



# BRANCH LINE

NMRA'S FIRST REGION



## NOTHING IS GOOD ENOUGH

**Building  
The Witches' Hat Depot  
In O Scale**

**By Mike Hamm**

When nothing is good enough, this is the kind of thing that can happen to you as a model railroader. In my case it was also the result of a simple thing like purchasing the book *MODEL RAILROADING WITH JOHN ALLEN* by Linn H. Westcott. After reading this excellent book many times, I handed it over to my brother, Russ, upon retiring for the evening at a family get together. I found my brother early the next morning - still sitting at the kitchen table with a cup of coffee, completely engrossed in that book. I said to him, "Hard to put that thing down, isn't it?" The reading is great, but the story of his life all the way to the tragic end, along with the photos of his magnificent Gorre and Daphetid Railroad, can leave the reader, even a non-modeler such as my brother, spellbound.



See Page 99



Being a modeler since 1956, building cars, boats, planes, slot cars, and finally radio controlled model helicopters; I always had my eye on the magazine rack at my local hobby shop. I would grab copies of model railroading magazines with my other modeling supplies and hoped the other members of my model airplane club wouldn't see me at the cash register. One shopping trip I got caught when another modeler, unknown to me, saw me with the magazine and asked "Do you design your own layouts?" I kept walking and hoped no one else saw me! I would find out many years later how silly this was. I knew who JOHN ALLEN was, and I remember my shock upon hearing he had passed away, and I faithfully read magazines about model railroading throughout the 1970s and beyond, hoping to someday build a model railroad.

I grew tired of all the repair and replacement costs of radio control flying models but I wanted to stay with the model building hobby. I wanted to build things that wouldn't get destroyed and could be handed down to my children, grandchildren, and now, great grandchildren.

*See "Witches' Hat" page 12*

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**Branch Line**  
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**APR-MAY-JUN 2020 issue**

Articles due by  
**March 10, 2020**

**JUL-AUG-SEP 2020 issue**

Articles due by  
**June 10, 2020**

**OCT-NOV-DEC 2019 issue**

Articles due by  
**September 10, 2019**

**JAN-FEB-MAR 2021 issue**

Articles due by  
**December 10, 2020**

Please direct questions to the  
 PCR Publications Manager,  
 Gus Campagna at  
[campgus@earthlink.net](mailto:campgus@earthlink.net)  
 Or phone (707) 664-8466

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**PCR Membership Tracker**

<u>Division</u>	<u># Members</u>
<b>Coast</b>	<b>406</b>
<b>Sierra</b>	<b>273</b>
<b>Redwood Empire</b>	<b>133</b>
<b>Daylight</b>	<b>109</b>
<b>Total PCR Members</b>	<b>921</b>



By Chris Palermo

I'd like to extend an enthusiastic THANK YOU to everyone who has provided volunteer service anywhere in PCR, including all our Division leaders and committee members, Region officers, committee members and managers.

The willingness of so many to devote so many hours to our association is inspiring. Regretfully, we are saying

“Farewell” to Neil Fernbaugh, who is stepping down as Superintendent of Daylight Division and we are actively searching for someone who can step up to that position. We welcome Phil Edholm as the new Superintendent of Coast Division. Other changes are happening as reported elsewhere in Branch Line.

The 2020 convention at Concord (April 29 to May 2) continues to develop well with over 110 folks currently registered as I write this in mid-December. Extra-fare bookings are brisk and several of these have strictly limited enrollment, so check the convention website regularly and add on tours, clinics or receptions as they are announced. Did you hear that the Welcome Reception is returning in 2020? Rebranded the President's Reception—I am your host—we have a great venue, Yard House in Concord. A beer, wine or soft drink, plus appetizers sufficient for dinner, are yours for just \$20. Please book your place soon, as this event has sold out every year that we've offered it. And, if you can offer a clinic, open your layout or help with odd jobs during the convention, please contact the co-chairs now.

I'm really looking forward to entering models in the convention's model contest. As explained elsewhere in *Branch Line*, under the leadership of our new Contest Department Manager, Pat LaTorres, we're making some key beneficial changes in contest rules and organization that should really broaden its appeal. There are new Popular Vote (non-judged) opportunities. Don't overlook the Novice category if you'd like to have a model judged. Almost all of us build at least one model per year, and under these changes, bringing a model to the convention should be routine for most of us. Give it a try. I'd really like to see the Contest Room in Concord overflowing with models for

Show & Tell, Popular Vote or judging.

The 2020 National convention at St. Louis is open for registration now and is shaping up as a strong event in a central location—see the articles in the *NMRA Magazine* for more details. I am booked to attend and hope to see some of you there.

The 2021 National convention is here in PCR at the Santa Clara Marriott Hotel from July 4 to 11. Having a National in our back yard happens only about once a decade. National-level contest modeling, clinics, and the National Train Show, all in the Region, present an exceptional chance to see and learn about some of the finest modeling and products from around the world. PCR fully supports and is assisting in planning this convention. The planning committee continues to solicit qualified volunteers. Working a National convention is rewarding and an excellent way to connect with modelers at the top of the hobby. If you can assist, please get in touch with me, Ed Slintak or Ray deBlicek.

This winter we are also entering one of PCR's periodic election cycles in which members will choose certain divisional Directors for the Region's Board of Directors. As with past elections, we will run it online using ElectionBuddy with mailed ballots only to those members who don't have internet access or aren't using email. Please be watching for ballot announcements and cast your votes promptly. Our four division Directors are key members of the Region Board of Directors and give me and Frank valuable input on policy changes that are needed to benefit members. (*Editor's Note: Division Director's Candidate Statements begin on page 99*)

For many months our member Al Merkrebs has posted notices on the Groups.IO platform in a discussion group he created, “Model Railroads of Northern California and Northern Nevada.” He's announced plans to cease operating it. Could someone else step up, post announcements and moderate it? The Groups.IO platform is easy to use, and online discussions have become a huge part of our hobby. Tons of information is available on the *Model Railroad Hobbyist* (MRH) website forum run by veteran modeler Joe Fugate and his team. I'd love to see this Groups.IO group, and others, expand with more information from people in PCR and outside.

Finally, as winter brings a pause in nature's cycles and we all gather with friends and family to celebrate holidays and each other, I hope you'll have time to try a new modeling or operating technique and expand your skills or social circle in our great hobby.

*Continued on page 5*

## From The President ct'd.

I recently finished my first freight car kit with a fully

3D printed body. I've started using the incredibly realistic static grass tufts, mats and "weed" products from Martin Welberg Scenic Designs. I've been reading extensively about the Cricut family of computer-controlled cutters and expect to acquire or at least try one this spring. I've been building structures, installing LED lighting and doing all kinds of detailing projects on my layout. We really live in a golden age of our hobby with an incredible selection of products and new technologies that are enriching how we model. Give something new a try!

Best wishes for great modeling and operating this winter, and if I can assist you with any aspect of NMRA, please contact me. The best way is e-mail:  
cjpalermo1964@gmail.com.



SEE THE LATEST UPDATES

PAGE 99



### Welcome Aboard ! PCR's Newest Members

Member	City, Sate	Date Joined
	<b>Daylight</b>	
Orange County O Scale	Ahwahnee CA	9/8/2019
Steve Gersch	Paso Robles CA	5/24/2019
	<b>Coast</b>	
Ronald Lehmer	Berkeley CA	9/3/2019
Robert Lewers	San Francisco CA	11/24/2019
	<b>Sierra</b>	
Randy Kuchenbecker	Lodi CA	9/5/2019
Jesse McAbee	Cottonwood CA	9/15/2019
Jack Cherry	French Camp CA	10/22/2019
William Bolden	Stockton CA	10/25/2019
	<b>Redwood Empire</b>	
Monte Bible	Penngrove CA	9/29/2019

## From The Vice President



**PCR Vice President,  
Frank Markovich**

If you need or want to contact me it is best by email:  
[frank@frankmarkovich.com](mailto:frank@frankmarkovich.com).

Chris Palermo and I met with the Redwood Division at Steve Skold's house. Feedback from members was consistent with

what we had heard from the meetings with both the Coast and Daylight Divisions. There was much discussion on recruitment, retention, and the Buddy System. We should do this – we have talked about it. All that happens now is a call or post card from the Coast. We should ask for volunteers and set this up as a permanent task. I have written a proposal that has been sent to all of the Directors.

It was also suggested we have a table at the San Mateo Maker Fair. There were a number of other ideas.

The PCR board meeting went well. A few highlights:

There will be an expansion of the popular vote in the contest room. A total of five for models alone. Pat LaTorres will be doing a paper on this.

One issue is that the **Branch Line** is now only online. The good is that it can be longer and have more color. The bad news is that we need a solution for those that do not have internet. The PCR Board had to do this as the costs of publishing and mailing would bankrupt the PCR in a couple of years.

Coming up in 2020:

The PCR Convention in Concord April 30<sup>th</sup> – May 3<sup>rd</sup>. The Sierra Seminar April 17<sup>th</sup> – Sonora.

The West Side Logging Reunion – Sonora April 18<sup>th</sup> (contact me – [frank@frankmarkovich.com](mailto:frank@frankmarkovich.com)).

Reminder: We have started “Ask A Master Model Railroader”. You can submit questions and they will go to the Master Model Railroaders in the region that have agreed to participate. Just email your question to: [askmmr@pcrnmra.org](mailto:askmmr@pcrnmra.org)

Best wishes for the holiday season and the new year!

Thank you,

Frank



## From The Editor



**Branch Line Editor,  
Chip Meriam**

As this issue is being published it is the Christmas Holiday Season. I believe we all feel a close connection between trains and Christmas. For many of us, the Christmas season marks the beginning of the inclusion of this marvelous hobby in our lives. For others, it may be the proverbial “Electric Train Around The Tree”. For some it may be the fond memory of receiving a special gift that cemented our love of trains. Regardless of the reasons, there is no denying the close correlation.

