200 people in attendance, so get in on the business car "THE LAS VEGAS LIMITED."

The voting was computed for the dues increase and was passed. With the extra money provided we will keep

our heads above water for a long time. Thank you for the support.

See you at the next stop. 🚂

## LOS ANGELES DIVISION DIRECTOR'S REPORT

**DAVID COX, MMR**

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**A** good turnout of Los Angeles Division members and their guests visited a large number of home and club layouts in May. The Original Whistle Stop model shop in Pasadena was the official check in spot for obtaining the directions and maps to the eight layouts in the Glendale-Pasadena area. Featured were the Slim Gauge Guild with their HO and S narrow gauge Colorado railroads and the Highland Park Model Railroad Club with their huge 42' x 82' HO layout representing much of Southern California. Also on the tour were many fine home layouts that ranged from newly built garage sized railroads to spectacular scened layouts that covered entire basements. This area has more layouts than could be included in a single tour, so we will be planning more tours in this area.

The Division newsletter, the *L.A. COUPLER*, now has a new editor. Ron Ustach has volunteered (he claims he was not railroaded) to assemble the quarterly publication. We are grateful to a past editor, Mary Barstow, MMR, for stepping in and getting the *L.A. COUPLER* out during a period when the position was vacant. One of Ron's first jobs was a double sized X2000 Convention issue that was also sent to all of the NMRA members living within the PSR boundaries but who are not members of the region. There are about 1,000 NMRA members who do not belong to the Region and do not receive the PSR DISPATCH. So the only way these members will know of the PSR and the X2000 Convention is by a special mailing. Hopefully many of them will attend the convention and also join the Region.

The convention committee has put together an extensive package of things to do at the X2000



# Division Directors



Convention including 35 clinics, 20 layout tours, three prototype tours, three manufacturer tours, convention cars in N, HO, S, and O scales, operating modular layouts at the convention hotel during the convention, awards banquet (with surprises), contests, railroad gift shop, non-rail or Railette clinics, tours, and lunch, and top it off with a 15,000 square foot train show on Sunday.

We are trying to make this convention resemble a small national convention but without the hassle and high cost. At present, we are close to obtaining enough nice door prizes so that each registrant will receive at least one. So if you have not registered, do it now. There are registration forms included in this issue. Also please plan to stay at the convention hotel. You will have the convenience and special rates and the convention will get credit for the facility rooms. See you September 13 - 17, 2000, at the Los Angeles X2000 Convention at the Marriott Hotel in Torrance, CA. 🚂🚂



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## SAN DIEGO DIVISION DIRECTOR'S REPORT

**CHUCK HART**

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**F**rom the San Diego Division comes the news that our own Superintendent, Ken Allen has volunteered to be the Pacific Southwest Region's Member Services Chairman. Ken, thank you very much for tackling this important part of the organization. Ken has received a data disk of the membership roster and should have received the documentation, membership cards, etc. by the end of July. By the time you read this, Ken should be well entrenched with the duties of membership.

The division hosted our 6th annual swap meet in May and held a mini layout tour on the 3rd of June. Tim Erdal, the division's clinic organizer, has arranged a clinic for each of our quarterly meetings. If you are a San Diego Division member reading this, you are really missing out if you're not coming to the meetings.

The Del Mar fair just finished and at least 28 local NMRA members participated in the running of the ShortTrakN RR. This year we ran trains for 20 days at a minimum 10 hours per day. Some guys still couldn't get enough.

The next division meet is our summer family picnic to be held at Rohr Park, home of the Chula Vista Live Steamers. They always make us feel like part of their family when we are there. Think about joining us, this year. On November 4th the division will be co-hosting with the San Diego Model Railroad Museum (SDMRM) a kick-off for National Model Railroad Month. This will be an all day affair held at the SDMRM and will involve many of the clubs in the area. Look for more on this in the next PSR DISPATCH and *MAIL HOOK* or think about being in San Diego on November 4th. 🚂🚂

**Support Your Local  
Hobby Shop!**

# Make the Wheels Roll and Coupling Model Railroad Cars

**Lindsay Smith, Member Aid**

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I have a clinic on improving train performance by working on the car wheels and trucks. I will give it in Torrance. I will show the machine I made for polishing truck axles. I will show *The Tool* for clearing the journal in the HO truck frame. Basically, I will claim that train performance can be improved by working on the cars; locomotives serve to pull better if the cars roll easily.

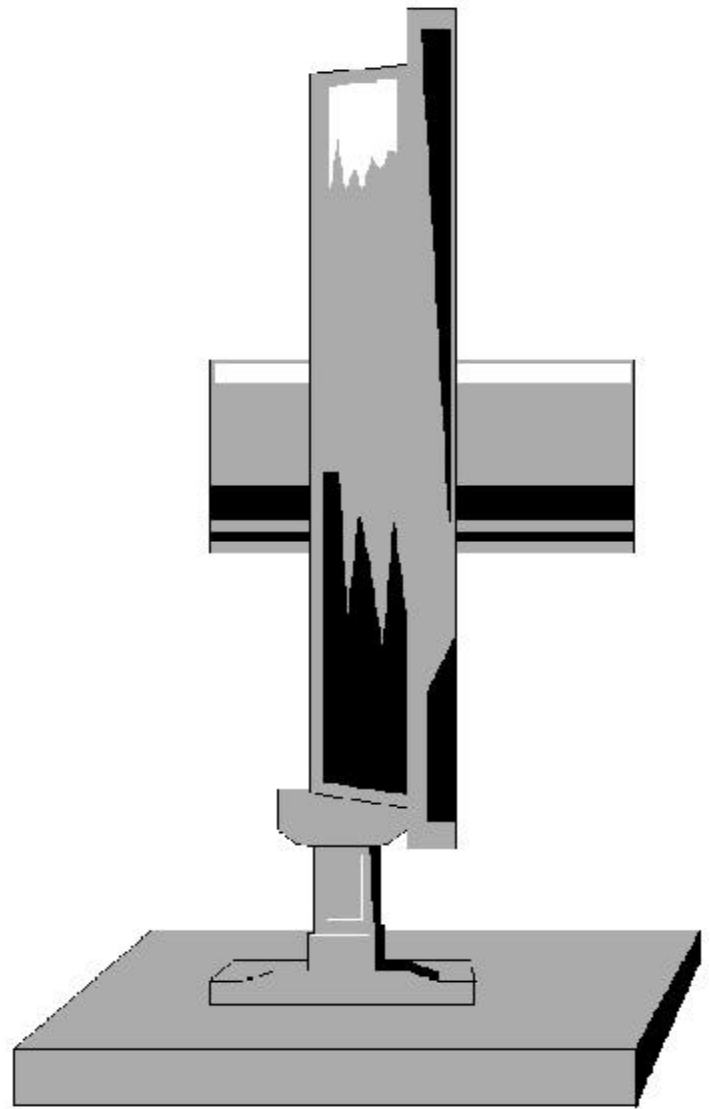
Just recently I brought about 70 cars home from the Pomona Valley Model Railroad Club and reworked the trucks and axles. A few I had worked previously did not need maintenance. I found some rust had formed on steel axles and dirt had accumulated on wheels. Some of the cars seemed to defy improvement. I changed out the plastic axles because I cannot polish the bearing surfaces easily. I set about 2 feet of track on a level surface. I use a pencil to raise one end. The slope is a little more than 1% or 1/86 exactly. Our club has set 2% as the standard so if they would not stay on the slope they qualified with margin for use. They were out shopped to exceed the minimum performance.

