

PSR DISPATCH



Pacific Southwest Region

National Model Railroad Association

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Los Angeles Extra 2000

Presented by Los Angeles Division - PSR - NMRA

Model Railroad Convention & Train Show

September 13 - 17, 2000 • Torrance, California

Mary Barstow, MMR

pvpacific@earthlink.net

There is always plenty to do in the summer time especially if you enjoy trains. And this summer, the months of August and September are no exception. In contrast to the larger national convention in San Jose, consider attending our regional convention, EXTRA 2000, in Torrance from September 13 to 17. Our convention committee is planning an event that you are certain to enjoy. It will be informative, yet informal, and guaranteed to please.

Clinics

We look forward to presenting a varied and informative set of clinics beginning Wednesday evening and scheduled through Saturday afternoon. Among our presenters are Lamar Scheuerman from the San Diego Railroad Museum, Dick Roberts, Bill Winans, Barry Draper, Dave Crammer, John Bruce, George Johnson, David Doiron, Dave Biondi, and Scott Schifer. Frank Kenny, clinic chairman, says that there are a few more spots available. If you are interested in giving a clinic please contact Frank at 310-791-0123 or e-mail him at frank@frankkenny.com.

Layout Tours

Layout tours will be scheduled on Wednesday, Thursday, and Friday from 7:00 P.M. to 10:00 P.M. as well as on Saturday from 10:00 A.M. to 4:00 P.M. See and enjoy layouts in the South Bay area either for the

first time or do a progress check on familiar layouts and renew friendships at the same time.

Prototype Tours

The Ghost Town & Calico Railway

Knott's Berry Farm has always appealed to all ages. Recently it would seem that the focus of the park is on teens with its amusement park rides and arcade. The Supreme Scream, the Hammerhead, Jaguar!, Head Spin, and Ghost Rider have nothing to do with trains. Yet the railroad prevails. The Ghost Town and Calico Railroad circles all of these attractions for a half-mile trip and throws in a robbery now and then for a little excitement.

On our tour early Friday morning, a bus will take us to Knott's where we will have an opportunity to experience the GT & C Railroad. This railway operates two locomotives: #41 "Red Cliff," from the Rio Grande Southern, and #40, "Green River," from the Denver and Rio Grande and Denver and Rio Grande Western. Both locomotives were built by Baldwin Locomotive Works in 1881, and are two of only twelve C-19 narrow gauge freight locomotives built by Baldwin. In 1951 Knott's acquired "Red Cliff" for the opening of the GT & C and a year later added "Green River." (The Galloping Goose, a gasoline-driven railway car originally used by the Rio Grande Southern, should also be available for a possible ride).



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PACIFIC SOUTHWEST REGION HOME PAGE
www.getnet.com/~dickg/nmra/psr/psr.html

ARIZONA DIVISION

www.getnet.com/~dickg/nmra/azdiv/azdiv.html

CAJON DIVISION

www.getnet.com/~dickg/nmra/cajon/cajon.html

LOS ANGELES DIVISION

www.getnet.com/~dickg/nmra/ladiv/ladiv.html

SAN DIEGO DIVISION

www.getnet.com/~dickg/nmra/sdiego/sdiego.html

PSR Web Page Counter Displays

www.getnet.com/~dickg/nmra/NMRACounters.html

At press time the counter displays read:

Pacific Southwest Region: **1,594**

Arizona Division: **1,886**

Los Angeles Division: **1,054**

Cajon Division: **953**

San Diego Division: **719**

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

Notice of Positions Available in the Pacific Southwest Region

From Tom Mohr, Publications Chair, PSR/NMRA:

The Publications Department is in immediate need of a **Business Manager and/or 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:

The **Railettes Chair** and **Contest Chair** have both been vacant for some time. If you're interested in coordinating either (or both) of these vital and necessary parts of the NMRA experience, please contact me (see below).

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

Both locomotives are used interchangeably to pull four coaches. Combine #351 was built by Jackson and Sharp Car Works in 1880. It was named "Camp Bird" in 1902, then rebuilt in 1937 as a parlor-buffet car for service on the "San Juan Express." It was converted to a Combine at Knott's. There are also three closed Vestibule Coaches, #325, 326, and 310. All three were built by Pullman Palace Car in 1887 as chair cars. They were purchased by the park in 1952. That same year the park purchased the "Durango," Parlor Car #105. Jackson and Sharp Car Works built it as a chair car but in 1937 it was rebuilt as a parlor-buffet car for service on the "San Juan Express" and "Shavano." It is one of only three narrow-gauge parlor cars still in operation in parlor car configuration.

Of special interest is "Edna" B-20 which we will have the opportunity to walk through. This was the private business car of Otto Mears, the president of the Rio Grande Southern. Named after Mears' wife Edna it features a mahogany wood finish, crimson plush upholstery, sleeping space for six, a private bedroom with bathroom, a kitchen, dining room, and lounge with an electrical call system for porter service. "Edna" is in the process of being restored.

As part of our tour we will visit the engine shops where Engine #40, "Green River," is being restored. While it seems impossible we were told that it would be in working order by September. Knott's has a complete maintenance shop for their railroad. Mechanics and carpenters were busily at work when Bob DeMoss and I visited.

The GT & C will be a great experience, particularly if it comes with a cab ride. We were told that this could be a possibility but not cast in concrete. The Grand Sierra Scenic Railroad, an authentic scale-model steam train, can also be seen as it circles Reflection Lake. Our "last stop" will be the Railroad Gift Shop. Many antiques of railroad origin are on display there as well as lots of things to buy and take home.