I wish each and every one of you a Joyous and Merry Christmas as well as a Happy and Productive New Year.



The British tabloid, **Daily Mail**, published an article on November 15 about Rod Stewart's Grand Street & Three Rivers model railway. In fact, many of us were introduced to Sir Rodney's hobby through the pages of **Model Railroader** a few years ago (Carl Swanson recalls this in his “From the Editor” in the Jan. 2020 issue of **MR**). Almost immediately after the **Daily Mail** story, the PCR Groups discussion was abuzz about how this “revelation” about Rod Stewart might help boost interest in our hobby. One post to the groups thread included this observation:

*“Since Rod will be 75 in January, I think that Baby Boomers and Generation X'ers would be more likely to pay attention to what he does, rather than a (Post) Millennial.*

*Baby Boomers: Born 1946-1964 (54-72 years old) Generation X: Born 1965-1980 (38-53 years old) Millennials : Born 1981-1996 (22-37 years old) Post- Millennials : Born 1997-Present (0-21 years old)”*

One of the responses to this observation came from none other than Bill Schaumburg, editor of **Railroad Model Craftsman** during the Carstens Years. In his own words, Bill describes his time with Carstens Publications: *“Chip: Yes, I stirred the word bucket at RMC from late 1976 to the end of summer 2014 when Carstens closed up shop.”*

Bill was gracious enough to grant permission to reprint his post in this issue of the **Branch Line**. His words follow on the next page.



## GUEST EDITORIAL

William C. Schaumburg, Editor Emeritus - *Railroad Model Craftsman*

### *Left Aside Is Alright*

Alas, us wartime kids and those born just before WWII don't have a group label, books and articles written about us and our buying habits, or the impact on North American culture like the Baby Boomers. It would seem as if we didn't exist. A sociology guy once told me that we are/were different from both those born during the heart of the Depression and the Baby Boomers, and that we generally have a tendency towards cynicism. Whatever. But then, who cares? Cynicism? It might be the residue of duck-and-cover air raid drills in school, the testing of the sirens every Tuesday at 11:00 o'clock, and the maps that showed the destruction of an H-bomb if it hit downtown Wherever-We-Lived printed in the newspapers when we were kids (Zone of total destruction, Zone of mostly total destruction, Zone of ...).

Generally, we were too young to be beatniks, too old to be hippies. Didn't much care, either. As far as beads and braids, usually, we were already in the workplace, not off on exotic spring break trips. In retrospect, a lot of the Beatnik poetry and literature wasn't really that good, but the hippies did leave good music behind. I suspect most of us who were able to go to college worked our way through. (I had \$32.00 to my name after I paid my last tuition bill, then asked my girlfriend to marry me while I was finishing my senior year. She did. That was 55 years ago and we are still together.)

But, no effect on society? Wrong. First, we were and are a bridge generation. We saw and experienced what "was" and have a good understanding of the years that came before us, even back into pre-war years. We inherited the cities and towns of previous decades because war and depression froze them. People still shopped on Main Street, State Street or Broadway, and, in the few cities where they were running, we called streetcars streetcars.

Bridges don't just connect river banks. Anyone over a certain age or having a good awareness of the past (model railroaders are good at that) and watches Jean Shepherd's film, *A Christmas Story*, will find the set decorating and streetscapes familiar.

The Eisenhower years and its world are becoming increasingly sepia-toned memories for us, but we are good at seeing back through time, recalling snippets of life before freeways and tailfins. We learned to drive stick shift. Instead of overhead green signs with reflective lettering, there were black and white signs with an arrowhead pointing somewhere and giving the mileage to it at the intersections of two-lane surface roads; the town might be little more than a gas station and store with a post office, plus a handful of houses. (Model railroad-sized!) We can "see" these places even if they are now bypassed or buried under six lanes of concrete and a cloverleaf because we are a bridge. We are part of the "transition era." We are part of the memory of "old America."

No effect? We shaped what things became. We spun our radio dials away from Old Standards stations playing the Andrews sisters and embraced Rock and Roll in spite of our parents' disapproval. ("That Elvis, he's a drug addict." Turns out he was.) And that wasn't all, even as we respected the past. We can see how all this turned out--so far. We helped create "Now," but our role is not over. There are still things to do and time to see how it all goes.

Onward!

Bill Schaumburg, b. 1942

a.k.a. Uncle Guido

written on a chilly pre-winter day on Hardscrabble Hill, a glass of good Napa Valley wine at hand



## DIVISION DIRECTOR CANDIDATE'S STATEMENTS



### **Lisa Gorrell - Coast Division Candidate Statement**

I have been a member of the NMRA since the 1970's and previously served as Coast Division Chief Clerk and for PCR as **Branch Line** Circulation Manager, Historian and Secretary.

I have worked on several convention committees starting with the 50<sup>th</sup> Anniversary PCR Convention in Santa Clara, and the 2000 and 2011 NMRA National Conventions. I am currently secretary for the 2021 NMRA Convention.

I am a member of the Walnut Creek Model Railroad Society and serve on the Board of Directors as Secretary. I model the Sacramento Northern, Western Pacific and Great Northern.

I would like to continue to serve as your Coast Division Director.

---

### **Giuseppe Aymar, DDS, MMR - Redwood Empire Division Candidate Statement**



Coincidental to the ending of serving 10 years as PCR's Contest Manager, the position opened up in RED for Director. Originally I felt that my ongoing positions as RED Contest Chairman and Achievement Program Manager should be enough to ask of an aging body. Yet, having attended the BOD meetings for the last ten years as a non-voting member, I felt a pull to continue attending the meetings and partake in the inner workings of our great organization.

PCR is always evolving and in a continuous state of flux. In order to stay in front of the curve, our past Presidents, Vice Presidents and Directors have shown me what can be accomplished when a good team of people works together to improve our organization. And so it was that at the latest BOD meeting I was introduced to the new team of Chris Palermo and Frank Markovich at the same time that the RED Director position became open. Yes, No, what to do....? With the encouragement of our retiring RED Director, Steve Skold, I threw my hat in the fray - only to be told I was the only one to apply for the position.

My goal as a Director is to serve the needs of our Division concomitantly committed to the betterment of PCR as a whole. As the human body needs a strong heart (Divisions) and a healthy brain (PCR) to stay alive, so too does our organization need strong Divisions and a healthy PCR. Hopefully I can be a conduit to bring forth our members needs and PCR's needs.

I thank you in advance for your vote of confidence.



### **Steven R. Folino - Sierra Division Candidate Statement**

Although I'm relatively new to the Sierra Division and the Pacific Coast Region of the NMRA, I'm no stranger to scale model railroading or serving the needs of organization members.

My first layout was in 1966, a second-hand Lionel 0-27. This lasted 8 years until I moved away to college. After graduating from college, I embarked on Layout 2.0, a 4x8 HO scale layout in the corner of my one bedroom apartment. Well, as could be expected, after 2 years life got in the way. The layout had to go to make room for family. During the next 20 years, I was an armchair

*Continued on page 9* for mod-



I didn't have a layout but continued to subscribe to the magazines and constructed the occasional craftsman kit to keep me connected to the hobby.

Fast forward to the year 2000. It was time to begin construction of version 3.0. The layout was to be a 9' x 9' "L" shaped layout in a corner of the garage. I got as far as completing the laying of the track when once again, life got in the way. Back to the armchair and some more craftsman kits, rolling stock construction and stockpiling "stuff" for version 4.0, whenever that would come.

It's now 2017, I'm one year away from retirement and promised myself that the time will be right to finally construct the layout that I've been planning for 17 years. I rejoined the NMRA, the PCR, the Sierra Division and the local Model Railroad "Club".

I'm now retired. Version 4.0 is 18 months underway. The trackwork is 75% completed. It's a 16' x 16' layout which, along with two workbenches, occupies the entire 2-car garage. I'm targeting completion in 2025. I'm not giving up this time. I promise.

So, what qualifies me to serve as Division Director?

As a small business owner, I was very active in both my professional and personal community. I served on several different boards over the past 15 years.

- Natomas Chamber of Commerce: Board Member and Officer, 4 years
- Kiwanis Club of Greater Sacramento: Officer, 7 years
- Kiwanis Foundation of Greater Sacramento, Officer, 7 years
- National Association of Purchasing Managers, Sacramento Valley Chapter, Officer, 3 years
- Professional Photographers of California, Officer 3 years
- Professional Photographers of Sacramento Valley, Officer, 7 years
- Sacramento Model Railroad Historical Society, Officer, starting second year.

As you can see, I have well over 30 years of combined experience in member organizations. Almost all as an officer.

I feel adequately qualified to serve the members of the Sierra Division as their representative to the Pacific Coast Region and look forward to serving in this capacity.

---

**Jim Collins - Sierra Division  
Candidate Statement**

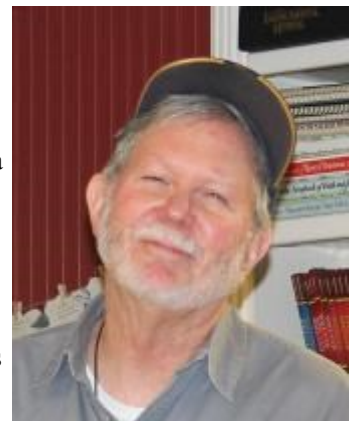
While I have not been an NMRA member for as long as many of you, I have enjoyed serving Sierra Division in several positions. I joined NMRA the first time in 2003 but there was not much communication from anyone in the division, so I only lasted the one year.

I joined again in 2013 and this time had a better experience. I became the Membership Chair and, after about a year, was privileged to be voted in as Superintendent. At the end of three years, I turned that job over to our current Super, Chip. After that, with Chip's excellent help, I took on the job of PCR Convention Chairman and ran that to a successful conclusion. I received the President's Award for my efforts.