I used *The Tool*. I found that sometimes it is tight and that on other cars, loose. So I measured *The Tool* with a vernier caliper; my item is 1.020" long. Now I started measuring various axle lengths. I assume the trucks are compatible with the axles. I may try measuring the truck spacing but last night I did not have an easy inside micrometer. I found the following axle dimensions:

a. Accurail dark rust all plastic freight wheels and axles are short. The are typically 0.992" long. One was 0.980" and several were slightly longer. Some of the points are not very sharp. I like the color.

b. Walthers freight brass axles and black plastic wheels are typically 1.012" long. The brass axle takes a good shine; as delivered, the points show cutting tool marks. The black wheels lack appeal or realism.

c. JB freight wheels have a prototypical look. They can have shinny treads and dark sides. They are all metal and expensive. I only had five available. They ran 1.010, 1.011, 1.012, 0.013, 1.014 and 1.015" long. The axle points are blackened with a sulfite treatment. They rely on the powdered graphite filling the wearing surface for good performance. I can improve car perfor-



mance by polishing the points with an Arkansas stone.

d. Roundhouse has sold several versions. The latest kits had wheels that are similar to Athearn products; they may be the same. Older axles were steel but the wheels had radial flash mark on the inside surface. Some of the parting lines on the extreme radius have flash. The steel axles were 1.015" long. I can polish these wheels smooth and polish the axles to be shinny. Other Roundhouse products gave us all plastic wheel sets with prominent flash. The all plastic examples were uniformly 1.010" long.

e. Kadee wheels are prototype appearance with the manufacturing marks cast on the wheels. I cannot do much

Continued on facing page.

on my lathe with Kadee plastic axles. The Kadee plastic does pick up powdered graphite and the cars will meet my performance requirements. The friction coefficient of Graphite on Delrin may be the same regardless of the axle material. However, axle point shape must be significant to attaining the best rolling performance. I had only a small sample of these and they were 1.010" to 1.012" long.

f. Athearn makes good wheels and axles! I pick them up from my friends who try to buy performance. That is, they replace the Athearn wheels with more expensive products. They are not unsuccessful. I do not like the black wheel treads but the price is right. When I measured the Athearn like products, I found the axles vary in length from 1.020 to 1.025". The shorter axles fit into the Athearn truck frames and the result is better performance. The long axle length often binds in a truck frame. You can do either of two tricks to relieve the bind. Use the *The Tool* and hold the truck sides very firmly or grind down the axles. Since I will install the axles for polishing, grinding them down with an emery stone is painless.

g. Passenger wheel axles ran from 1.015" to 1.028" long. On the old metal trucks, it is not easy to squeeze the sides against *The Tool*. When I started, I used LaBelle #108 on the metal to metal passenger cars and suffered the poor performance of the car lights. Since I rarely oil trucks recently, more cars show the lights. I will be repainting my old passenger trucks soon and I suspect improve the rolling performance.

As you can see from the measurements, side play may not happen if you "shake the box." It is my observation that on the best running trucks, there is noticeable side play. Truck wheel combinations with no side play are poor performers on the slope test. I guess that if the truck frames do not hold the axles, the side play is excessive. While that sentence may qualify for nomination to the editor's oxymoron list, there really is no cutoff to the reasonable side play I allow in the trucks. Noticeable may be a few thousandths of an inch.

Do not assume I recommend the use of calipers! By being aware of the possible problems, I can look at the truck and test it on a level surface. It should move if I blow on it gently. I can test for side play without the use of caliper or machinist's gauges. Performance is judged on the track slope.

Good running trucks have good gauge with the wheel pair centered on the axle. If one favors one side or the other, the truck seems to bind on the rails. I guess that the point is jammed into the truck sides and causes binding. Each wheel is clean and free of gum.

Good running cars have one end or the other tight to the bolster while the other is sloppy loose. This allows the trucks to conform to track grade differences; The tight end holds the car to the instant track grade while the other truck can easily move to the instant slope under it.

Good running trains have the coupler heights uniform and the good action in the pockets. More good ideas will come from the guys at my clinic. 🚂🚂

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## Coupling Model Railroad Cars

Rail prototypes have searched for years for the best coupler and so have I as a modeler. Either of two events can spoil operations: Cars won't couple or the train inadvertently separated. A third model fault mode can occur if you are attempting to decouple cars with hands off and they won't. Poor coupler performance will make you feel inadequate; good reliable operation is expected especially on club layouts.

There are several coupler types available to modern modelers. If you looked back, the NMRA "Standard" replaced the grief of several mechanical designs. I had good luck with the horn hooks but the PVMRC wanted us to use Kadee couplers. Kadee magnets are easier to maintain than the NMRA ramps. In the past years, the Kadee patent expired. Now you can select alternative products. All have the same faults; some more than others.

Looking at the typical faults we have the following solutions:

- a. Cars will not couple.
  - Check coupler height and alignment.
  - Check coupler centering.
  - Check coupler closing springs.
  - Too stiff — will not open.
  - Missing or soft — will not close.
  - Check car weight.
- b. Inadvertent decoupling.
  - Check coupler pocket for integrity. Remove and replace (R&R).
  - Check coupler draw bars. R&R
  - Check coupler glad hand height. Bend up.
  - Check track grade. Coupler height and grade differences can cause separation.
  - Check coupler closing springs.

c. Will not automatically release.

Check coupler for burrs and flash.

Check coupler glad hand/decouple magnet for action.

Check coupler springs.

Check car weight.

Setting coupler height is straight forward. You can shim up the truck at the bolster to raise the coupler to the standard height. You can file down the bolster or truck frame to lower the coupler. On the modern plastic models the height may change drastically as the car is maneuvered. If the last motion compressed the car, the coupler may sag or climb from the as built height. Athearn cars come with a metal clip that closes over the coupler pocket to the plastic back bone. Even as delivered, they left more than sufficient slack for "shake the box" assembly. I like the product for price and quality so I routinely modify the pocket by drilling through the center peg and installing a 0-80 screw to the flat weight. I tap the weight if there is room and save using a nut. On hoppers I have to use a nut. Roundhouse typically uses a 2-56 self tapping metal screw to hold the coupler to the weight and thus stabilize the coupler height. Since the coupler pocket takes the worst beating during routine operations many clubs insist on using screws to hold the trucks and couplers to the model. Using the screws to hold the coupler to a metal weight plate reduces the tendency for the height to change after delivery. End one opportunity for grief early, mount the coupler securely as you build the kit.