Pacific Harbor Line Railroad

We have arranged for a tour of the facilities and area operations of the Pacific Harbor Line Railroad. At approximately 11:30 A.M. on Friday, a bus will take those who have selected this tour from the Marriott to the Pacific Harbor Lines offices on Water Street at the Port

of Los Angeles. Here, you will have the opportunity to see how the PHL, a unit of Anacostia Rail Holdings Company, works with the Port of Long Beach and Port of Los Angeles. In fact, its primary objective is to provide a neutral rail service to railroads and customers that efficiently coordinates trains with ship movements. Combined with Long Beach, these two harbors represent the highest volume container port facilities in the world, handling more than 25% of all U.S. waterborne international trade. All this will be observable as we travel within the Port of Los Angeles.

PHL offers flexible services including interline, intra-plant, intra-terminal, and inter-terminal switching, car storage, unit train movement, and intermodal car repositioning. It provides custom intermodal switching services at port terminal facilities and is responsible for the dispatching of all rail movements within the port including Class 1 unit trains.

Pacific Harbor Line serves bulk terminals for coal, coke, lumber, scrap, minerals, automobiles, agricultural commodities, steel, chemicals, and heavy equipment. They serve the container terminals of American President Lines, Cosco, Evergreen America, Hanjin, K-Line, Maersk, and NYK.

PHL maintains connections with Burlington Northern & Santa Fe and Union Pacific Railroads from which a wide range of freight cars are supplied for movements originating on PHL. Outgoing cars are delivered to one of three tracks. One track is for the BNSF for cars to be delivered to the Santa Fe Watson Yard. And two tracks are for the UPSP, one for cars destined for the SP "Dolores" Yard and one for the Transfer Yard. Track within the PHL service zone is owned by the Port of Los Angeles and Port of Long Beach. Most of the main lines are laid with 136 pound welded rail which is maintained by PHL.

Currently PHL has eleven locomotives. They have five SD18 zebra-stripped locomotives which are modified SD-24s with removed turbo chargers. The other six are SW-21200 switchers from Conrail and are easily recognizable by their medium blue paint scheme.

While many of the viewing areas are difficult to access, there are some good ones. "Crucero Crossing," at the end of Sampson Avenue, is a location that I found most interesting. All trains traveling between the Ports of Los Angeles and Long Beach must use this crossing.



Continued on facing page.

Many other locations, particularly along Ocean Boulevard, show the Los Angeles Harbor in full operation.

As a part of this tour we will also explore the Alameda Corridor. This project, following Alameda Street, is a "work in progress." Currently four single-track routes enter the port area. Trains, limited to 22 miles-per-hour must negotiate up to 200 level crossings which are strung along these four lines. This project will provide a grade-separated single consolidated rail corridor that will include a ten mile trench with two tracks and a roadway for maintenance from Route 91 (Compton) to 25th Street in Central Los Angeles. Here it will link with existing rail lines at its northern end. The project should streamline rail traffic and eliminate congestion. It is expected to be completed in 2001 and be able to handle 100 trains a day by the year 2020.

The Los Angeles County Metropolitan Transportation Authority

Torrance Transit will take us Thursday morning to the Nash and El Segundo Rail Station. There we will take the Green Line to the Rail Operations Control Center at Rosa Parks and Imperial. Following a guided tour of this unique facility, we will again take the Green Line west to the LACMTA Maintenance Repair Facility—you are advised to wear sturdy shoes—where we will have another tour before returning to the Marriott.

The Green Line, a 19.5 mile route, runs for the most part along the median of the new Century Freeway (I-105). It connects Norwalk with El Segundo with the El Segundo portion being an elevated right-of-way over parking lots and streets. Approximately 15 cars service this line alone and can travel at 70 MPH. While built to be driverless, the public has insisted that operators be in the cabs.

The Rail Operations Control Center is really impressive. Upstairs in a darkened room are monitors for the

two light rail systems (Green and Blue) as well as the Red Line underground heavy rail system. The ROC also monitors hundreds of closed-circuit TVs with voice contact throughout the three lines thus providing passenger security, protection, and safety.

The Getty Center

The Getty Center, scheduled as a Railette activity but not necessarily, is located in the foothills of the Santa Monica Mountains just off the historic Sepulveda Pass. From the parking area you will take the electric tram for a five-minute ride up the hill to the central plaza. Surrounding the plaza is the new J. Paul Getty Museum, distinctive buildings of Getty's Institutes, and 86 acres of landscaped gardens and terraces. From the central garden, there is a spectacular view of the Los Angeles Basin, the mountains, and ocean. The museum itself is a cluster of two-story pavilions with connecting walk ways. Italian rough-cut travertine is a dominant building material. The buildings are designed to make the

most of available light through the use of sophisticated skylight systems. Fountains and "water features" are everywhere. And, yes, there is a bookstore!

And, if that isn't enough to tempt you...

Los Angeles X-2000 will have all the additional features that are part of the convention experience. There will be

Athearn tours, contests and awards, a banquet, hobo breakfast, door prizes, company store, and train show on Sunday. This will be open for us early Sunday morning from 9:00 A.M. to 10:00 A.M. and then will open to the public from 10:00 A.M. until 4:00 P.M. Many modular groups will be there. And a number of manufacturers will be represented. 



**WE LOOK FORWARD TO SEEING YOU.
COME AND ENJOY EXTRA 2000.**

Additional information, details, and pictures will be in the July issue of the *LA Coupler*.

Los Angeles Extra 2000

Presented by Los Angeles Division - PSR - NMRA

Model Railroad Convention & Train Show

September 13 - 17, 2000 • Torrance, California

Guest Editorial

Roger C. von Seeburg, POM

(Plain Old Member of the Arizona Division)

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Some of you will recall that I was the Arizona Division Superintendent and Director for nearly 9 years. While I have not held an elected office since September 1995, I have remained active in the Division and have been asked periodically to audit the books for the Division. I have also participated on my third convention committee for "In the Pines in '99". Further, I still have considerable feelings for the Division. That is what this editorial is all about.