After those jobs, I have stepped down and am currently the Membership Chairman again and I also manage the division's Facebook page. I have also represented the division at Railfair several times by manning the NMRA booth and by working with the other model railroad organization I belong to, the Sacramento Modular Railroaders. It has been a fair amount of work sometimes, but overall, it's been very enjoyable to help everyone in Sierra Division with this great hobby.

I'm a retired Navy Master Chief (25 years) with plenty of experience in good communications, working with people, and, during a couple stints as a Command Master Chief, representing them.

If you vote for me, I will do my very best to represent you and Sierra Division on the Board. Thank you.





## Membership Manager Missives

Doug Wagner

### *OK, What Benefit Do I Get from Belonging to the NMRA?*

It's the beginning of a new year, and I figure some of you still keep to having new year resolutions, whether it be to lose weight, work more on your layout, tidy up your work bench, etc.

My new year resolution is I will not harp on you folks any longer in an attempt to get your emails for official NMRA, PCR or your respective Division communications! I figure you've already given it to us or you just ain't gonna' give it to us at all! Thanks to those who did relent to my begging and informed us of your emails. Now, on to other matters concerning your membership.

Whenever I'm discussing my membership in the NMRA with other model railroaders, I'm invariably asked, "What do I get from belonging to the NMRA?" We'll, besides the simple fact that you get to hob-knob with the greatest modelers in the world, there are numerous other benefits to belonging to the NMRA. I'm ashamed to admit I wasn't aware of all of the benefits the NMRA has to offer its members. In my firefighting career, my Chief would tell me, "Wagner, use your mistakes as a training tool." And trust me, I had several occasions to "make them a training tool" ! OK, here are your lessons for today.

The following that I will be discussing is by no means all the benefits you receive as a NMRA member. That, you will have to look up yourself on the NMRA web site. So there ya' go: Lesson #1. I will hit the highlights of the benefits offered by the NMRA:

**Partnership Program.** Why is it named the "Partnership Program?" you may ask. That is because the NMRA has partnered with model railroad manufacturers of all sizes who have agreed to give discounts to NMRA members. Discounts range from free shipping to 45% off all purchases. To see the current listing, see the NMRA website's Partnership page in the Members Only section. What, the NMRA has a Members Only section? Yep. Go to [www.nmra.org](http://www.nmra.org), Membership, Member Home, Benefits, Partnership . And who doesn't want to save money - especially when it comes to purchasing model railroad stuff? Lesson #2.

**Model Railroad Directory.** Ever been out of town, either on a business trip or leisure, and had some spare time, and wish you could visit some home layouts? Well, the NMRA website Members Only page, has a listing of fellow NMRA members who are willing to open their layouts for visitors, or even to join in an op session. There are maps, descriptions, photos, videos and more. Go to [www.nmra.org](http://www.nmra.org), Membership, Member Home, Model RR Directory . Lesson #3.

**NMRA Online Archives.** Need a photo of an engine or box car you're modeling for reference? The NMRA Archives offers high-resolution files, which are available for download at a discount to members. Go to [www.nmra.org](http://www.nmra.org), click 'NMRA Archives' at the top of the page . Lesson #4.

**Online Video Library.** The Members Only section features dozens of hours of helpful "how-to" videos produced by professional video companies, as well as over 150 videos of clinics presented at National NMRA conventions. Log in to [www.nmra.org](http://www.nmra.org), as a member, click on "Benefits," then "Member Video Library." Lesson #5.

**Discounts and Advance Registration on New Kalmbach Memorial Books.** Kalmbach Memorial Library periodically offers special books and book reprints to the general public. NMRA members receive a substantial discount on the retail price and can reserve copies in advance. Go to [www.nmra.org](http://www.nmra.org), then choose "NMRA Store," then "NMRA Members Only Company Store," then "Books." Lesson #6.

**'Members Only' Company Store.** The NMRA's Company store offers many items, from apparel to mugs to gauges, available only to NMRA members. Go to [www.nmra.org](http://www.nmra.org), then choose "NMRA Store." Lesson #7

**Collection Insurance.** This service offers NMRA members group property insurance for collections, layouts, live steam, tools, slides and photographs, books, magazines, railroad memorabilia, and more. Try getting coverage for your model railroad collection through a "normal" insurance carrier. Here in Bakersfield, we recently had a member's vehicle broken into and two HO scale locomotives were stolen. His insurance company would not reimburse him for the loss of the 2 locomotives.

*Continued on page 11*

This insurance also covers an individual's property if it resides on a club layout. Members receive NMRA Group Rates. For a free quote or brochure, contact J.A. Bash & Co: 1-800-654-2256 or 300 Lebanon Rd., Suite 225, Pittsburgh, PA, 15234. Lesson #8.

**Beginner's Guide.** The Beginner's Guide pages on [www.nmra.org](http://www.nmra.org) offer those new to the hobby help in learning the basics of track, wiring, scenery, and more. Go to [www.nmra.org/beginner](http://www.nmra.org/beginner) . Lesson #9.

Now, how do I get to this aforementioned "Members Only" section of the NMRA's web site? Great question! Once you are a NMRA member, go to [www.nmra.org](http://www.nmra.org) and register for the Members Only section of the NMRA's web site to get all the benefits of NMRA membership! Lesson # 10. OK, that's it—class dismissed!

I have been unable to attend the last two PCR conventions, but be forewarned, I will be attending the Clear to the Coast 2020 Convention, April 30 – May 3, in Concord, California. And since I am the registrar for the 2021 mini-convention, in Fresno, I expect to see a lot of you as you register for the 2021 convention, right? See you in Concord!

May all your signals be green as it's time to highball!



## PCR Membership Gauge

November 30, 2018—936

December 31, 2018—942

January 31, 2019—941

February 28, 2019—938

March 31, 2019—931

April 30, 2019—931

May 31, 2019—939

June 30, 2019—940

July 31, 2019—942

August 31, 2019—934

September 30, 2019—934

October 31, 2019—935

November 30, 2019—921

## BRAD LLOYD

PCR and Coast division lost a strong supporter and very special member in September. Brad Lloyd passed away from natural causes, he was 79. Brad was Coast Division Superintendent on two occasions. His first four-year term was in 1991 to 1994 and then he came back for another term in 1997-1998

Many knew Brad from the many clinics he presented, mostly on bench-work and scenery. These included at least 10 different clinics at PCR Conventions over the years as well as numerous clinics at Coast Meets, at three NMRA National Conventions and a National Narrow Gauge Convention.

Brad loved people, the Denver & Rio Grande, tools, wine, narrow gauge railroads, the Denver Broncos and cookies. He was a joy in our midst and will be deeply missed.

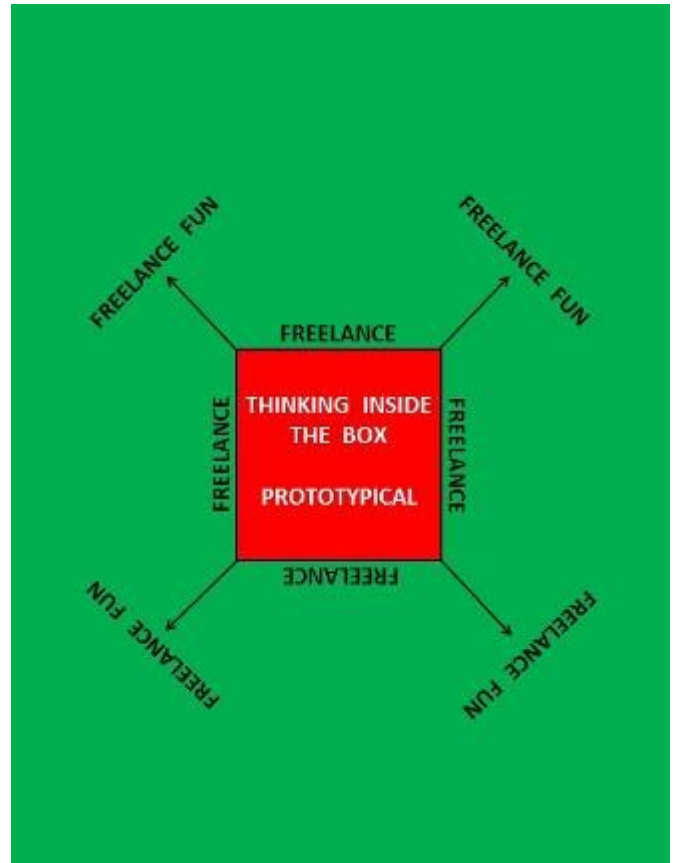
I was getting ready to retire and model railroading seemed like a really good stay at home hobby since my wife Marsha and I are both home-bodies. She is a retired school teacher and was an art major in college. She needed an arts and crafts studio. I built her one at the same time I built my own train room/workshop. You married men take note of this if you are having trouble getting the right of way from the Mrs. for that nice new layout room! It is a good thing. We both did our hobbies on a kitchen table all our life, so these two hobby shops were such a pleasure to have.

But back to that book about John Allen. I know many of you readers of this were impressed by the quality and detail of the Gorre and Daphetid Railroad, but one structure and scene stood out above all others, and that was the Witches Hat Depot located at Squaw Bottom. It was the best scene of all on the railroad, at least to me. You can see this beautiful train depot on pages 8, 133 and 140 of the book. The picture on page 140, although very small in the upper left hand corner of the page, is what inspired me to become a model railroader. John Allen's friend, Jim Findley, did much of the work on this depot, and the book would not state who actually designed it, but it's an architectural gem! The way the entire scene is nestled down in that steep canyon sold me on the idea of mountain railroading. Since I wouldn't have a train room until two more years after retiring, I thought I would pick a structure to work on in the meantime, and the John Allen depot was it!