Draw bar strength is critical and necessary. Several of the PVMRC members have used the plastic shafts and found they broke in fairly normal service. Some plastic draw bars have broken without deforming the coupler pockets. Notice that when a model train makes an emergency stop, the cars bunch up hard against each other. Quite the opposite effect occurs as an engine takes off with Christmas Tree accelerations. Model railroad cars are routinely pounded through the coupling structures.

Automatic uncoupling is a nice to have feature that does not follow prototype practice. A glad hand below the coupler will be actuated by wires (NMRA), ramps (NMRA and others) or magnets (Kadee and compatibles). You can be fooled by the need to have the glad hand extend to nearly the track height. Then if the track sags or humps near a turnout or grade crossing, the glad hand will snag. With good luck you will not create instant kits. Kadee would have you put a business card on

the track and clear it. This makes the glad hand close to the magnet but also increases the frequency of inadvertent decouplings. Since the axles must clear, one can bend the Kadee coupler glad hands up and get maximum clearance. I try for about 1/8<sup>th</sup> inch of clearance on flat track. I used a similar clearance practice when I was working with the NMRA wires and ramps. I have friends who cut the glad hands off at about mid point and still worked with the passive Kadee magnets. Low glad hands are much more likely to catch on stuff; Murphy was an optimist!

Coupler Springs are easy to lose and frustrating to replace on Kadee Couplers. In the past, before Kadee, I bought some Tenshodo sprung trucks. Central Valley and others made trucks with real springs that allowed the car to conform to grades. The truck springs were about twice as strong as the Kadee coupler closing springs. The trucks fail if Kadee springs are substituted and Kadee couplers are permanently closed if truck springs are used in the couplers. Truck springs were usually black and Kadee uses a natural beryllium copper. I have replaced the sprung trucks because I am anxious about control coupler height and the truck springs made the dimension conditional; Murphy lives! However I still fear replacing Kadee springs even with the pick tool. Most of the Kadee compatible alternatives do not have the spring. They use the plastic malleability to allow the coupler to open and close. However they also have plastic drawbars. So if I am going to pull 10 feet or more of HO cars on our club layout, I keep a supply of Kadee springs nearby and I have avoided using the plastic substitute products. Some of the members are using the cheaper products but they seem to get more bad orders.

Most HO cars sold in the box are light. Weight should be added to make them conform to NMRA standards. Kadee says HO cars must weigh at least 2 ounces for coupler operation. Most cars I have built recently take about 2 ounces of additional weight to come up the NMRA recommended weight. Car weight helps reduce soaring and increase the load on the locomotive going uphill. Over loading causes more stress on the draw bars when changing speed. There is no significant difference in performance if the car does not quite meet the recommended minimum; there is not significant change in faults if the car weight exceeds the NMRA values. Weight is significant for coupler performance; light cars with good rolling performance need the mass inertia to hold for automatic coupling. Alignment and freedom from burrs and interfering flash are more important in my opinion. 🚂





# Railettes Activities (or Non-Rails, if you prefer) at Los Angeles Extra 2000

**Marie Lee, Railette Chair**

lionlady@gte.net

**T**he 2000 Convention is right around the corner. I hope to see each and every one of you there. Here are a few things planned for your entertainment:

Dee Tucker from Barstow will be there with several craft projects. If you have never done crafts with Dee you are in for a fun-filled session.

A visit to the Getty Center Museum is planned. A cultural activity to be enjoyed by all.

For those of you who are shopaholics, the Del Amo Mall is across the street from the Hotel.

A Railette luncheon will be made available for you. To release those pent-up aggressive tendencies Bingo games are scheduled. Bring your White Elephants for Bingo prizes. You know, that wedding present you got from Aunt Ida and Uncle Charlie.

We also need cookies and finger snacks to go along with the tea and coffee that will be provided in the railette room.

If you have any questions or suggestions, you can contact me at (714) 963-3273 or e-mail me at lionlady@gte.net. 🚂



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**September 13 - 17, 2000  
Torrance, California**

[www.getnet.com/~dickg/nmra/psr/2000conv.html](http://www.getnet.com/~dickg/nmra/psr/2000conv.html)

PSR DISPATCH — 3rd Quarter, 2000



## Las Vegas Limited

**Presented by Cajon Division  
PSR - NMRA**



### Model Railroad Convention & Train Show

**September 12 - 16, 2001  
Las Vegas, Nevada**

# Flag Stops

**Lindsay Smith, Member Aid**

wlindsays@compuserve.com




**T**his is an update to the Flag Stops published in previous issues of the PSR DISPATCH. If there are omissions or mistakes in this list, please contact me. Updates to these events can be found on the PSR Web Site at [www.getnet.com/~dickg/nmra/psr/psr.html](http://www.getnet.com/~dickg/nmra/psr/psr.html). Events are usually free to observers/visitors unless otherwise noted. Sellers/exhibitors should contact the event management for rates. The PSR DISPATCH presents the information provided by the sponsors and cannot be responsible for anything more than your amusement. Contact me at (909) 599-0182, [wlindsays@compuserve.com](mailto:wlindsays@compuserve.com) to get on the list.

## 2000

### August

- 6** California Express Railroadiana Show. UFCW Hall, 8550 Stanton Ave., Buena Park, CA. Corner of Stanton Ave. and Crescent Ave. (New Location) 10 to 3:30. \$5.00; under 12 free. Jim Nagel (562) 925-5236 [RNegel@aol.com](mailto:RNegel@aol.com).
- 11** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
- 18** Electric Railway Historical Association of Southern California (ERHA of SC) Meeting. 7:30 PM South Pasadena Library. Roger Fogt *Traction Movies*. Jim Carter e-mail [jimcarter@jumo.com](mailto:jimcarter@jumo.com).
- 26** Foothill MRC Swap Meet. 8040 Foothill Blvd., Sunland, CA 7 to 10:00. Kmart parking lot. \$2.00 families \$3.00. For information please call Hank Diel (818) 843-3699 or [jrdiel@aol.com](mailto:jrdiel@aol.com).