Those who were at the November '99 Division Meet in Tucson, have already heard some of what I am going to say, and as I stated at the meet, talking to those who attended the meet was like talking to the choir. You are part of the solution, not the problem.

I don't want to bore you with all the figures, but I will give you some summary information to digest. First, let me remind each and every person receiving this publication, that you are paying dues to the NMRA National organization, and to the Pacific Southwest Region organization. The Arizona Division is not allowed to collect dues and does not share in the dues paid to the NMRA or the PSR. The only source of income is from the entry fee collected at Division Meets. Yes, the Division has several fund raising efforts (Division Pins & Patches, and Convention Cars, Patches & Pins). And yes, the Division shares in the proceeds from the PSR Conventions which are sponsored by the Arizona Division (and staffed by Division members). I will point out here that there is never a guarantee that a convention will end in the black. We had two good conventions in 1991 and 1995 and it looks like the 1999 convention will be in the black.

So, now hopefully everyone is on even footing as to where the source of funds comes from for the operation of the Arizona Division.

I have done two audits, one in 1997 and one in September 1999. The 1997 audit covered the period from November '95 to June '97. There were six Division Meets held during that period. Only one of the six meets broke even. The net "income" for the six meets was a loss of \$461.66.

The second audit was for the period from November '97 to June '99. Again there were six Division Meets held. None of the six meets broke even. The net "in-

come" for the six meets was a loss of \$970.51 and that figure doesn't include the contest awards purchased, a total of \$2,033.43.

So, the bottom line is that in four years the Division has lost \$1,432.17 from Division Meet operations and another \$2,033.43 for contest awards. Those losses are more than the income the Division received from the '95 PSR Convention, which was a very successful convention. This negative cash flow will have to end or it won't be very many years before we are back in the same position the Division was in when I became Superintendent. There was a total treasury of \$312. Given that it takes at least \$500 to put on a meet, that was a grim situation.

Why is this happening? First, like everything else in our lives, the cost of putting on a Division meet keeps going up. The major expenses are the facility rental, publishing and mailing the "Spur Line" and providing contest awards. Second, attendance at Division Meets is way down. The first two years audited, the average attendance was 102.8 people. The most recent is 90.5. That is a significant decrease by itself. If one thinks back a few years it was not uncommon to have attendance of 150 people at meets in Phoenix and Tucson with 120 or more in Prescott, Sedona or Flagstaff. In the last six meets, there was only one with an attendance of 100 or more, the rest ranged from 67 to 91.

The Spur Line has already been reduced from 12 pages to 8 pages. The Division no longer provides doughnuts at Meets. When possible, facilities with a small fee or no fee at all are used. They are very difficult to find. The facility cost for the last Phoenix Meet was \$247.50. It takes 50 attendees to cover that cost alone.

One possible solution would be to raise the entry fee. This is not desirable because it will price the Division Meets out of the range of some members.

The best solution is if each of you reading this Spur Line would commit to attend at least two Division Meets this and every year. This is the best solution. Each and every one of us benefits from the Spur Line and only a small percentage of the membership is supporting the Division activities. If you look at the people who have planned Division Meets in each of the locations, you will notice that the same names keep appearing over and over. These people work hard to pull together a meet which is for the benefit of all the members. How would you feel if you had done the work and worrying and less than 100 people showed up?

Continued on facing page.

Another point. Look at the names of the people who have staffed the Convention Committees. You see that same names over and over again. Guess what? Some of those people would like to retire from convention committee work. Who will take their places? The Division must put on a regional convention every four years and the committee has to work for 18 to 24 months to plan and arrange the event.

Don't you think that it is time to give back to your Division? Plan to attend at least two Meets every year and think about volunteering to chair a meet, run for an office, take on one of the Division positions or get involved on the next convention committee.

Here is the bottom line. If the attendance at Division meets doesn't improve significantly, the Division will continue to operate in the red. At some point (sooner than some might think at the current rate of losses), there

will not be sufficient funds to put on a Division meet. At that point, the only option is to fold up the tent and throw in the towel. That would mean no Division meets, no "Spur Line" and no other benefits associated with the Division.

If this is what you want then ignore this column – otherwise – please get involved, support the Division activities and volunteer to participate in other ways. Give clinics, locate low cost facilities for meets, become an officer or volunteer for a Division chairmanship. If you have suggestions for improving the Division meets, send Don Stewart mail or call him.

If you have suggestions of other activities that you think would be enjoyed by a large percentage of the membership, let Don know. Don's address, etc. are listed in the *Directory* on page 2.

Thanks for listening (reading). Let's get this train back on the main line. 🚂



Train Indicators: They are not number boards.

Lindsay Smith, Member Aid

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In looking back at the glories of early railroad-ing, we see steam and smoke blowing up as the engines charged the hill. When the trains moved passengers and freight over long distances, we have scenes of elegantly dressed folks getting on and off trains. In fact, trains were suffered because they provided more reliable and convenient movement than shank's mares or equines. After 1837, the train was faster than the horse. Speed in public transportation is essential to "convenience." Scheduled operations become a part of the "reliability." Both were cancelled by collisions. In looking back, schedule maintenance and safety forced the development of time keeping and rapid communications to control the moving machines. Train movement requires reliable identification of the vehicles so that orders were absolutely clear.

Marconi's radio is relatively new long range form of communications. His earliest radio systems used an interrupted carrier to encode the information in the channel. It copied the interrupted current systems used over the ground. The dot and dash and combinations with pauses allowed people to generate information and deliver the data over long distances. In Boy Scouts, we learned Morse Code and practiced sending interrupted

light signals. Western Union and other systems developed communications systems for personal use. All of these systems are historical in part because they required human data collection, encoding, transmission, decoding and decisions. All the steps could and did introduce errors any of which could lead to a disaster in the worst case and chaos regularly. The telegraph system transmitted train movement information and time signals throughout the system.