Train stations have always held a fascination for me. In 1960, 350 Boy Scouts, Explorers, and adult leaders boarded a special train at the Texas and Pacific depot in Fort Worth, Texas. The train departed at exactly 12:01 P.M. to arrive in Denver, Colorado for the 1960 Boy Scout Jamboree at Colorado Springs. When we got there, we were joined by 55,000 other boys from all over the world to camp out together! I kept wondering if all these boys took a train to get here! The train station in Fort Worth, and climbing aboard for my very first train ride, is something I'll never forget - especially the part that occurred after dark when the scout leaders and all the other boys were asleep. I slipped away from my seat and carefully made my way up to the baggage car and found it unlocked. Not only that, when I got inside I discovered the side door partially open with the large heavy canvas curtain flapping in the breeze. I pulled back the curtain and stuck my head out the door and took a peek. Although it was dark, just the sound of the train and the wind in my face was something that would be worth getting caught, but I hurried to get back to my seat before anyone found out.

I've always had a thing for train stations. I guess it's the huge buildings, all the trains coming in and going out, the hustle and bustle of all the people, luggage and freight going in all

directions and the overall busyness that interests me. I would rather not have a model railroad at all than to have one without a train depot. My Glacier Mountain Railroad, served by the Great Northern, is "O" scale and it would have been fun to build the Witches Hat station identical to the one in John Allen's book, but I wanted to do something a little different. Although the Gorre & Daphetid is freelanced, the term I came up with for my Glacier Mountain Railroad layout is "Freelance Fun" but with many prototypical features.



If model railroading is too restrictive or stressful in any way, I would take up another hobby like fishing or playing golf. (Hey wait a minute! Following that little white ball everywhere on large acreage can be very stressful. Besides, following trains can be more fun!) If it isn't fun, don't do it!

Example: my layout is set in 1948-49 however much of my rolling stock is circa 1955-56. If I like a car, I'll put it on the layout (just no Amtrak loco). I do things a little different on my layout, not for the sake of being different or to get noticed, but rather so I can use any creative ability I might possess to have fun. Trying to do something different with the Witches Hat Depot, I decided to build a much larger depot in "O" scale. It would have three turrets with one in front that is much larger than the other two. This huge tower would serve as the dispatcher's office. The depot is three stories high with the second floor main tower having good visibility for trains to the north and south, the freight yard to the west, and the freight warehouse to the east.

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The architectural design of my Witches Hat Depot could best be called Chateau Romanesque with a little Victorian Gingerbread thrown in for good flavor. It's not easy to put a label on the thing.

There are at least two railroad stations in the real world, from the old days, that resemble my train station, and I'm sure there are others. One of these you will find in an excellent article in the May 2012 *Model Railroader* Magazine on page 18. "An Impressive Station and Office Building" was written by Jim Hediger with a Robert Hadley photograph of the depot located in Durand, Michigan. It was served by the Grand Trunk Western. The article is exactly the kind of structure I wanted to build. The photograph on page 18 was taken July 5, 1951 and I don't know if the station is still there – but I sure hope it is. The article notes that it had been restored.

The other station is on the old Great Northern Railroad and is the Union Depot in Duluth, Minnesota. This one is (or was) the best example of this type of railroad station architecture I've been able to find. This depot in Duluth can be seen on the excellent DVD "The Great Northern" photo and film video available through [www.prairie-works.com](http://www.prairie-works.com). There are 1,156 images and 8mm film of the Great Northern with a complete history included. I highly recommend it. The photos are from Pete Bonesteel's collection and he also does the narrative. My Glacier Mountain Railroad is set in 1948-49, the years my wife and I were born, so the style of the station would be about right for one built early in the 20th century. The floor plan is a bit radical for the time, being asymmetrical and the towers being offset from each other in an irregular pattern, but again, this is freelance fun.

I designed and scratch built the depot. Whenever I design anything it turns out unique, functional, and aesthetically pleasing, but mainly one of a kind. I wanted to build a station that had great beauty, and all the comforts and amenities of a first class station primarily for passenger service, but a good freight business for small local industries as well. I wanted class A status, but also a depot that was compact enough to fit into a small mountain town. I wanted to build a train station that was centered on customer service and comfort of the passengers - which sometimes doesn't occur in the real world today. It would have separate men's and women's restrooms with a smoking room for the gentlemen and a powder room and lounge for the ladies. After all this was the 1940's. The ticket counter

would be accessible from the outside as well as inside the depot. Sometimes a customer doesn't want to go inside to get a ticket because he's in a hurry. A passenger could arrive a little early and have breakfast or lunch in the cafe in front of the huge bay window at a table that has a clean real tablecloth! It was possible to enjoy watching trains arrive and depart and get in some real good rail fanning while you enjoyed your meal. There is a small service counter where one could grab a cup of coffee, pick up a newspaper or magazine (model railroading of course!), and perhaps select a doughnut. You might need a map or a pack of gum for your journey, or even a souvenir from the gift shop. I wanted the train station to be as much fun and enjoyable to go to and catch a train as it is to actually ride the train to your destination. Again, this is something you don't have happen much these days. It is freelanced and never existed in the real world, but it should have!

It took three months to design and draw up the plans for the depot, but even after that some of it didn't quite go as planned. But I'm happy with the project. My Glacier Mountain Railroad layout was six months in the planning and nothing turned out the way it was planned, but the end result was good. The prolific modeler Dick Elwell once said, "You can draw it out to scale, and still some of it doesn't fit!" I totally agree.

My own philosophy in building this depot was, "nothing's good enough," which is why it took 2 ½ years to complete. If you are a modeler under the age of 40 with a small layout, you could use my "nothing's good enough" work ethic and achieve great detail in your models, but if you are old like me you would probably never finish half your layout in a lifetime - much less get trains up and running. Perhaps you could select your favorite structure whether it be a depot, bank, grocery or feed store, creamery or slaughter house, and go all out with the design, the details and the finish, and set this beautiful model in the foreground where it can be more easily seen and enjoyed by all. I did this with my depot, which is one foot from the operators' chairs and control panel. As legendary contest modeler Gil Freitag said "Building a contest grade model will instill really good work habits." When you build structures that aren't in the foreground, but are in the background, you will be equipped with skills that will be coupled with great accuracy and speed.

Being retired is, of course a big help. I am able to work on my railroad almost every day, as I have no other hobbies.

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I put in about 5 hours per day 6 days a week and knock off at lunch time as I start early in the morning with plenty of hot coffee and no distractions. And I am so lucky to be married to a hobbyist. My wife, Marsha, is into arts and crafts and is an expert seamstress and designer. I am truly blessed in having a wife who understands someone like me who has to be building and tinkering with my model trains all the time.

Following along with the photos and information about how the depot was built.

I used materials as close as possible to prototype buildings in the construction of this model. Let's start with the base or foundation. The passenger and freight loading platform core was made from 1 1/8" exterior grade plywood. The deck timbers are bass wood and there are a total of 334 of them each one hand-laid, glued with Elmer's, and nailed in place. I used medium railroad spikes with the heads removed and filed flat to resemble huge nails - just over 2,000 of them! To put a good realistic finish on the timbers I used Railroad Tie and Bridge Stain available from Micro-Mark part #83760.

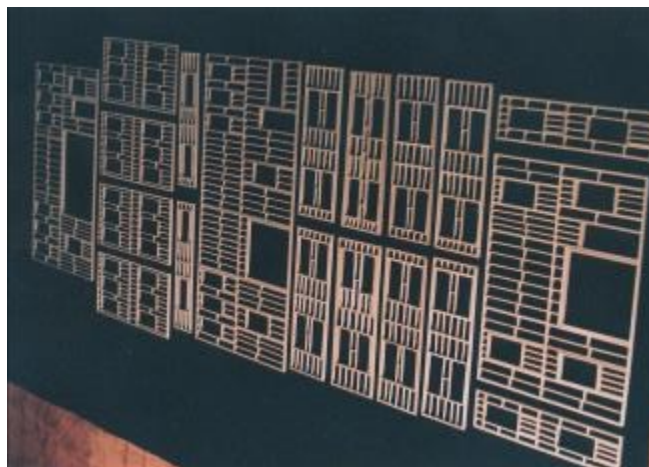


All of the 22 walls of the depot were framed in a prototypical manner just like real buildings. I used basswood in "O" scale sizes for 2x4, 2x6, 4x6 etc. and yellow Elmer's glue for the construction of the station. I recommend Micro-Mark for all of your miniature lumber needs. The basswood they sell is excellent quality and cut to precise dimensions in just about any size you would need. I did not use pre-manufactured model siding for the outside skin of the walls, but instead chose to hand lay board-by-board siding in both the upper board and batten and the lower clapboard (or shiplap as it is sometimes called). The crisp detail is better than the "fake" stuff. Before applying the siding to the outside walls I installed black construction paper as a vapor barrier just like full size structures.



My wife was in the train room and looking at the 22 walls, fully framed and skinned lying on my workbench and said "wouldn't it be easier to make the walls out of one solid plank of plywood or even better, use foam core board? (Gatorboard®). Who would know the difference? And all that beautiful framing will be covered up forever and won't be seen anyway?" The answer is, "I would know." Once again the "nothing's good enough" theory kicks in. One advantage of prototypically framed walls is that they are extremely strong and perfectly flat with no curl. They stay that way even with changes in humidity.

The walls were all built on a flat piece of plywood covered with a sheet of wax paper to prevent sticking. The components are held down with pins and the glue allowed to dry 2 days. When the depot was complete with all walls raised and glued, but before the 6-12 pitch roof was added, I placed my 125 pound anvil on top and they held without a whimper! In my main workshop I have a 145 pound anvil, but when I looked over at it I decided I would be pushing my luck so I chickened out!