### September

- 8** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
- 13 to 17**  PSR X-2000 Convention. [www.getnet.com/~dickg/nmra/psr/2000conv.html](http://www.getnet.com/~dickg/nmra/psr/2000conv.html), Torrance CA. Dave Cox, 178 S. Gretna Green Way, Los Angeles, CA 90049-4016, (310) 472-6363. [david23star@stnetusa.com](mailto:david23star@stnetusa.com)
- 16** Pomona Valley MRC Open House. With Collector's Street Faire. 8 - 3. 132 E. 1st Street, Pomona, CA. Club phone 909 865 7035. Garey and First SE corner.
- 17** X-2000 Train Show and Swap Meet. 10 - 4. \$3.00, families \$5.00. Marriott Hotel, 3635 Fashion Way, Torrance, CA. Dave Cox MMR, 178 S. Gretna Green Way, Los Angeles CA 90049-4016, (310) 472-6363. [david23star@stnetusa.com](mailto:david23star@stnetusa.com).
- 23** Pioneer Western MRC Old Fashioned Card Table Swap Meet. 8 - noon. 7430 Orangethorpe, Buena Park, CA Paul Bush 714 526 6718 [stellasplace@webtv.net](mailto:stellasplace@webtv.net)
- 23, 24** Santa Susana RR Historical Soc. Swap Meet and Open House. Swap meet Sat. 7 - 11 AM in the Santa Susana Park Pavilion. Admission \$1.00. Sellers contact Bruce Bloch (818) 986-1322 days; e-mail [thecoonductor@juno.com](mailto:thecoonductor@juno.com). Open House and DCC Demo in depot Sat. 10 AM - 10 PM, Sun. 1 - 4 PM Free admission. [www.trainweb.org/ssmrc](http://www.trainweb.org/ssmrc). Dan Wexler, Superintendent (818) 997-6354. Santa Susana Depot is located at Santa Susana Park (Katherine Rd. Near Kuehner Dr. adjacent to and South of the railroad tracks, about 1 mile South of Los Angeles St. in Simi Valley). If coming from the I-118 it is the first right on Kuehner after crossing the RR tracks.

### October

- 7** Orange Empire RR Museum Swap Meet. 9-2PM, \$3.00. 2201 South "A" St. Perris, CA 17 miles South of Riverside on Highway 215. 9-5 909 657 2605. [www.oerm.mus.ca.us](http://www.oerm.mus.ca.us)
- 13** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
- 14** Pomona Valley Model Railroad Club (PVMRC). 8 - 12 Swap Meet, 9- 4 Open house. 132 E. 1st Street, Pomona, CA. Club phone 909 865 7035. Garey and First SE corner.
- 14,15** Los Angeles Model Railroad Society Swap Meet and Open House. Swap meet, Sat 7 - noon. Open house 10 - 5 both days. 14005 S. Crenshaw Blvd., Hawthorne, CA 90250. 310 675 -3361. Location is North of Rosecrans across the street from Strawhat Pizza and upstairs. Leland Roe 310 679 4745. [www.trainweb.com/rrclubs/lamrs](http://www.trainweb.com/rrclubs/lamrs)
- 28** Foothill MRC Swap Meet. 8040 Foothill Blvd., Sunland, CA 7 to 10:00. Kmart parking lot. \$2.00 families \$3.00. For information please call Hank Diel (818) 843-3699 or [jrdiel@aol.com](mailto:jrdiel@aol.com).

**28 & 29**

Orange Empire RR Museum Fall Rail Festival. 2201 South "A" St. Perris, CA 17 miles South of Riverside on Highway 215. 9-5 909 657 2605. [www.oerm.mus.ca.us](http://www.oerm.mus.ca.us)

## November

Pasadena Model Railroad Club Fall Show. 5458 Alhambra Ave., Los Angeles CA. Donations are \$3.00 for adults & \$1.00 for children. Joe Behan 818 284 2664. [www.pmRRc.org](http://www.pmRRc.org)

**4** Sat. 1-5 PM and 7-10 PM

**5** Sun. 1-5 PM

**7** Tue. 7:30-10 PM

**11** Sat. 1-5 PM and 7-10 PM

**12** Sun. 1-5 PM

**4 & 5**

GATS. Phoenix Civic Plaza, 225 East Adams St., Phoenix, AZ. \$5.00 plus parking. 11-5pm. [www.GATS.com](http://www.GATS.com)

**10**

Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.

**18**

Pomona Valley MRC Open House. With Collector's Street Faire. 8 - 3. 132 E. 1st Street, Pomona, CA. Club phone 909 865 7035. Garey and First SE corner.

**18 & 19**

Belmont Shores MRC (N) Open House. 10 to 4. Angels Gate Park, San Pedro CA. \$1, \$2 per family. Saturday free Swap Meet. (310) 831-6262 Tuesday night. [www.primenet.com/~schifer/index.html](http://www.primenet.com/~schifer/index.html) for details.

**25**

Pomona Valley MRC Open House. With Collector's Street Faire. 8 - 3. 132 E. 1st Street, Pomona, CA. Club phone 909 865 7035. Garey and First SE corner.

## December

**2 & 3**

GATS. Del Mar Fair, 2260 Jimmy Durante Blvd., Del Mar, CA \$5.00 plus parking. 11-5pm. [www.GATS.com](http://www.GATS.com)

## 2001

### May

**2 - 6**

PCR 2001: A Train Odyssey. Veterans Memorial Hall, San Luis Obispo, CA. \$65.00 full fare. Terry Taylor, Registrar, 575 Bassi Drive, San Luis Obispo, CA 93405-8039, 805 595-9535 [jtntaylor@the\\_grid.net](mailto:jtntaylor@the_grid.net)

**5, 6**

Fullerton Railroad Days. Sat. 9 AM to 6 PM: Sun. 9Am to 5 PM. Fullerton Train Station. [www.trainweb.com/frpa](http://www.trainweb.com/frpa)  
Bill Lewis, (714) 871-6353, [wofproductions@aol.com](mailto:wofproductions@aol.com). FRPA office (714) 278-0648



### July 8 to 15

"Gateway 2001" NMRA National Convention. St. Louis, MO. Information and Registration: Gateway 2001, P.O. Box 6848, Chesterfield, MO 63006-6848, [info@gatewaynmra.org](mailto:info@gatewaynmra.org)  
General Information: [www.gatewaynmra.org/gateway2001.htm](http://www.gatewaynmra.org/gateway2001.htm)  
Registration Information and Online Form: [www.gatewaynmra.org/register.htm](http://www.gatewaynmra.org/register.htm)



### September 12 to 16

"Las Vegas Limited" PSR Convention. Las Vegas, NV. Info: Edwin Hall, [ehall@softcom.net](mailto:ehall@softcom.net). Registration: Charles Nauman, 4201 Quadrel Street, Las Vegas, NV 89129. Early registration \$55.00 until March 1, 2001; \$65.00 after. Convention hotel: Palace Station, Las Vegas, NV (800) 634-3101, [www.palacestation.com](http://www.palacestation.com)

## 2002



### July 15 to 22

"Tracks in the Sand" NMRA National Convention. Ft. Lauderdale, FL. Information and Registration: Mark Shafer, Registrar, 7033 Hall Blvd., Loxahatchee, FL 33470, (561) 790-1962, [fuzzys@bellsouth.net](mailto:fuzzys@bellsouth.net)  
Hosted by the **South Florida Railway Museum**, (800) 483-9106, Ext. 110, [info@sfmt.org](mailto:info@sfmt.org)  
General Information: [www.tracksinthesand.org](http://www.tracksinthesand.org)

## 2004



### June 28 to July 3

"Puget Sound Express" NMRA National Convention. Seattle, WA. Information and Registration: Dave Kreidler, (425)-831-5131, [rrnut@msn.com](mailto:rrnut@msn.com)  
General Information: [www.nmra2004.org](http://www.nmra2004.org)

# Torrance, The Railroad Town

**Dave Cox, MMR**

david23star@1stnetusa.com



**T**orrance, CA, the site of the X2000 PSR Convention, is really a railroad town. The original, or "Old Town," was established early in the 20th Century by a land developer named Jared Sidney Torrance. He purchased 3,000 acres of Rancho San Pedro from the Dominguez family. On this acreage he planned a garden theme city with tree lined streets and separate areas for residential and industry. The main street was designed to line up with and frame distant Mt. San Antonio (Mt. Baldy) in a park-like setting.