Identification of the passing train at a remote station by the station crew allowed the dispatch of other trains to use the track behind by other equipment. To identify the train arriving, the train indicator was set on the front of the engine. In the early days, night operations required the employment of illumination of the train indicator. As a result, some of the light produced by the head lamp was bled to the train indicator panels. Later, after the trains were equipped with dynamos to generate lighting circuits, the panels were removed from the vicinity of the headlight. In the early days, the indicator lamps were placed near the headlamp to make them at a standard place. In those days, the headlamp was relatively dim and it did not cause pain to look into the beam awaiting

Changes Coming to Convention Contests

Lindsay Smith, Contest Chair

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For the National Convention Contest in San Jose expect some new features. Our National staff is working to make the Contest Room work better. I received the following and pass it along to you.

At the National in San Jose we are making some changes in the schedule. I would appreciate it if you could get these into your region newsletter soon as well as the new popular vote categories mentioned below. To do this I have included an article that you can feel free to print or rewrite as needed for your region and division publications.

The contest staff works almost non stop for the week and needed some rest during the week. Also we needed a day to put the winners on display for all to see. To do this we are enacting the following schedule starting in San Jose:

Monday, Tuesday	9:00 AM - 6:00 PM
Wednesday, Thursday	9:00 AM - 4:00 PM
Judging:	Wed 9:00 AM - 4:00 PM
Awards Presentation:	Wed: 5:00 PM
Closed for Photos:	Thurs: 5:00 - 7:00 PM
Pickup:	Fri: 8:00 - 11:00 AM

The judging seminar will be Tuesday 9:00-11:00 in the San Jose & Santa Clara Room. I would like to have everyone send a representative this year much as we did last year. It was an excellent discussion and I think we all got a good feel for how the rest of the organization is interpreting the guidelines. This gives us a better understanding about how they are understood and used so we can make improvements. We will also choose judges and alternates from this group as well. Please send

me names of a designee for your region as well as anyone else who would like to attend the seminar and judge in the contests. Please include an email or mailing address for these folks.

We have also added some new popular vote categories. I know this is a surprise to you after I spoke in a previous newsletter about doing away with the popular vote contest at the National level. This was because the categories were the same as the judged categories, which I believe lessened the value of those judged categories. I want to keep and improve the attention and participation of the membership in the contest without hurting the judged contest. To do this we have created the following popular vote categories besides Thumbs and Favorite Train:

Photo Match. New this year, this will be a contest where you provide a photo of the model or diorama you are entering and see how close you can get to the photo. 1st, 2nd and 3rd place plaques will be awarded.

Creativity. Also new, this is for a structure that is not modeled after a prototype but is a product of the builder's imagination. One plaque will be presented to the structure receiving the most votes.

Member's Choice. There will be an overall "Best of Show" as selected by the voters as well as a plaque awarded for the best locomotive, car, caboose, structure and diorama as chosen by the members.

This now gives us ten popular vote categories to award.

The last item is that there will be shortly new forms appearing for the contests. The entry form is almost done and the judging form will soon follow. 🚂

Indicators - continued from page 7

the resolution of the train number. All movements of trains on a dense route became controlled for reliability and convenience. So every train required a unique identification code.

Through traffic, either freight or passenger, could be scheduled for years in advance allowing marketing to sell space. Certain trains, particularly the name passenger and tea trains, were given priority and the lines were cleared ahead of their progress across the country. The

Southern Pacific Coast Daylights were numbered 98 and 99. No matter what engine was drawing this train, the train indicator displayed the 98 or 99 if it was pulling a Daylight. Southern Pacific numbered westbound trains with even numbers; westbound means going to San Francisco. Thus the Daylight leaving Los Angeles showed 98. It was headed northwest *toward* San Francisco.

When marketing was successful, more people wished

Continued on facing page.

to ride the same train. It became necessary to operate two or more separate parts, which were called "sections." When operating sections, the first train is numbered "1." The train indicator shows 1-99 for example. The second carries 2 preceding the train number, etc. These signals have become rare in current practice.

Colored flags and train indicator lights made the identification of lead and trailing sections more obvious. Each railway had special rules and displays. Crews on a siding waited for a named train to pass so that they could go on their way. Identification of the final section was generally the display of the white light and/or white flag. I have an indicator light from a steam train that has a green filter that may be raised to make the signal green. The signals at the front end were set before the crew left the station or yard. This week, a BNSF train on the Metro Pasadena subsection, displayed a red flag on the last car. These movements are local switching and often they do not display an end of train device as they pass San Dimas.

Special trains or "extras" carry the locomotive number preceded by an "X." Sometimes the freight movements originated by necessity and were not "scheduled"; thus they are extra movements. Work trains were regularly identified with an X. In general, X- trains gave way to scheduled movements.

So trains were ordered by identification numbers. As they crossed the lines, the movement was reported by the station masters. Orders to train conductors and engineers were passed on flimsy paper. The local station master copied the order from the wire. He might post a

semaphore signal to indicate stop for orders; the flags were horizontal. This was required when the train crew had to acknowledge receipt and understanding of the order. Some semaphore signals indicate that the station has orders and that the crew can catch them on the fly. Generally, the small stations showed "go" to the passing traffic and then reported the passage of the name train on the wire. Later, as telephones became available, crews could talk to the dispatch authority but the necessity for "evidence" among other arguments, required the delivery of flimsies before the trains could move.

Although modern communications have allowed the dispatcher to order trains directly, the crews still "copy" orders and warrants before moving the traffic. The need for visible train indicators has caused most engines to display the locomotive inventory number rather permanently in the Indicator. Amtrak 2 shows 638 in the Train Indicator but they are dispatched as Amtrak 2 on the radio links. Recently, I have seen several examples of poor maintenance on passing trains that have broken and dim train indicator boards.