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The station has 14 LED lights, not counting the ones on the loading platform that are pigtailed and attached to a common bus wire. I used an old non-wound guitar string which conducts electricity quite well and also allows you to experiment with different size ¼ to ½ watt resistors to keep from burning out bulbs prematurely. This is an idea I got from Chuck Ellis's Great Northwestern & Pacific Railroad which is part of Allen Keller's Great American Layouts DVD series.

The inside of the depot walls are skinned with 1/8" melamine. This material is great because it has a textured white finish on one side which resembles textured painted sheet-rock and can be used as is. By the time my walls were complete they were very close to prototype thickness

The depot has 102 windows and the walls were individually framed to fit the windows. Originally I was going to scratch build all the windows, however when I compared my work with the ones available from Tichy Train Group, (thank you, Don Tichy) I decided to go with ready-made window casings. There is only one scratch built window in the train station and I defy anyone to find it including myself, because now I can't remember where it is! I discarded the plastic window panes that came with the windows and hand cut mine from microscope slides which are available from American Science and Surplus. These are very inexpensive and you get a big box for fewer than five dollars. Buy yourself a carbide wheel or glass diamond scribe and they are easy to scribe & snap to size. I mounted my windows in place using Liquid PSA adhesive from Micro-Mark #84775. All my window casings were kit bashed with a custom wooden brow to be more ornate and unique.

Real black tar paper in #15 was used on the roof before the shingles were installed. The 6-12 pitch roof panels are made of 1/16" birch plywood. The tar paper was glued down using Elmer's adhesive spray or Scotch 77 spray. Both work well, but must be used in a well ventilated area.

I did not use strip shingles or manufactured sheet shingles. The roof shakes are real cedar, each one individually hand cut and applied. They also were each split one at a time. To make them I started with a six foot cedar fence board four inches wide and ½" thick. These cost fewer than two dollars at Home Depot. I then ripped the board into strips ranging in widths from 1/8" to 1/4" but mostly 3/16" because shakes vary slightly in width. I stacked these strips on the chop saw and then cross cut them into ¼" small blocks to make them ready for splitting. I placed a large

hunting knife in my vise sharp side up. I wore heavy gloves to avoid getting cut, and safety glasses. I grasped these small blocks with pliers, then split each shingle off the block with a rawhide mallet holding it over the knife blade (see photos on this process). I split them into slightly different thicknesses, just as prototype, with no two alike. I got this idea from the June 2014 issue of *Garden Railways*, the sister publication to *Model Railroader* magazine. This excellent article was written by Don Parker. I'm also building a 1:29 'G' scale outdoor railroad and I plan to use this technique for roofs on my outdoor structures. Elmer's glue, either white or yellow, holds the shakes reliably in place.



When I was younger I installed shakes on full size homes. Our boss would tell us young guys that there would be the devil to pay if we ever butted the shingles up side by side. Because we get so much rain in Northern California, the roof would buckle as the shakes began to expand and swell. For this reason we were required to leave a slight gap between each shake. For a similar realistic look on the model roof I left a 1/32" gap with just a sliver of tar paper showing. I counted each and every shake on the roof of the depot including the three witches hats, and the total is 6,458 with no two shingles alike in width or thickness (width varied slightly because I ripped the fence board with a circular saw and not a table or panel saw, and the blade wandered a little which is good, but wasn't planned!) It took me 3 ½ months to finish the roof, but it looks very real and is the very first thing people notice when they enter the train room!

I was now ready to stain the roof which was much too light in color, but I wanted to keep the herringbone pattern in the roof due to the wood grain variations.

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I have made up my own weathering stains out of liquid shoe polish; black, brown and gray plus 70% isopropyl alcohol, however I wanted precise control over how it would turn out so I chose Micro-Mark Age it Easy Brown #81528. After one coat of brown, the roof still had the herringbone pattern, but was still too golden brown so I applied the second coat and it now was a medium brown but looked too new so I then put on one light coat of Micro-Mark Age-it Easy Gray #80873 to give it a slightly blackened and weathered appearance with the variations in the wood still showing. The Age-It solutions from Micro-Mark give control are very forgiving. They dry lighter than they appear at first. It took 2 bottles of brown and a half bottle of gray to do the roof.

The three witch's hat roofs were quite a challenge. The two full size train stations mentioned earlier in this article had curved or sloping cone shaped roof lines, but I wanted my depot to have a true two piece witches hat roof, crown and brim, like John Allen's. If you look in the costume sections of the stores at Halloween time you will see that most witches' hats are a two piece affair such as John Allen's depot. For the cone shape crown and brim I did not choose fiberglass cloth and polyester resin as originally planned, because of the toxic fumes, so I switched to very thick cardboard, cheese cloth and full strength Elmer's glue as a much safer alternative.



Using a paint brush to apply the Elmer's glue, I wicked the glue through the cheesecloth from the inside to penetrate the cardboard with a heavy coat and then allowed it to dry for a couple of days. Once dry, these three witches hats were an extremely strong shell that could be placed over the roof trusses. The most difficult part of the project was trying to achieve a slight curve to the brim of all three witches' hats as opposed to just making them flat. All three had to have the same amount of downward curve. I felt this added more beauty and grace to the roof line. It's very difficult to describe how I did this, but basically I worked the cardboard brim with my fingers while the glue was still wet from the inside, pushing and molding it to shape. You can imagine the mess, but to me that slight curve on the brim is what gives the depot the final touch and makes it unique.

The beautiful pointed cone tips of all three witches' hats are made from real copper.

The last task was to paint the station. For the choice of colors I went around and around in my mind but arrived back where I knew I would at the start. I opted for the traditional dusty, yellow gold with medium brown trim - popular with many depots.



To look a little different and more ornate I added dark gold to the lower clapboard (shiplap) siding and ivory trim around the windows. I took a picture of a restored train station into the paint department at Walmart and they computer matched it and mixed me a quart. I applied two thin coats, which gave excellent coverage yet allowed the wood grain to show through. Thus my greatest horror would not be realized: Someone would think my depot was made out of styrene!

The interior of the station is fully detailed with slate flooring, wallpaper, framed pictures of different railroads using real glass (microscope slides) and wood frames. There are benches for the passengers and a nice dining area in the cafe that includes a table cloth on the table. Upstairs, in the dispatchers, office there is a scale sized walnut roll-top desk. All the drawers are functional and removable and the "S" roll is hinged and slides open and closed. It took only 2 weeks to build and has a hand rubbed oil finish.

*Continued on page 17*



The second floor ceiling is removable, but I think the station looks better and more open without it and I did have to build three staircases to make the towers accessible. The ticket agent is smartly dressed in a formal uniform, a kit bashed policeman's outfit!

Of all the models I have ever built, the Witches Hat Depot was by far the most challenging, but also the most fun, or should I say "Freelance Fun"! It really isn't difficult to design and scratch build at least one structure on your layout and I know most modelers will find it rewarding. I designed and scratch built most all of my structures on my Glacier Mountain Railroad, but I wouldn't want to build them all to the detail of the depot. If I were a younger man, maybe, but not at my age.

There is a small sign in front of my Witches Hat Depot that reads "THIS TRAIN STATION IS DEDICATED TO JOHN ALLEN," because without seeing the one in Linn Westcott's book, I probably wouldn't be a model railroader.

In the future I do plan to order a few craftsman kits, wood of course, and it will be a joy to open the box and find all the designing, measuring, and cutting of the parts is already done for me. At that time I will probably say, as legendary modeler Allen McClelland, says "Good Enough"



**Mike Hamm's Glacier Mountain Railroad is served by the Great Northern Railway and is located near Hungry Horse, Montana in the Glacier National Park area. The Glacier Mountain is built in four scales; O, S, HO, and N; in order to employ forced perspective to create the illusion of depth and distance.**

**Mike shares his creativeness with his wife, Marsha, who is an artist, a jewelry maker, and an accomplished seamstress. Modeling became an important part of Mike's life in 1955 and he's been at it ever since.**

**Mike credits his supportive parents, Mr. Mason from the local hobby shop in Ft. Worth, Texas, his artistic partner and wife, Marsha, and, of course, John Allen.**

**Mike lives in Cottonwood, CA and is a member of the Sierra Division of the PCR.**



As noted in previous Branch line editions, the 2020 PCR Convention “Clear to the Coast” is open for registrations and the convention hotel, the Crowne Plaza in Concord, has opened the convention block for room reservations. Both are available on the convention website [www.pcrnmra.org/conv2020](http://www.pcrnmra.org/conv2020). The convention registration form can be downloaded and mailed, or submitted on-line. The convention hotel can be reached via a link on the hotel page.

The convention registration rate is \$150 for rails, \$40 for non-rail and \$110 for first timers. The hotel rate is \$134 plus tax for single or double.

#### ADVANCE SECTION



The convention committee has added two events for Wednesday April 29<sup>th</sup> prior to the opening of the convention, which we are calling the Advance Section. The two committed events are Speeder Rides in Niles Canyon in the morning and a tour of the South Pacific Coast Railroad car barn at Ardenwood in the afternoon, and we are hoping there will be more to come. Both are extra fare activities with tickets available on the Company Store page of the convention website.

Some details are still to be worked out on the speeders, including the cost and departure times. Once those items have been worked out they will become the subject of one of our e-mail blasts and be added to the convention website on the Advance Section page. For those not familiar with speeders (gasoline powered railcars) or the Niles Canyon Railway the Advance Section page has links to both the Niles Canyon Railway and a video of a speeder ride. The trip will depart from the Niles Station in Fremont and be a round-trip to the NCRy yard at Brightside. The video link is of that same section of track.

Riders will be required to sign legal release forms for both the Niles Canyon Railway and the speeder club and must wear long pants and closed toe shoes.