The huge Pacific Electric (P.E.) Railroad shops were started in 1916 and were located just north of the then tiny community of Torrance. When completed two years later about half of the employees lived in Torrance. For forty years the P.E. shops maintained the entire fleet of locomotives, passenger, and freight cars. During that time the shops built 13 locomotives and many rail cars and busses. At one time the Pacific Electric Railroad operated over 50 locomotives, 500 passenger cars, and 1100 freight cars.

Although the shops are now gone some P.E. structures still exist. The P.E. passenger depot, built in 1912, is now a restaurant. The arched bridge, also built in 1912, which crosses over Torrance Blvd. at the gateway to "Old Town" is still in use by the S.P. (U.P.). Also the tracks leading to the shop area, in Torrance Blvd. and Sartori Ave., are still in use. There is also a P.E. interurban trolley car in Torrance. Blimp #4501, which was damaged in a collision with a freight train, is being restored and is located on the North side of Wilson Park. The site is at the West end of Washington St., West of Arlington Ave.

Many photos of the P.E. in Torrance are on display at the Historical Society. The Society uses the old main

library at Post and Cravens Avenues for a museum. This location is only two blocks from the old P.E. depot. The museum is open Tuesday, Wednesday, Thursday, and Sunday from 1:00 PM to 4:00 PM and is worth a visit. Reprints of their P.E. photos are available for a nominal fee.

The Santa Fe Railroad also ran through Torrance from the late 1920's as part of their only route to Los Angeles Harbor. At present the Burlington Northern/Santa Fe

(BNSF) runs diagonally through the town. There are at least eight grade crossings where the long container, oil tank, automobile, and bulk material trains serpentine slowly through residential, commercial, and industrial areas. This provides many photo and observational opportunities. There are also some good bridge crossings to view the multiple locomotive trains. It is common to see a half dozen locomotives at the head end of a long freight with each locomotive in a different paint scheme. Everything from traditional Santa Fe warbonnet, Santa Fe yellow and blue freight, BN orange, to mix and matches



Photo by Mary Barstow

of current and discontinued BNSF designs.

Currently the BNSF operates all of its Los Angeles-Long Beach Harbor trains through Torrance. But in 2004, when the Alameda Transportation Corridor is completed, all the heavy traffic will bypass Torrance. So now is the time to see and enjoy all the action. The Marriott Convention Hotel is located about a mile from the BNSF tracks. We will have maps showing the best places to view the action in the area. Incidentally, the Convention hotel is only a couple of miles from the beach, for those so inclined. This fact helps make the weather ideal with mild Summers, cool ocean breeze, and clean air. 🚂





# Trains in Torrance... But Not For Long!

**Mary Barstow, MMR, and Hilton Beiro**

Mary: pvpacific@earthlink.net; Hilton: Pltg81@aol.com

**L**ocal commuters have long angered over having to wait at grade-level crossings sometimes for as long as twenty minutes. While several overpasses have been built in Torrance to ease the flow of daily traffic, there are still a number of crossings when traffic comes to a complete halt to allow long freight trains to slowly pass. Here tempers tend to flare. However, there is a small percentage who are joyful over this situation. They are usually equipped with cameras and RF scanners. And, you know who they are.

Currently the BNSF line passes through Torrance from Downtown Los Angeles to the Port of Los Angeles and Long Beach. It has had to take a route as far west as the eastern side of the Los Angeles Airport along Aviation Blvd. This was due to conflict with the Southern Pacific and Union Pacific rail lines. The track then had to turn east to approach the harbors and as a result came through Torrance.

Double and triple diesel locomotives pulling container cars, tankers, or mixed freight have become a familiar sight. Trackage passes the sides of three parks making viewing fairly easy. There is El Nido Park just west of Hawthorne Blvd near the So. Bay Galleria, Wilson Park and Torrance Park. Grade level crossings exist in several places: Torrance Blvd. and Madrid, Carson and Madrid (**see photo**), Plaza Del Amo and Arlington, and Sepulveda between Cabrillo and Western at Walnut, and Western just south of Sepulveda.

A major change will occur sometime in the spring of 2002. Depending on your point of view, some will be jubilant and others a bit nostalgic. It will be then that the long awaited Alameda Corridor will be completed and the trackage through Torrance will no longer carry the long container trains, only limited freight serving local industry.

As planned, the Alameda Corridor will be a 20 mile



Photo by Hilton Beiro

railroad expressway running straight south from the east Los Angeles yards to the Los Angeles and Long Beach Harbors. Ten miles in the center portion, running through six cities, will be entrenched double tracks. All at-grade crossings will be eliminated. At the north end work is needed to bring the tracks to surface level and the south section will require a grade separation.

During the Extra 2000 Convention set aside some time for the prototypes. Find your perfect viewing spot in Torrance, get comfortable, and wait for the trains to pass by. 🚂

# Layout Tours for Los Angeles Extra 2000

**Mary Barstow, MMR**

pvpacific@earthlink.net



**T**hese are a few of the layouts that will be on the layout tours.

## **Red Gorge Southern - Roger Schenck**

This is a beautiful 16 x 20 ft. 1950 's era Sn3 layout featuring point to point operation. It has 160 ft. of mainline. His locomotive roster consists of two scratchbuilt and five commercial engines. Rolling stock and buildings are both scratchbuilt and kit. It features card order operation and PFM sound.

## **Au Sable & Sashabaw Railroad Co. - Jon Krueger**

The "Sashabaw" is a transition era mainline RR through rugged mountainous terrain. The 10 x 18 ft. point to loop layout features Dynatrol control, a painted backdrop, long runs, several tunnels and a large yard with turntable for future roundhouse on a 17 x 2.5 ft. extension. Features a canyon, a long curved trestle and beautiful trees.

## **Remington & Western Consolidated - Ted Esters**

The "R & W" represents a freelance bridge line connecting two main lines, running North/South along the Pacific Coast. It represents some 60 miles of track to allow point-to-point and/or continuous operation of two Main Line Loops, independent of all yard operations. From 1 to 6 operators may control the respective divisions. Both main lines are shared by the UPSP and BNSF and interface with CSX, representing operations covering the 1970 to 2000 time frame. Many industries and intermodal operations are featured. Amtrak is also represented.