Instead of the station agent or his family reporting the passage of trains, there are automatic train identification stations along the right of way that sense the train components; that is, the locomotive and car reporting codes. By using a radar like radio illumination, the passive reflector shows a unique code that is interpreted and passed along by computers to assist the dispatchers and train traffic managers. Thus the train indicator has lost its significance; grandfathers may remember when only humans gathered and processed information to make safe the passage of passengers in high speed transportation.



LOS ANGELES DIVISION DIRECTOR'S REPORT

DAVID COX, MMR
david23star@1stnetusa.com

I am sure all of you are aware that there will be a NMRA National Convention in San Jose this Summer. The tentative program indicates there will be a very large number of things to do. Included are steam train excursions, diesel train trips, and traction line travels. But national conventions take a lot of time, are hectic, and they are very expensive.

There is a shorter, more relaxing, and cheaper alternative. In September the Los Angeles Division will be

hosting the PSR Regional Convention in Torrance, CA. This convention will have most of the same components as the national. It is being designed as a mini-national convention to follow the San Jose convention. That is why it is called the EXTRA 2000 convention. It's like a second train, with a similar consist, following the original train.

The X2000 Convention will have clinics, contests, banquet, awards, hobo breakfast, home layout tours, prototype tours, company store and gift shop, raillette program, door prizes, and a train show all similar to the national. But the X2000 will cost a fraction of a national convention.

Our prototype tours will also feature full size steam in operation with a visit to the Knott's engine facility.

Flag Stops

Lindsay Smith, Member Aid

wlindsays@compuserve.com



This 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. 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. Visitor donations are always welcomed by the clubs. Look for raffles and other fund raisers at the event to help support the activities. Contact me at (909) 599-0182, wlindsays@compuserve.com to get on the list. Updates to these events can be found on the PSR Web Site at www.getnet.com/~dickg/nmra/psr/psr.html

MAY

- 12** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
- 12, 13, & 14** Fullerton Railroad Days. Fullerton Train Station. www.trainweb.com/frpa
- 19, 20 & 21** **CHANGE!** Santa Susana Railroad Historical Society MR Open House. Fri. 7 - 10 PM; Sat. 10 - 10, Sun. 11 - 4. See next entry for driving instructions and Dan's number. On Friday evening, guests will be invited to operate the DCC operating system. www.trainweb.org/ssmrc.
- 20** **CHANGE!** Santa Susana Spring Swap Meet. Sat Swap 7 - 11 AM. Pavilion in Santa Susana Park, Simi Valley CA. Admission \$1.00 donation. 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.
- 20** Los Angeles Division Layout Tour. 0900 - 1300 The Original Whistle Stop, Pasadena. See Flyer in *future* Coupler.
- 20** 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.
- 20 & 21** GATS. Pima County Fairgrounds, 11300 South Houghton Rd., Tucson, AZ. \$5.00 plus parking. 11-5pm. www.GATS.com
- 20 & 21** 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
- 20 & 21** Belmont Shores MRC (N) Open House. 10 to 4. Angels Gate Park, San Pedro CA. \$1, \$2 per family. Saturday free Swap Meet. www.primenet.com/~schifer/index.html for details
- 21** Allied Train Auction. Arcadia Masonic Lodge, 50 W. Duarte Rd. Viewing 0900 Auction 1100. 310 313 9353. See www.alliedmodeltrains.com/auction2.htm for details.
- 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.
- 27** Orange Empire March Field Excursion. 9-2PM, Reservations required. 2201 South "A" St. Perris, CA 17 miles South of Riverside on Highway 215. 9-5 909 657 2605. www.oerm.mus.ca.us

JUNE

- 9** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
- 22 to July 4** Pacific Railroad Society Excursion #481. Railroads of Eastern Colorado. Barbara Sibert. (626) 570 8651
- 24** 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.

JULY

- 14** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
- 21** PSR Dispatch deadline for 3/2000.
- 22** 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.

10

- 29 & 30** GATS. Fairplex, White Ave. & McKinley Ave., Pomona CA. \$5.00 plus parking. 11-5pm. www.GATS.com
30 to Aug. 6 "21st Century Limited" NMRA National Convention. San Jose, CA. Information and Registration: Bob Ferguson, 530 Fig Tree Lane, Martinez, CA 94553

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 RRNegel@aol.com.
11 Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
20 LA DIV. Board Meeting. Sandy Friedfeld's home. Noon. Potluck
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.

SEPTEMBER

- 8** Pacific Railroad Society Membership Meeting. 7:30 PM Joslyn Center, 210 N. Chapel Ave. Alhambra.
13 to 17  PSR X-2000 Convention. Torrance CA. Dave Cox MMR, 178 S. Gretna Green Way, Los Angeles CA 90049-4016, (310) 472-6363. 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.