The afternoon event begins at 1:00 pm at the main entrance to Ardenwood Historic Farm in Fremont where we will ride by train to the South Pacific Coast Railroad car barn



for a tour of that facility. The train ride and tour is being provided by the Society for the Preservation of Carter Railroad Resources (SPCRR). The SPCRR is a non-profit organization that has operated the narrow gauge railroad at Ardenwood Historic Farm since 1985. The SPCRR charter is to locate, preserve, restore and interpret the products of the first industry of the City of Newark, Carter Brothers, for the historical and educational benefit of the general public. Their focus is on equipment that has a significant influence or impact upon the operation of the South Pacific Coast Railroad.

The group maintains a varied collection of Southern Pacific narrow gauge equipment. Equipment found from as far away as ranches in Nevada was acquired and brought to the facility for repair or restoration by a group of dedicated volunteers. The car barn we will visit has a collection of over a dozen historic passenger and freight cars, some restored, one being restored and others awaiting restoration. Cars range from the oldest known narrow gauge freight car in the US, a boxcar built in 1874, to a pair of West Side Lumber Company flat cars rebuilt in 1929 with paint and lettering from when the West Side was closed.

The restored cars used for transporting passengers within Ardenwood Historic Farm were originally pulled by a draft horse. The horse has now been replaced by a Plymouth Locomotive Works 5-ton diesel-hydraulic locomotive.

The car barn and associated trackage is not open to the public, in part because a portion of that track is not certified for public use. The track can, however, be used by SPCRR members.

*Continued on page 19*

Therefore the fare of \$14 for this event, which requires a minimum of 18 attendees to cover the operating cost of the locomotive, includes a six month membership in the SPCRR. Participants will receive the SPCRR bi-monthly newsletter for that time.

Wear clothing and shoes suitable for walking on dirt and ballast, and don't forget your camera.

### PRESIDENT'S RECEPTION

Join PCR's officers and your friends on Thursday evening for the President's Reception at Yard House, 2005 Diamond Blvd, Concord - Rear Patio from 6:00 pm to 7:45 pm. This is an extra-fare item. Tickets are \$20 per person and include one beer, glass of wine or soft drink and up to five servings of pizza, sliders, or other appetizers. There's a strict limit of 75 persons, and advance ticket purchase is required. Tickets will not be available at the door. Cash bar and food menu is available for extras.

Purchase tickets via the Company Store page, or if you have not yet registered sign up as part of your registration. The fellowship of others attending the convention makes this event great for first-time convention registrants as well as old timers.

### LAYOUTS

So far we have nine layouts committed for visits with more on the way. While some of the committed layouts are ones that have been open previously, they definitely justify additional visits. Others are layouts open for the first time at a PCR convention this year. Three of those layouts are Wayne Floyd's, Pete Birdsong's Fernwood Lumber Company Railroad and Al Malick's Seaport Belt Railroad.

Wayne Floyd's layout is 16 X 20 feet incorporating three railroads, the Southern Pacific, the Davis Lumber Company Railroad and a short line railroad. The layout is set in the early 1950's, uses both steam and diesel locomotives and has fully completed scenery. Links to Wayne's railroad on you-tube can be found on the convention website.



Pete Birdsong's Fernwood Lumber Company Railroad occupies 12 x 24 feet of space in one side of a two car garage. The layout is set in Southern Mis-

issippi around 1910 and was inspired by the actual railroad of the same name, era and location. Pete's layout features trains hauling logs from camp through an intermediate town named Magnolia to the lumber mill at Fernwood. All track is hand laid and many of the cars and buildings are scratch built, as are the Southern Yellow Long Leaf Pines that populate the logging camp.

Al Malick's Seaport Belt Railroad is a 19 x 8 foot layout with a lot of activity and industry packed into it. In addition to a dock complete with a scratch built car ferry, Al's



layout includes a refinery, lumber mill, logging camp and extensive industrial switching in the local town. Industries switched include Libby's Frozen Food, wine and seafood distributors and an ice plant. There is also a Railroad Museum with an excursion train.



If you are interested in opening your layout during the convention but have not been contacted, please contact layout tours chair Brian Booth at [CTC2020layouts@pcrnmra.org](mailto:CTC2020layouts@pcrnmra.org).

### CLINICS

We will have three formats at the convention; the traditional hour long sessions every day, mini clinics on Friday evening and a hands-on clinic for an extra fare on Saturday. Like with layouts, the clinic program is still in development, but here are a few highlights of commitments so far.

In the hands on clinic on Saturday Scott Forrest will present his technique to model Ultra-Realistic Surf from start to finish.

*Continued on page 20*

You have to do it yourself to believe how easy it is. In this clinic and you will be given a mini-diorama on which you will model realistic surf, crashing waves, and white water. This technique is applicable to river white water too. It's fast, cheap, easy, and produces results as good as or better than any other technique we have ever seen. You should bring your favorite pair of tweezers (optional), but all other materials and tools are provided. Cost to attend this clinic is \$5 and pre-registration via the Company Store page is required as seating is limited to fifteen attendees.



The Friday evening mini-clinics will include two repeats from a recent Coast Division meet. Jesse Walden will present Easy Background Trees and Earl Girbovan will talk about Dirt, Weeds and Disrepair. The other slots are still open.

The full hour clinics include presenters Paul Deis, Chip Meriam, Tony Thompson, Convention Chairman Chris Palermo and MMR's Giuseppe Aymar and Jack Burgess. Two other presenters, Wayne Floyd and Ray Davis will do demonstrations in the hotel ballroom in addition to their clinic. Wayne will be talking about his use of NCE's Mini-panel and Ray about his use of a Cricut machine.

If you are interested in presenting a clinic contact Richard Brennan at [ctc2020clinics@pcnmra.org](mailto:ctc2020clinics@pcnmra.org).

#### BANQUET ROOM

The hotel's banquet room will be a beehive of activity all week. On Thursday and Friday it will be the home for both an on-site modular O-scale layout as discussed in the last **Branch Line** issue and the PCR model contest. Since those two events will not completely fill the room, prepare for a variety of other activities.

On Thursday and Friday two of our clinic presenters will provide demonstrations of products covered in their clinics. Wayne Floyd will demo NCE's mini-panel. The mini-panel has 30 programmable inputs to enable a user to connect an accessory decoder, locomotives, signals and NCE

Macros into the mini-panel in order to computer control sections of track. Ray Davis will demo his Cricut machine. Cricut is a programmable cutting machine capable of precision cuts in paper, plastic, wood and other materials. Ray will demonstrate how he uses the Cricut's packaged software to lay out walls of structures and then have the Cricut do the work of cutting the door and window openings. Use of a Cricut eliminates the tedium of repetitive cuts and ensures precision of cuts in multiple parts. A schedule of demonstration times will be posted at the convention.

On Thursday there will be a swap meet in a portion of the room. Table cost is \$10 and table rent can be purchased via the Company Store page on the convention website. Table users will have 1 ½ hours before the swap meet to set-up and an hour after to break down. The exact times have not yet been determined.

The activity for the Swap Meet area on Friday is not yet determined.

#### NON-RAIL

The non-rail program has added two clinics to their schedule, both of which could appeal to modelers as well as the non-rail attendees. On Friday afternoon Lisa Gorrell, a certified Genealogist, will present a clinic on getting started in the addictive hobby of researching your ancestors. Convention Chairman Chris Palermo will present "Seasickness Unknown" a discussion of the Pacific Coast Steamship Company and the Dawn of the Alaska Cruise Business". Timing for this clinic is still in limbo.

#### COMPANY STORE

Use the company store on-line to purchase activities or merchandise you did not include with your initial registration, or stop by the physical store at the convention. As a reminder, please note that Convention Shirts are only available for pre-order. The deadline for ordering shirts is March 15, 2020.



**FIND A 2020 CONVENTION REGISTRATION FORM  
ON THE NEXT PAGE**





**CLEAR to the Coast 2020  
PCR NMRA Convention**  
Co-sponsor Western Railway Museum  
Crowne Plaza Concord / Walnut Creek  
45 John Glenn Drive, Concord, CA  
April 30 - May 3, 2020  
Registration Form

**RETURN FORM AND PAYMENT TO:**

Clear to the Coast 2020  
c/o Chris Palermo  
230 Alberta Avenue  
San Carlos, CA 94070

E-mail: [ctc2020registrar@pcrnmra.org](mailto:ctc2020registrar@pcrnmra.org)  
Website: [www.pcrnmra.org/conv2020](http://www.pcrnmra.org/conv2020)

Visit the website to pay with PayPal or credit card

Please Print

Last Name		First Name		Name for Badge	
Address			City		State      Zip Code + 4
Home Phone		E-mail Address			NMRA or WRM #
Registration Type (Please check one) <input type="checkbox"/> PCR/NMRA <input type="checkbox"/> Non-Rail <input type="checkbox"/> WRM				NMRA Region or Club Affiliation	
Available to Volunteer on <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____					
I can help more. Have a Volunteer Coordinator contact me <input type="checkbox"/>					
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____					
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form if more than one)					
Last Name		First Name		Name for Badge	
Registration Type (Please check one) <input type="checkbox"/> PCR <input type="checkbox"/> Non-Rail <input type="checkbox"/> WRM		E-Mail (if Different)			NMRA or WRM #
Available to Volunteer on <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____					
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/>					
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<b>FARES:</b> Please fill in Qty and Form will compute the total					
	Qty	Unit Cost	Total		
Early Bird Registration Pkg. (Registration, banquet, & brkfast) (until 11/30/19; \$150 after)		130.00			
NMRA & WRM Registration ONLY (No banquet, no breakfast)		80.00			
First Timer Pkg. (PCR Members who have not registered for the past 5 conventions)		110.00			
Non-Rail or Spouse Registration (includes non-rail lunch, no banquet or breakfast)		40.00			
NMRA Awards Banquet only		70.00			
PCR Breakfast only		40.00			
Youth Registration (12-18 years or student)		40.00			
Day Fare (Banquet or breakfast not included) <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat		40.00			
Model Ultra-Realistic Surf Clinic Materials Fee		5.00			
Western Railway Museum Tour		45.00			
SPCRR at Ardenwood Tour		14.00			
President's Reception		20.00			
Swap Meet Table (Convention registration required)		10.00			
<b>MERCHANDISE:</b> Prices include 8.75% California sales tax where applicable.					
Convention Polo Shirt <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL		38.00			
Convention Polo Shirt <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL <input type="checkbox"/> 5XL <input type="checkbox"/> 6XL		42.00			
Convention Car ( Sacramento Northern, HO-scale, 40' Boxcar kit by Accurail )		28.00			
Additional Convention Cars ( Must order one car above at full price )		25.00			
Join the NMRA	9 month Rail Pass (allowed one time only)				20.00
	Full NMRA membership				75.00
Payment by <input type="checkbox"/> Check <input type="checkbox"/> Cash    (Use website for credit card or PayPal) Make checks payable to: Pacific Coast Region of the National Model Railroad Association <b>No Refunds After March 30, 2020 (\$5.00 deducted from all refunds)</b>					TOTAL