## **Castle Rock Division of UP - Mike Reilly**

Mike Reilly's 9 x 14 ft. 1957 era layout is full of scenery and action. Visit the Union Pacific RR at Castle Rock. Scratchbuilt buildings are based on childhood experiences. Enjoy "Mt. Rushmore" and Jim Ryan's troop trains.

## **Palos Verdes Pacific - Mary Barstow**

Mary Barstow's HO layout is 11 x 14 ft. It is highly reminiscent of the early 1900s with a Mendicino/Silverado flavor. Featured are high mountains, a seaport

and many detailed structures.

A garden G Scale layout is the other part of Palos Verdes Pacific. Four separate and independent tracks run across the back of the yard. Bridges, trestles and tunnel add interest to track that passes between dwarf conifers and other miniature plants.

## **UP Railroad Madison Division - Frank Nau**

Frank Nau's 12 x 14 ft. 1970-to-present era HO layout is constructed of nine modules per NMRA standards. The mainline models Central Oregon along the Old Emigrant Trail. A branch line, Radbrook Valley, serves agricultural and logging interests.

## **Santa Fe Southern "C" RR - Bob DeMoss**

This 6 ft. 4 in. long and 4 ft. wide layout is designed for the apartment dweller so can easily be moved. It is 3 cab controlled or one cab can operate the entire layout. It consists of inside and outside ovals with sidings, a 4 ft. yard and engine terminal. Structures are available kits. Its main purpose is to show how a smaller layout is built and what can be done in a small area. Bob says that it is a "training ground" for a future and larger layout. An Atari computerized DCC control system with hand-held controller will be demonstrated. Bob's wife Cindy will also have her doll collection on display.

## **B.M.P. RR - Bert Meli**

Bert Meli's 80 ft. outdoor layout is 100% LGB. It has 500 ft. of track, 400 ft. in two mainlines. Layout height ranges from 2 to 3 ft. There is a 30 in. high curved trestle visible from the front yard. Features include an 8 ft. waterfall, a large oil refinery with flare-offs and many structures. Operation is automated with LGB controllers.

## **L.A. Model RR Society - H0, HOn3 Club**

The Great Lakes & Western layout occupies a 40 x 50 ft. room and features a large harbor facility with two yards, a large division yard, two staging yards and spectacular scenery. The layout features cordless train control and a computerized dispatching panel.

Continued on facing page.

### Belmont Shores Lines

This huge club layout occupies the second story of a military barracks in Fort MacArthur. It is the largest permanent N scale layout in the Western Hemisphere. A 25 scale mile double track mainline with 24 in. radius curves, 1% grades, and 50 car passing sidings are just some of the features of this layout. The Tehachapi route is represented.

### Inland Terminal Model Railroad - Club Layout

This layout is housed in a 20 x 40 ft. building that displays 2000 ft. of standard gauge track with a double mainline and a three level helix. Scenery covers most of the layout. There is also an Sn3 line. An Aristocraft walk-around controller is used.

### Lamanda Park Santa Fe - Reggie Cunningham

This 10 x 10 ft. S Gauge layout features American Flyer. It is able to run on either AC or DC power for either Tinplate or S Scale. The track is American S Gauge nickel silver.

### Culver City Model Railroad - Club Layout

This is the third layout for the Culver City club. The current layout began construction in 1964 and now has 1000 ft. of track for continuously running trains. There is a two-level staging yard, two helixes and many structures. The scenery is not completed. The layout is MRC controlled. 🚂🚂



## Clinics for Los Angeles Extra 2000

**Frank Kenny**

kennyshomes@earthlink.net

**W**e have a number of clinics lined up for your enjoyment at X-2000. Everything from automated scenes to prototype operations. Here are a few highlights.

1. Effective Mini-Scenes for Your Layout presented by **John Bruce**. John will show us what a mini-scene is and how to build one. He will show you how to tell a story with a collection of details. Mini-scenes will make your layout come alive. Scenes he has used on his layout are students after school at a fast food joint, people at a bus stop, security guard coming up to a foamer, train crew on a station platform and a lady with shopping bags.

2. Another very interesting clinic will be presented by **Dave Crammer**. Dave will have information about the BNSF Operations in the Southern California area.

3. Following through on the operations theme will be **David Doiron** presenting his clinic on Starting Operations on your own layout. David will tell you what "operations" means to the modeler, what style of operations to choose and what operations systems are available. If you are interested in operations for your layout, this will be a very valuable clinic.

4. **Lamar Scheuerman** will have a very interesting presentation on the San Diego RR Museum at Campo, CA. This is a prototype operation with steam and diesel

locomotives. He will give you background information and tell you what is new at the Museum. Could this unique operation become active again? Lamar will tell you!

5. **George Johnson** (Mr. Intermodal) of deLuxe Innovations will give his very informative and humorous presentation on Intermodal Basics for Modelers. For those of you interested in intermodal activities, this clinic is a must! George is probably the most informed person on the planet when it comes to intermodal information. Don't miss this one!

6. **Andy Sperandio** of Model Railroader fame will attend the convention and will present a clinic on Handlaying a Turnout. Andy's modeling abilities are very well known in the model RR press. Now you can get first hand instruction. If you have been considering handlaying turnouts or are an old hat at it, this clinic is for you. Heck, I have even tried it myself and it really is not that difficult!

That should give you an idea of what we have planned for the convention clinics. If these haven't peaked your interest, take a look at the master list of clinics on the next page of this issue. Then take a look at the scheduled days and times on the following page. I'm sure you'll find some right down your track! 🚂🚂





# Los Angeles Extra

Data on both pages provided by **Frank Kenny**, [kennyshomes@earthlink.net](mailto:kennyshomes@earthlink.net)

Arranged in alphabetical order by Clinic Title - See the facing page for the Schedule for each Clinic.

## **PRESENTER**

Bill Fleisher  
Dave Biondi  
Dave Crammer  
Bill Winans  
Duane Buck  
Ron Ustach  
John Bruce  
Dick Roberts  
Sandy Friedfeld  
Andy Sperando  
George Johnson  
Bill Fleisher  
Craig Walker  
Tony Czuleger  
Anthony Thompson  
Don Stewart  
Ed Hall  
Tommy Johnson  
Tommy Johnson  
Scott Schifer  
Hilton Beiro  
Anthony Thompson  
Lamar Scheuerman  
Barry Draper  
Thos Mohr  
Anthony Thompson  
Bruce Bloch  
Dave Doiron  
Bob Chapparro  
Robert Moore  
Don Sholty  
Todd Scott  
Ron Ustach  
Bob Smaus  
Chuck Hart  
Lindsay Smith