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
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.
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.
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

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

2001



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 or email: info@gatewaynmra.org
 General Information: www.gatewaynmra.org/gateway2001.htm
 Registration Information and Online Form: www.gatewaynmra.org/register.htm

Financial Statements

For the Five Months Ended January 31, 2000

Tom Draper, PSR Treasurer

rmt190@email.sps.mot.com



Statement of Financial Position

<u>Assets</u>	
Cash in Bank	\$3,927.39
Investments	<u>41,154.48</u>
Total Assets	<u>45,081.87</u>
<u>Liabilities and Fund Balances</u>	
<u>Liabilities</u>	
	\$0.00
<u>Fund Balances</u>	
Temporarily Restricted	
Hobo Account	197.40
Long Beach Convention Account	<u>10,189.27</u>
Total Temporarily Restricted	10,386.67
Unrestricted	<u>34,695.20</u>
Total Fund Balances	<u>45,081.87</u>
Total Liabilities and Fund Balances	<u>45,081.87</u>

Statement of Activities

<u>Income</u>	
Dues	\$960.25
Investment Interest	323.10
Long Beach Convention	10,189.27
Phoenix Convention	60.00
Hobo Account	<u>18.45</u>
Total Income	\$11,551.07
<u>Expenses</u>	
Treasurer	33.00
Dispatch	400.00
Member Services	385.41
Achievement	50.83
Total Expenses	<u>\$869.24</u>
Excess/(Deficit)	\$10,681.83

Statement of Changes in Checking Account Balance

Beginning Balance (9-1-99)	\$3,757.93
<u>Income</u>	
Deposits	<u>\$11,227.97</u>
Total Income	\$11,227.97
<u>Expenses</u>	
Checks Written	<u>\$11,058.51</u>
Total Expenses	<u>\$11,058.51</u>
Ending Balance (1-31-00)	\$3,927.39

Funds moved to Investment Account as temporarily restricted investments	
Long Beach Convention	(10,189.27)
Hobo Account	<u>(18.45)</u>
Income from operations	\$474.11

Investments Portfolio

	<u>Market Value</u>
Blackrock 2001 Term Trust (3.40% Yield) (6-30-01)	\$17,053.16
Bank of Oklahoma CD (5.65%) (3-15-00)	10,000.00
Great Hall Money Market Fund (3.94%)	<u>14,101.32</u>
Total Investments	\$41,154.48
Portfolio Average Weighted Current Yield: 4.13%	
Investments Portfolio Balance (9-1-99)	\$30,883.98
Interest Earned (9-1-99 to 1-31-00)	323.10
Funds Added to Investments (9-1-99 to 1-31-00)	10,189.27
Unrealized Fund Value Loss (9-1-99 to 1-31-00)	<u>(241.87)</u>
Investments Portfolio Balance (1-31-00)	\$41,154.48
Total Change in Portfolio (9-1-99 to 1-31-00)	10,270.50

Statement of Changes in Hobo Account Balance

Beginning Balance (9-1-99)	\$178.95
<u>Income</u>	
Deposits	<u>\$18.45</u>
Total Income	\$18.45
<u>Expenses</u>	
Checks Written	<u>\$0.00</u>
Total Expenses	<u>\$0.00</u>
Ending Balance (1-31-00)	\$197.40



Budget vs. Actual Performance

	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>	<u>%To Budget</u>
<u>Income</u>				
Dues	\$5,800.00	\$960.25	\$4,839.75	16.6%
Investment Interest	1,000.00	323.10	676.90	32.3
Convention Income (Long Beach)	0.00	10,189.27	(10,189.27)	N/A
Convention Income (Regional)	500.00	60.00	440.00	12.0
Hobo	0.00	18.45	(18.45)	N/A
Donations	0.00	0.00	0.00	N/A
NMRA/PSR Supplies	<u>100.00</u>	<u>0.00</u>	<u>100.00</u>	<u>0.0</u>
Total Income	\$7,400.00	\$11,551.07	(\$4,151.07)	156.1%
<u>Expenses</u>				
Trustee	\$500.00	\$0.00	\$500.00	0.0%
President	100.00	0.00	100.00	0.0
Vice-President	20.00	0.00	20.00	0.0
Secretary	50.00	0.00	50.00	0.0
Treasurer	50.00	33.00	17.00	66.0
Membership/Promotion	50.00	0.00	50.00	0.0
Dispatch	5,500.00	400.00	5,100.00	7.3
Member Services	1,700.00	385.41	1,314.59	22.7
Contest	100.00	0.00	100.00	0.0
Achievement	100.00	50.83	49.17	50.8
Insurance	100.00	0.00	100.00	0.0
Member Aid	5.00	0.00	5.00	0.0
President's Awards	500.00	0.00	500.00	0.0
By-Laws	25.00	0.00	25.00	0.0
Raillettes	25.00	0.00	25.00	0.0
NMRA/PSR Supplies	100.00	0.00	100.00	0.0
Total Expenses	\$8,925.00	\$869.24	\$8,055.76	9.7%
Excess/(Deficit)	(\$1,525.00)	\$10,681.83		
Benchmark = 41.6%				

Statement of Financial Position Comparison (1-31 -00 and 8-31 -99)

	January 31, 2000	August 31, 1999	1-31-00 vs. 8-31-99
<u>Assets</u>			
Cash in Bank	3,927.39	\$3,757.93\$	\$169.46
Investments	<u>41,154.48</u>	<u>30,883.984</u>	<u>10,270.50</u>
Total Assets	<u>\$45,081.87</u>	<u>\$34,641.91</u>	<u>\$10,439.96</u>
<u>Liabilities and Fund Balances</u>			
<u>Liabilities</u>	\$0.00	\$0.00	\$0.00
<u>Fund Balances</u>			
Temporarily Restricted			
Hobo Account	\$197.40	\$178.95	\$18.45
Long Beach Convention Account	10,189.27	0.00	10,189.27
Total Temporarily Restricted	10,386.67	178.95	10,207.72
Unreserved	<u>34,695.20</u>	<u>34,462.96</u>	<u>232.24</u>
Total Fund Balances	<u>45,081.87</u>	<u>34,641.91</u>	<u>10,439.96</u>
Total Liabilities and Fund Balances	<u>\$45,081.87</u>	<u>\$34,641.91</u>	<u>\$10,439.96</u>
Excess of Revenue over Expenses			\$474.11
Unrealized Loss on Investments			(241.87)
Total			\$232.24



GO FOR THE CONVENTION, STAY FOR THE ATTRACTIONS

The 21st Century Limited National Model Railroad Association Convention will be held in San Jose, California from July 30 to August 6, 2000. San Jose is at the southern end of the San Francisco Bay and makes a good base for a Northern California vacation. Modelers are encouraged to come to the Bay Area for the NMRA Convention and stay an extra week or more to take in some of the many attractions of Northern California.