by Pat La Torres, Manager, PCR Contest Department



## TODAY'S CONTEST WORLD

Welcome to all. This is the first missive from the Pacific Coast Region's new, and short term, Contest Chair. For those that don't know me, I'm Pat LaTorres, a member of

the Coast Division and a past Regional President. I've been entering the modeling contests at our regional conventions (photography and modeling) in one form or another for over twenty years and, with Giuseppe stepping down, I felt the need to step up and keep the program going, and hopefully growing, over the next few years. As an aside, I am also the contest chair for the PCR's 2020 regional convention – Clear to the Coast.

For those that have attended our regional conventions in the past, you know the quality of modeling that appears in the contest room. But what may surprise you is that many of these modelers are no better at what they build than anyone else. They just take the time to present what they've built for the rest of us to enjoy. I just want to take this opportunity to invite you to join in and share your modeling work with the rest of us. To that end, I will take the time to introduce you to the deep dark secrets of the contest room. The first thing is, there are NO secrets involved. Pretty much everything involved is addressed in either our regional contest guidelines (available to all on the PCR's regional website), or in the NMRA's Achievement Program (A.P.) notes in the "Education" section of the NMRA's national website. It's just that many are scared off by the concept of having your modeling work judged by others. The truth is, at least in my case, by entering Divisional, Regional and National contests over the years I have learned so much that has improved my modeling skills.

The first thing to keep in mind is, that while there are First, Second and Third place awards presented, the person that we are most seriously competing with is the modeler in the mirror – ourselves! Have I taken home some placing plaques over the years? Yes, of course. But there have been many more times that I haven't. Every time I've learned something which has made my modeling more enjoyable,

and often easier; even when I haven't placed. The other part of this is that in most cases, I've taken another step along the path of the Achievement Program - another challenge to myself in gaining more skills and improving my abilities.

For those that have never before entered the contests, please keep in mind the regional level has a "Novice" class in every model category. A novice is one who has not earned more than 87 points in a given category (Structure, Rolling Stock, Caboose, etc. (87 ½ pts earns a Merit Award, counting towards the various A.P. certificates), or more than 100 points for ANY model, or earned Best Of Show at a PCR convention contest. There are also categories for both kit built and scratch built models. As for the stories that "the paperwork" required is a major problem, it isn't that much of an issue. There will be people available, both before and during the convention, that will gladly give you a hand. They can also give you pointers on filling out the entry papers to best highlight your models. And if a judged contest just isn't your cup of tea, we also have a popular vote contest and "Show-And-Tell" for those that would just like to show off what they have built. And keep in mind that the model contest is NOT gender specific. All judging is conducted blind, so the judges have no idea as to who entered a given model. In addition to the Novice category, there are two other categories which tend to be under-subscribed. These are the Youth and Teen categories. Youth is for those modelers under thirteen years of age and Teen is for those thirteen years up to seventeen years of age. If you know of any modelers that fit into those two groups, that might be attending the convention, PLEASE encourage them to bring their best models for display and/or entry. Again, we will do all that we can to help them present their models in the best way possible.

While I'm on the subject of judging, even if you don't think of yourself as a great modeler, you are still encouraged to participate as a contest judge. I have learned so much over the years just by working as a judge, even if it's what I shouldn't do in building a model. We would like to have from twelve to eighteen judges to help us at the convention and there will be experienced judges heading each team. You will be working with folks that will give you pointers, yet will value your thoughts and opinions in scoring the models.

*Continued on page 23*

As a trial, there will be one change in how we conduct the judging at the 2020 convention. If there is only a single model entered in any category except the Novice classes, and that model earns fewer than 35 points, we will probably not award a first place award for that category. This is being done to try and encourage modelers to present their best effort, rather than to just enter a category that is unsubscribed only to get an award plaque. Our goal is for modelers to share their best work with our members at the convention.

Again, our goal is to have as many modelers as possible bring and share their work, over a wide range of models. To that end, please feel free to contact me ( duhnerd@pacbell.net ), or your division A.P. Chair for help getting your models finished and ready to share. That includes help getting the paperwork prior to the convention and perhaps demonstrations at a divisional meet before the regional convention. Our desire is for you have a fun and enjoyable experience and we will do everything that we can to help you with that.

At the 2019 regional, we had a couple of members show up with no real idea of what was involved, yet with a little help from those in the contest area, they managed to take a number of first place awards home for some really nice models. This could be you in 2020.

As a final note on new and/or one time activities at the 2020 convention, we are modifying the popular vote and will be including the “Square Foot” diorama challenge. In the past, we have had Popular Vote for Photography, Arts & Crafts and Models. For 2020, we have expanded the Popular Vote Models to include Model-Locomotive; Model-Rolling Stock, Revenue (any rolling stock whose purpose is to make money for its owner); Rolling Stock-Non Revenue (Maintenance of Way, Caboose, Classroom, or other non revenue earning railcar); Structure; Diorama. This means that a steam locomotive model won’t be competing against a large saw mill diorama. The other popular vote category, which is (as of right now) just intended for the 2020 convention is the Square Foot Challenge. This is a diorama built on a twelve inch by twelve inch base that includes a piece of rail. There is no restriction as to scale or overall height, but the display may not extend beyond the twelve by twelve base. There was some real creativity shown at both last March’s Coast Division meet and at the recent National Narrow Gauge Convention in this category and one of these models took second place in the Diorama

– Kit category at last summer’s NMRA National Convention, in Salt Lake City. So let your imagination run wild and take the leap!

To wrap this up, I’ll jump back to the beginning of this article. While I am the contest chair for the 2020 PCR Convention, I also have stepped into the job of PCR Contest Chair for the short term. My goal is to retire from my day job within the next three years and will probably be moving out of the PCR shortly after that. So if anyone reading this would like to consider stepping up to Regional Contest Chair, please let me know. I will do all that I can to help you get your feet on the ground and into a job where you can really contribute to the PCR.

Pat LaTorres



## LAYOUTS WANTED!

The 2020 PCR convention “Clear to the Coast” will be held April 30 – May 3, 2020 in Concord, CA. Layout tours are always a favorite part of our conventions and we are currently looking for layouts for the 2020 convention. We especially need layouts within 25-30 miles of the Concord convention site. Layouts do not have to be completed to be on the tour; layouts under construction can be just as interesting. If you are a layout owner or know of a layout in the area which could be included, please contact Brian Booth at

carcrazy832@yahoo.com or

925-324-2181.

Thanks!



## Achievement Program



In previous issues of the *Branch Line*, we have discussed the various certificates which can be awarded under the NMRA Achievement Program. In this issue, I want to instead discuss the goal of the program which is qualification

as a Master Model Railroader. This honor is awarded after a modeler has met the qualifications for a minimum of seven certificates out of the total of eleven AP certificates. Of the seven certificates, you must have received one from each of four areas:

### Railroad Equipment

- Master Builder - Motive Power
- Master Builder - Cars

### Railroad Scenery

- Master Builder - Structures
- Master Builder - Scenery
- Master Builder - Prototype Models

### Railroad Construction and Operation

- Model Railroad Engineer - Civil
- Model Railroad Engineer - Electrical
- Chief Dispatcher

### Service to the Hobby and NMRA Members

- Association Official
- Association Volunteer
- Model Railroad Author

As can be recognized by this requirement, the goal of the AP program is to encourage modelers to become proficient in many different areas. You must be able to prove (through the awarding of various AP certificates) that you have the ability to build quality scale models, scenery and/or structures, and construct, wire, or operate a layout and also provide service to the hobby.

I have long been an advocate for the AP program because it challenges you to improve your skills and, in the process, get more out of the hobby. Maybe there is an aspect of the hobby that you just don't enjoy, such as electrical wiring of a layout. You can still participate in the hobby. However, if electrical work is a challenge that you want to master, you can use the AP program as a way of confronting that lack of knowledge or expertise and instead learn more about it.

## Achievement Program - Master Model Railroader Qualifications

By Jack Burgess, MMR, Manager, PCR Achievement Department

In the process, you can both improve your skills and complete the requirements for another AP certificate.

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board.



**Improve your modeling with a few sheets of paper.**

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.

Visit [www.nmra.org](http://www.nmra.org). Then improve your skills. And your hobby.

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## Pacific Coast Region SIG Report

by Seth Neumann



We'll be holding the 2020 SIG Meet at the California State Railroad Museum in Sacramento on January 24-26. We'll be following the usual format of Friday tours (CSR back shop) and Friday night no-host welcome dinner at the Old Spaghetti Factory, Saturday clinics and consultation, and Sunday Operations. Please note this is not "OPSIG" OPSIG does not want their name on any event due to liability concerns. Check the PCR master Calendar for more details.

We are in high gear on the Concord 2020 PCR convention and expect to feature a full operating program and lots of Design and Operations content as well as content from some of the electronics groups!