## **CLINIC TITLE**

Around the Narrow Gauge Circle  
Backdrop Painting  
BNSF Operations  
Building Multi-Gauge Turnouts  
Decals, Dry Transfers, Finishing and Weathering  
Digital Video: Combining RR Pictures and Video to Create a Story  
Effective Mini-Scenes for Your Layout  
Elevators -An Option to the Helix  
Evolution of the Palos Verdes RR -Bigger is not Better  
Hand-Laying a Turnout  
Intermodal Basics for Modelers  
It isn't Prototypical  
Microscale Decals  
Operation Life Saver  
Pacific Fruit Express  
Painting Flat Car Decks to Look Like Wood  
Painting with Scalecoat Paints  
Prototype Operations: Direct Traffic Control  
Prototype Operations Ideas  
Railfanning with Scanners  
Railroad Lanterns  
Realistic Layout Operation  
San Diego RR Museum -Campo Operations  
Santa Fe Signaling Practices  
Soldering  
SP Freight Cars of the 1950's  
SP Passenger Cars and Operations  
Starting Operations on Your Layout  
Trackside Details  
Two Steam Building Railroads  
Upgrading Athearn Engines  
Very Basic Scenery  
Virtual Reality: From a Single Picture to an Immersive Scene  
Weathering Freight Cars and Locomotives  
What's a Plate C?  
Wheels Go Round



# 2000 Clinic List



<u>TIME</u>	<u>ROOM</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>
9:00-10:00	A	None	Painting Flat Car Decks
	B	None	Elevator vs Helix
	C	None	What's a Plate C?
10:30-11:30	A	None	BNSF Operations
	B	None	Very Basic Scenery
	C	None	Railfanning with Scanners
1:00-2:00	A	None	Handlaying a Turnout
	B	None	SP Frt Cars of the 50's
	C	None	Upgrade Athearn Engines
2:30-3:30	A	None	Two Steam Building RR's
	B	None	Painting with Scalecoat Paint
	C	None	Prototype Ops-DTC
4:00-5:00	A	None	Pacific Fruit Express
	B	None	Wheels Go Round
	C	None	Prototype Operational Ideas
7:00-8:00	A	Evolution of P. V. RR	Soldering
	B	Wheels Go Round	Evolution of P. V. RR
	C	Effective Mini-Scenes	SP Pass. Cars & Ops
8:30-9:30	A	Decals, Finishing, Weathering	Decals, Finishing, Weathering
	B	Intermodal Basics	ATSF Signaling Practices
	C	Digital Video/Virtual Reality	Effective Mini-Scenes
<u>TIME</u>	<u>ROOM</u>	<u>FRIDAY</u>	<u>SATURDAY</u>
9:00-10:00	A	SP Pass. Cars & Ops	None
	B	Building Multi-Gauge Turnouts	None
	C	Operation Life Save	None
10:30-11:30	A	Starting Ops on Your Layout	Starting Ops on Your Layout
	B	Very Basic Scenery	San Diego RR Museum-Campo Ops
	C	Trackside Details	Railroad Lanterns
1:00-2:00	A	Building Multi-Gauge Turnouts	ATSF Signaling Practices
	B	Soldering	San Diego RR Museum-Campo Ops
	C	Realistic Layout Operation	Upgrade Athearn Engines
2:30-3:30	A	Painting Flat Car Decks	Painting with Scalecoat Paint
	B	Elevator vs Helix	Backdrop Painting
	C	Intermodal Basics	Railroad Lanterns
4:00-5:00	A	Handlaying a Turnout	None
	B	Around the Narrow Gauge Circle	None
	C	Operation Life Saver	None
7:00-8:00	A	BNSF Operations	None
	B	It Isn't Prototypical	None
	C	What's a Plate C?	None
8:30-9:30	A	Prototype Ops-DTC	None
	B	Two Steam Building RR's	None
	C	Railfanning with Scanners	None



Los Angeles Extra 2000  
Torrance Marriott  
3635 Fashion Way  
Torrance, CA

One block south of  
Torrance Blvd,  
just east of Hawthorne Blvd.



#### Directions

##### From the North

1. 405 South to Hawthorne Blvd., south 3.3 miles, just past Torrance Blvd., left on Fashion Way to hotel and parking.
2. 110 South to Torrance Blvd., west 3.5 miles to Delores Way (after Crenshaw Blvd., just before Hawthorne Blvd.), left (south) to hotel. Delores Way only runs south from Torrance Blvd. and that portion of the street that runs north from the intersection is called Amie Ave.

##### From the East

3. 10, 105m 91 or 405 West (North) to the 110 South to Torrance Blvd., west 3.5 miles to Delores Way (after Crenshaw Blvd., just before Hawthorne Blvd.), left (south) to hotel.

Map and directions courtesy of the **L.A. Coupler**.



## Editorial Comments

**CHUCK HART**

charles.v.hart@cpmx.saic.com

**D**id everyone read Roger C. vonSeeburg's editorial in the last PSR Dispatch? I found it interesting that the Arizona division has lost money in the last four years because of meets. I have said many times at board meetings that the division hosting the regional convention should be keeping at least as much of the regional convention profits as required to meet that division's budget for the next four years. Hence the problem of the 50/50 split between the hosting division and Region of convention profits.

Others have argued that the division should be collecting money from their members during the meets to cover budget requirements. The San Diego Division has enough trouble getting members to come to division meets because of the amount of clubs and other railroad events in this area, let alone nickel and dime the member that does show up. Roger covered the problem pretty well however his editorial pertains not only to the Arizona division but to the other divisions as well.

My history with division business only goes back to about 1993 when I was on the 1994 Region convention committee. It was a very successful convention that netted the San Diego Division about \$4500.00 even with the 50/50 split. We covered our budget! In 1998 we made a change to the contract that allowed the San Diego Division to keep the first \$4000.00 of convention profits before a split would be made with the region. This was done in an attempt to ensure we meet the minimum budget. Guess what, we didn't even come close to having a successful moneymaking convention. Don't get me wrong here. Everyone that came had a great time but the bottom line on money only came out to be about \$1700.00 in TOTAL profits. Roger gives some clues to this in his editorial when he mentions the cost of space.

Again this year the San Diego Division will be submitting the contract to the Region board for the 2002 convention. You can bet there will be some change made in the contract for us to put this on or there won't be a convention here. We just had a dues increase pass for the Region. It's time we talk about where we really need the money to be collected how splits are made and how and where the money is to be spent.

I would be interested in hearing your comments. Thanks for reading mine. 📧📧

## President/Vice President and Dues Increase Ballot Results



**Tom Draper, Treasurer &  
Nominations Chair**

rmt190@email.sps.mot.com

**T**he PSR Ballot Committee (Bob Sherlock, Lowell Spooner, Roger von Seeburg) has completed the counting of the ballots for the election of PSR President and PSR Vice President.