San Jose is only an hour from San Francisco, one of the most popular vacation destinations in the world. San Francisco is home to the Golden Gate Bridge, Coit Tower, cable cars, Chinatown, Fisherman's Wharf, and Alcatraz. With its hills "climbing halfway to the stars" and being surrounded by water on three sides, it is also one of the most loved vacation cities in the world.

Less than an hour north of San Francisco is the world famous Napa-Sonoma wine country. Enjoy wine tasting at an extensive number of wineries, have a lunch of cheese and sourdough French bread in the vineyards, cruise in a hot air balloon or glider over the countryside, take a tour to learn more about wine making, or for the ultimate in culinary delights ride the Napa Valley Wine Train through the vineyards.

A couple of hours to the west of the Napa-Sonoma wine country is the small town of Mendocino, the setting used for the television series *Murder She Wrote* since it evokes a feeling of the northeastern seaboard. Mendocino and the other small towns along the Mendocino Coast have a wonderful collection of art galleries, antique stores, and great restaurants along with spectacular views of the Pacific Ocean.

To the west of San Jose is the beach town of Santa Cruz. With its boardwalk, wooden roller coaster and other rides, and its long sandy beach, Santa Cruz is the perfect place to spend a day "catching some rays." If you tire of "hanging out," cruise a couple of miles down the coast to the little town of Capitola. Its shops and restaurants are right on the beach, making it an inviting getaway.

North of Santa Cruz on the Pacific Ocean side of the peninsula connecting San Jose and San Francisco are a number of State parks which were set aside to protect the Coastal Redwoods, the tallest trees in the world. Numerous short nature trails and miles of longer hiking trails are waiting to be explored along these magnificent trees.

Further south along the coast from Santa Cruz are the towns of Monterey and Carmel. Monterey is the home of the world-famous Monterey Aquarium and was once home to the numerous sardine processing plants popularized in novels by John Steinbeck. With famous Lobos Point as the centerpiece, Carmel has been described

as the most beautiful meeting of land and sea anywhere in the world. South of Carmel is well-known Big Sur which is not so much of a place, but a feeling and state of mind. Highway 1, a winding, two-lane highway carved into the rugged coast through the Big Sur country, is a favorite get-away drive and the feature of numerous car commercials.

To the east of San Jose beyond the Coast Range and the San Joaquin Valley are the Sierra Nevada foothills and the Gold Country, which made California famous after the discovery of gold in 1848 and lured thousands of gold seekers in '49. Highway 49 winds from the southern end of the Mother Lode at Mariposa to the northern extreme at Downieville. Along the way, it passes through dozens of small and charming towns such as Sutter Creek, Fiddletown, Columbia, and Nevada City, many of which can be an antique collector's delight. Of course, not to be missed are Lake Tahoe, the Sequoia redwoods (the largest trees in the world), Yosemite.....well, you get the picture. Is only one extra week in Northern California after the Convention enough?

For more information on the 2000 NMRA Convention, visit our web site at www.nmra2000.org; write to the 21st Century Limited, P.O. Box 2801, Alameda, CA 94501; or call 805-543-2213.

LAYOUT TOURS

The 21st Century Limited National Model Railroad Association Convention will be held in San Jose, California from July 30 to August 6, 2000. The San Francisco Bay Area is home to dozens of great layouts which you won't want to miss. Here are thumbnail sketches of just a few:

- Dave Adams combines both realistic operation and beautiful structures, scenery, and equipment on his large, D&RGW-inspired On3 layout. It is also equipped with a PFM sound system.
- The West Side Lumber Company is modeled in Sn3 by Steve Anderson on a beautifully done, around-the-room shelf-layout which features hand-laid track, scratch-built structures, and sound-equipped locomotives. Authenticity is the key to this historically-accurate layout.
- The Bay Area has a tradition of narrow gauge layouts, and Bob Brown's Tuolumne Forks is the catalyst. Bob is the editor of the *Narrow Gauge and Short Line Gazette* and his 28'x28' layout represents a Sierra logging and tourist line. It is a craftsman's delight packed with marvelous structures and detailing.
- Jack Burgess models the prototype Yosemite Valley Railroad as it existed in August 1939 as closely as possible. This multi-deck layout fills a 20'x20' room and is completely sceniced – all of the structures are scratch-built. Operation is provided by a System One DCC control system with all of the steam engines running Soundtraxx decoders.
- The Western Pacific Railroad in the 1930s from Oroville (hidden staging) to Portola in the Feather River Canyon is the focus of a 16'x20' double-deck layout by Jim Dias. The scenery is both prototypically accurate and beautifully done and is complemented by a superb hand-painted backdrop.
- Rick Fortin is building a multi-deck layout based on the ATSF in a specially-built 27'x47' room. It features flawless hand-laid track and a System One DCC control system.
- The Golden State Railroad Museum is home to the East Bay Model Engineers Society and its large three-scale club

Continued on facing page.

which features N, HO, and O scale layouts. The layouts fill a 10,000-square-foot building, with trackage on the HO layout reaching 12' above the floor.