The results of the election are as follows and are official:

### **PSR President:**

Bob Chaparro - 71

Dave Cox - 1

### **Vice President:**

Tom Mohr - 73

**T**he ballot committee has tabulated the ballots received for the voting on the proposed \$2 dues increase for PSR dues. The ballot to approve the \$2 increase in PSR dues has passed with the following voting results:

**Yes - 131**

No - 13

Void - 3

## Support Your Local Hobby Shop!

### **Now Available**

*Planning & Executing  
a Regional Convention  
~ A Guide ~*

Published by Roger von Seeburg. Copies are available. Send your order to Roger von Seeburg, 309 E Beck Ln, Phoenix, AZ 85022-3009. Each copy is \$12 with shipping and handling charge of \$2.50 per copy. Email questions to: [roger.vonseeburg@bull.com](mailto:roger.vonseeburg@bull.com) or call (602) 942-9549 (evenings).

# PSR DISPATCH

Official Publication of the  
Pacific Southwest Region  
National Model Railroad Association



POSTMASTER: Please send address changes to:  
930 Briant Street  
San Marcos, CA 92069-2114



## Extra 2000 Convention

September 13-17, 2000

[www.getnet.com/~dickg/nmra/psr/2000conv.html](http://www.getnet.com/~dickg/nmra/psr/2000conv.html)

PRSRT STD  
U.S. POSTAGE  
**PAID**  
PERMIT NO. 1051  
PHOENIX, AZ



## Membership Application

Pacific Southwest Region - National Model Railroad Association



Date \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Telephone ( ) \_\_\_\_\_ Occupation \_\_\_\_\_

Primary Scale \_\_\_\_\_ Date of Birth \_\_\_\_\_

New ☐ Renewal ☐ PSR # \_\_\_\_\_ NMRA # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Class of Membership	NMRA	PSR *	BOTH
Regular	\$34.00 [ ]	\$5.00 [ ]	\$39.00 [ ]
Youth (Under 20 Years)	\$22.00 [ ]	\$3.00 [ ]	\$25.00 [ ]
Affiliate (No Bulletin or Local Publications)	\$17.00 [ ]	\$2.50 [ ]	\$19.50 [ ]
Family	\$ 7.00 [ ]	\$1.00 [ ]	\$ 8.00 [ ]

For a limited time, the former \$32 Regular NMRA rate is available if you renew for 5 years at \$160.

\* YOU MUST BE A MEMBER OF THE NMRA TO BE A PSR MEMBER.

For information on NMRA or PSR (or both) Life or Affiliate Life Membership, call (760) 744-2769. Send this application and your check or money order (made payable to "Pacific Southwest Region, NMRA") to: PSR - NMRA, Ken Allen, 930 Briant Street, San Marcos, CA 92069-2114.

Referred By: \_\_\_\_\_





# Los Angeles Extra 2000 Convention

Presented by the Los Angeles Division of the NMRA Pacific Southwest Region  
**MODEL RAILROAD CONVENTION AND TRAIN SHOW**  
**SEPTEMBER 13 - 17, 2000**

Name \_\_\_\_\_ Phone (     ) \_\_\_\_\_ - \_\_\_\_\_  
Address \_\_\_\_\_ NMRA# \_\_\_\_\_ PSR# \_\_\_\_\_  
City \_\_\_\_\_ Other Region? \_\_\_\_\_ # \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_ Primary Scale \_\_\_\_\_  
Is this your first PSR Convention? Yes \_\_\_\_\_ No \_\_\_\_\_

**Please indicate how you want each First and Last name to appear on your name badges:**

---

## FARES

Adult Rails	_____	@\$65.00	\$ _____
Non-Rails	_____	@\$45.00	\$ _____
Teen Rails (ages 13 to 19)	_____	@\$25.00	\$ _____
Pre-Teen Rails (12 and under with adult fare)	_____	<b>FREE</b>	
Day Fares: Adult	_____	@\$25.00	\$ _____
Day Fares: Teens	_____	@\$12.00	\$ _____

(Please circle day: Thursday, Friday, Saturday)

<b>TOTAL REGISTRATION</b>	\$ _____
<b>SUB TOTAL FROM REVERSE</b>	\$ _____
<b>TOTAL BEING REMITTED</b>	\$ _____

Make checks or money orders (U. S. Funds) payable to: **L.A. Division**

Send completed form and funds to:

**Paul Cutter, PSR Convention 2000 Registrar**  
**3042 Earlmart Drive, Los Angeles CA 90064-4632**

A hotel registration card will be mailed with your confirmation. The convention hotel will be the Torrance Marriott. Call 1-800-228-9290 for reservations; ask for "Pacific Southwest Region - National Model Railroad Association" to get the convention room rates.

Would you be interested in volunteering while at & during the convention? Yes \_\_\_\_\_ No \_\_\_\_\_

**Convention Chair: Dave Cox, MMR - (310)-472-6363, david23star@lstnetusa.com**

**Registrar: Paul Cutter - (310) 837-5269, PSRX2000@email.com**



# Los Angeles Extra 2000 Convention

## EXTRA FARE EVENTS

Convention Cars - Limited Quantities

HO Scale

Qty: \_\_\_\_\_ @\$12.00 \$\_\_\_\_\_

N Scale

Qty: \_\_\_\_\_ @\$12.00 \$\_\_\_\_\_

S Scale

Qty: \_\_\_\_\_ @\$20.00 \$\_\_\_\_\_

O Scale

Qty: \_\_\_\_\_ @\$25.00 \$\_\_\_\_\_

Convention Patch

Qty: \_\_\_\_\_ @\$4.00 \$\_\_\_\_\_

MTA Tour: Thurs 9/14 9AM

Qty: \_\_\_\_\_ @\$5.00 \$\_\_\_\_\_

Green Line & Public Transport

Athearn Plant Tour: Thurs 9/14

Qty: \_\_\_\_\_ @\$5.00 \$\_\_\_\_\_

Car Pool

Getty Museum: Thurs 9/14

Qty: \_\_\_\_\_ @\$10.00 \$\_\_\_\_\_

Car Pool

Knott's Steam Train Maint: Fri 9/15

Qty: \_\_\_\_\_ @\$20.00 \$\_\_\_\_\_

Bus 7:00 AM - 10:30 AM

Harbor Facilities Rail Tour: Fri 9/15

Qty: \_\_\_\_\_ @\$25.00 \$\_\_\_\_\_

Bus 11:30 AM - 4PM

Raillette Lunch: Fri 9/15

Qty: \_\_\_\_\_ @\$14.00 \$\_\_\_\_\_

HOBO Breakfast: Sat 9/16 - 7AM

Qty: \_\_\_\_\_ @\$6.00 \$\_\_\_\_\_

Limit - 50 people

**Banquet:** Sat 9/16 Limit 80 People

Chicken \_\_\_\_\_ @\$29.00 \$\_\_\_\_\_

Prime Rib \_\_\_\_\_ @\$32.00 \$\_\_\_\_\_

**SUB TOTAL** (add to total on reverse side) \$\_\_\_\_\_

Make checks or money orders (U. S. Funds) payable to: **L.A. Division**

Send completed form and funds to:

**Paul Cutter**

**PSR Convention 2000 Registrar**

**3042 Earlmar Drive**

**Los Angeles CA 90064-4632**