- Howard Lloyd's Arvern Bay Terminal is unusual for a California layout since it represents a fictitious subsidiary of the Jersey Central in the steam to diesel transition era. The layout has exquisite structures, scenery, and marine modeling.
- Kermit Paul eliminated the size constraints of the typical 20'x20' California garage layout by building a new basement under his once basementless house! His expanded Lone Pine and Tonopah Railroad now fills a 28'x44' room and includes many animated features.
- Jim Providenza is well-known for his realistic operating sessions using DCC and Track Warrants on his double-deck Santa Cruz Northern Railroad. The Santa Cruz Northern Railroad is operated as a WP/ATSF subsidiary.
- Richard Miller's On3 layout fills a 30'x50' room with sections of floor-to-ceiling scenery. His numerous towns feature some beautiful wood structures.
- Jim Vail's HO/N3/HO Glenwood & Black Creek layout is regularly featured in *Narrow Gauge and Short Line Gazette* and is set in California's Coast Range. It includes five major towns and radio-controlled throttles.

These are just some of the layouts you will be able to see during the NMRA 21st Century Limited Convention. You will read more about these and many more layouts in the national model railroad magazines in the upcoming months before the convention.

For more information on the 2000 NMRA Convention, visit our web site at www.nmra2000.org; write to the 21st Century Limited, P.O. Box 2801, Alameda, CA 94501; or call 805-543-2213.

COMBINATION TOURS

The 21st Century Limited National Model Railroad Association Convention will be held in San Jose, California from July 30 to August 6, 2000. There is so much to do in the San Francisco Bay Area that we have decided to combine some of the tours just so that you can fit everything in! Below are just a few of the many choices to choose from.

Northern California is home to the Napa-Sonoma wine country, and what better way to experience the wine country than on board a premier dinner train? We will ride the luxury cars of the Napa Valley Wine Train through the beautiful wine country while we enjoy a first-class luncheon on the train. Prior to departure, we will take a special tour of the train shops and maintenance facilities where the Alco PA locomotives and completely refurbished cars are stored and maintained.

In nearby Fremont are both the Pacific Locomotive Association's Niles Canyon Railway and Ardenwood Historic Farm. Our trip will start with a steam train ride through the beautiful Niles Canyon from Sunol to Niles and return along the right-of-way of the original railroad route into the San Francisco Bay. We will then go to Ardenwood Historic Farm, a working farm set in a 200-acre regional park. Nearby Newark was the original home of the Carter Brothers (a premier narrow gauge car builder on the West Coast). The Society for the Preservation of Carter Railroad Resources (SPCRR) restores Carter Brothers narrow gauge equipment and has re-created the horse-drawn railroad which once ran between Newark and neighboring Centerville. After our "hay burner"-pulled

train ride through the historic farm and a tour of the Queen Anne-style Patterson family mansion and gardens, we will enjoy a barbecue dinner at the farm.

The California State Railroad Museum is one of the premier railroad museums in the country. On this tour, we will visit this foremost railroad museum to experience western railroad history from some of the earliest trains used at the time of the completion of the transcontinental railroad to the last remaining SP Cab Forward and beautifully refurbished E and F units. One of the favorite exhibitions is a restored Pullman which simulates travel 75 years ago by actually duplicating the sounds and feel of being on a fast-moving passenger train! We will also have a chance to visit Old Sacramento, the restored terminus of the first railroad to cross our country. Included will be a steam train ride on the Sacramento Southern Railroad along the banks of the Sacramento River.

Combining some of these attractions is the only way to fit everything in during the week-long NMRA Convention. Shouldn't you be planning on attending?

For more information on the 2000 NMRA Convention, visit our web site at www.nmra2000.org; write to the 21st Century Limited, P.O. Box 2801, Alameda, CA 94501; or call 805-543-2213.

LA Division - continued from page 9

Here you will see two D. & R. G. 2-8-0's plus vintage train cars in service. There will also be diesel action at the Pacific Harbor Lines in the Port of Los Angeles. This railroad connects the docks and related industries of one of the world's largest ports with all the major railroads going out of Los Angeles. And we also have traction with a day-long tour of the MTA Green Line with special stops at the Control Center and Service Facilities.

So, even if your Summer plans include San Jose, come to Torrance in September for the EXTRA 2000 Convention for a similar, but different, more relaxing, and cheaper, model railroading experience. 🚂🚃

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 or call (602) 942-9549 (evenings).

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National Model Railroad Association



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Extra 2000 Convention
September 13-17, 2000



Membership Application

Pacific Southwest Region - National Model Railroad Association



Date _____

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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)	\$21.00 []	\$3.00 []	\$24.00 []
Affiliate (No Bulletin or Local Publications)	\$16.00 []	\$2.50 []	\$18.50 []
Family	\$ 6.00 []	\$1.00 []	\$ 7.00 []

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

For information on Life or Affiliate Life Membership, call 623-374-0077. Send this application and your check or money order (made payable to "Pacific Southwest Region, NMRA") to: PSR - NMRA, Jim Barcus, Sr., P.O. Box 670, Black Canyon City, AZ 85324-0670.

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)	_____	FREE	
Day Fares: Adult	_____	@\$25.00	\$ _____
Day Fares: Teens	_____	@\$12.00	\$ _____

(Please circle day: Thursday, Friday, Saturday)

TOTAL REGISTRATION	\$ _____
SUB TOTAL FROM REVERSE	\$ _____
TOTAL BEING REMITTED	\$ _____

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

The convention hotel will be the Torrance Marriott. A hotel registration card will be mailed with your confirmation.

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

	NO.		TOTAL
HO Scale	Qty: _____	@\$12.00	\$ _____
N Scale	Qty: _____	@\$12.00	\$ _____
S Scale	Qty: _____	@\$20.00	\$ _____
O Scale	Qty: _____	@\$25.00	\$ _____
Convention Pin	Qty: _____	@\$3.00	\$ _____
1 pin included with each full registration			
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	\$ _____

SUBTOTAL (add to total on reverse side) \$ _____

Please make checks payable to: **L.A. Division**

Return to:

Paul Cutter, Registrar

Extra 2000

3042 Earlmar Drive

Los Angeles CA 90064-4632