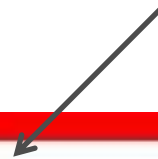
The Layout Design and Operations SIGS are planning full programs at the NMRA National Convention Gateway 2020 July 12-18 in St. Louis, Missouri.

Several Bay Area operators visited the Detroit, Michigan area in October and then the La Mesa Club in San Diego in November. There are many out of town operating meets available. Get in touch with me at [sneumann@pacbell.net](mailto:sneumann@pacbell.net) if you are interested. Also, check the OPSIG's "Dispatchers' Office" for listing of "Open" Ops meets.

Seth Neumann



**IMPORTANT !!!!**



Have you changed your address or other membership information?

Notify Headquarters

Email: [nmrahq@nmra.org](mailto:nmrahq@nmra.org)

Phone: 423-892-2846 (8am—4pm  
ET)



## The Answers Are Out There

By Robert Pethoud

### Panel Line Accent Colors

When I got into this great hobby, back in the early middle ages (mine, not western civilization's), acquiring a new freight car meant many hours of kit construction (cutting, fitting, and gluing wood, styrene, or brass; fabricating and adding details), painting, decaling, and, finally,

if desired, weathering. Today most model freight cars are ready-to-run and most kits (not all, thank you Tichy, Funaro & Camerlengo, and a few others) are essentially "shake-the-box," with most of the construction and all of the painting and lettering already done. However, very few cars come pre-weathered (yet), so one result of the changes of the last few decades is to allow us to focus our creative efforts on giving our model freight cars a realistically rusty, dusty, dirty, and grimy (4 of my favorite dwarves) appearance.

One of the best ways to make the details pop on a scale model is to darken the crevices, such as the joints between boards on double-sheathed and single-sheathed cars and the panel edges on steel cars. In the past, I've used India ink in alcohol, water color, and even sharpened pencils to do this. Now, Tamiya has created a product specifically designed to achieve this effect: Panel Line Accent Colors. Recently I tried this product on an Accurail wood reefer and an old Athearn blue box steel reefer, and this essay is my report on the results.

Here is a complete list of the materials I used for this test:

- Tamiya Panel Line Accent Color (I used black)
- Tamiya X-20 Enamel Paint Thinner
- Cotton swabs

The process is very straightforward and goes like this:

1. Shake the bottle. The enamel is already thinned for brushing.
2. Remove the cap, which contains a brush. I was prepared to use a smaller brush than was provided, but the brush attached to the cap turned out to be just about right. Touch the brush against the inside of the bottle's neck to remove most of the paint.
3. Apply the paint by very lightly touching the tip of the brush into a groove or corner and letting it flow by capillary action. At least for me, even with care a dark

pool of paint around the application point was unavoidable, but no worries—we'll remove it in a few minutes.

4. Let the paint dry for at least a few minutes. Up to an hour is OK, too.
5. Dip a cotton swab into the enamel thinner and use it to scrub off the unwanted dark patches outside the grooves. I found that working the swab perpendicular to the grooves allowed most of the black in them to remain.
6. Repeat steps #3 – 5 if desired, especially in areas where the shadows aren't dark enough.



The results I got are shown in the photo. On each model I applied the accent color only to one half of the car's side. The Accurail wood reefer was brand-new, untouched and unassembled before the application; the Athearn steel reefer had been lightly weathered with very much thinned Floquil paint applied with an airbrush years before this test.

Especially on the simulated wood car, the board surfaces are slightly darkened overall. That works for me, as it makes a good start on a complete weathering job. Our freight cars should not all be weathered the same way, and there are many materials and techniques to continue the process the panel line accent colors started:

- Airbrush thinned acrylics or enamels
- India ink wash
- Acrylic paint wash
- Dry brush with acrylics
- Oil paints
- Pastel chalks
- Pan Pastels
- Colored pencils

Mix it up and make each car unique, just like the prototype. I should note that I actually tried three of Tamiya's panel line accent colors—brown, dark brown, and black—but only the black gave a dark enough contrast to the car side to please me.

Until next time, you may reach me with comments and/or questions at [pethoud@comcast.net](mailto:pethoud@comcast.net)



## Tales of the Santa Cruz Northern

By: Jim Providenza

### DECIMATION

You'd think they were cats. You know, if you see one, there are probably two or three. They appear out of nowhere, it seems. Or maybe rabbits. They can multiply when your



back is turned. They may be even worse than rabbits... Fraternization is a Bad Thing.

I figure that any given time the SCN has about 170 cars 'on the railroad'. And this is at least 15 or so too many. I keep taking them off...

I have a set of 5 storage boxes, hmmm, make that 6 boxes, each of which hold, 8, 9, maybe 10 cars and their waybills / car cards. Let's be conservative. Say 50 cars. I rotate a handful or two of them between op sessions, often, but not always, removing cars from SP Xing interchange or from either the Eastbound Drag or No. 202 the Perishable to accommodate the new arrivals.

I have more than enough cars than I need, and have a time or two sold or given away groups of cars that will find more regular (or even some!) use on other railroads. At this point I purchase 2 or 3 high end freight cars a year. They either fill a gap in the car fleet or will replace an existing car and serve as a benchmark in the constant quest to upgrade the car fleet's overall level of detail. In either case another car is supposed to leave the active roster. Yet, even with this strategy, I end up with way too many cars on the railroad.

Several years ago during an op session a seasoned crew member, assigned to the Eastbound Drag in Santa Cruz, signed the train register and departed. He made it through Zayante and Laurel, and only upon reaching Fallon did we figure out he had taken the wrong train out of staging. I had seen this train moving over the railroad but had not really looked at it. If I had, I would have, maybe, noticed that the consist was not correct for the Drag. The disaster was (eventually) averted and the session progressed, accompanied by some chagrin and much amusement. Afterward I got to thinking. Where were the visual clues that should have stood out immediately? When I was rail fanning the WP in the late 1970's and early 1980's I could almost always tell a train by the cars it had in it.

Going back to my slides and prints I noted that there were signature cars in most of the trains. These were not necessarily cars that fit the Gilbert-Nelson theory of freight car distribution ( See Tony Thompson's blog: <http://modelingthesp.blogspot.com/2012/12/choosing-model-car-fleet-some-numbers.html> for a detailed explanation). Rather they were cars that often appeared in a given train. Sometimes it was a car type. 60 and 89 foot auto parts cars meant the Ford Fast. If I saw a train with a predominance of Cascade Green boxcars livened with a few Big Sky Blue or Vermillion boxcars, I was looking at a BN train off the Northern California Extension. I realized it was more a matter of color and car type than a specific class of car. So over a period of several months I hit the local hobby shops and purchased a couple of Pennsy boxcars, a Big Sky Blue boxcar, a UP yellow boxcar with the big 'Automated Railway' map herald. All "visual clue" cars. AND as I added these new cars to the fleet I removed an equal number of cars already in revenue service.



*Continued on page 29*

## Tales of the SCN, ctd.

Fast forward to today. Getting ready for another op session. Since I have gone to a continuous 24 hour fast clock I have had to set up another box to handle one side of the Perishable No's 201 / 202. Just not enough staging tracks (AGAIN!) – this time at Zayante and/or WP Jct., depending on the time of the railroad day. Okay, no worries, we have more than enough cars to make up two trainsets. “Pay no attention to the man behind the curtain.”



So, in this photo there are actually 3 boxes full of cars on the stool in front of Mac St. Yard. You only see two? Trust me on this one, there is a third box at the bottom of the stack on the stool. You will notice that Mac St. Yard is almost full, not a good sign. And if I need one box to hold the cars for the next section of the Perishable, why do I suddenly have 2 extras? I mean, I know I ended up with ‘a few’ cars from Paul Weiss as his 1956 era Central Vermont Railway replaces his late 1960’s Penn Central. But not two boxes worth. Surely not.

There must be some corollary to Murphy’s Law here...

Regardless, even with all those cars in both old and new boxes, Mac St. is a clear indication that freight cars have once again been reproducing when I had my back turned. A yard that choked with cars is in ill health – it cannot function properly. So, time once again for that old Roman legion custom – Decimation! Before I finish prep for the upcoming session I plan to fill two more new boxes, taking roughly 10% of the cars currently on the layout and sending them ‘to Siberia’. And after the session I think it will be time to take all the boxes down and give all the cars a good looking at. I think it will once again be time for a permanent fleet reduction.



## Looking Back

by Dave Connery, MMR, PCR Historian  
Voices – An Interview with Bill Scott

Bill grew up with trains in the house. Bill's dad had a large Lionel layout and Bill shared a couple of photos of the layout showing Bill at a very early age.



Bill's dad had graduated with a degree in Mechanical Engineering and had operated the first gas station in northern Missouri. He had worked on locomotives prior to WWII and was running the Diesel Shop in Kansas City for the Missouri Pacific Railroad at the start of WWII. The army took over the railroads and his dad ended up working on tanks in Oakland.

Whenever Bill's dad came home during his Army years, he always brought some trains back with him. Bill has hundreds of slides his dad took of trains. Bills parents divorced and so through his teen years Bill had no exposure to railroads and model trains.

After marriage, Bill got interested in railroading in the Old West. He became enamored with early 4-4-0s, so he went to a local hobby shop and bought several of these Ameri-

can locomotives and some track. Using a plan from one of the magazines, Bill began building a layout from a 4' X 8' piece of plywood. While this layout never got finished, he did make progress, learned modeling skills from magazines and started buying kits. Bill's interest in Old West trains was boosted by a summer he spent working for his uncle - giving people horseback rides in Virginia City. Their location was adjacent to the V&T #27 and a box car on display there. This led to an interest in the V&T and Bill read all the Beebe and Clegg books. He learned as much as he could about the V&T and it was on this that he based this initial layout. Unfortunately, the small layout did not provide adequate space to include most of the unique features of the V&T, but Bill has photos of V&T scenes since back when he was a kid.

Years ago there was an Iron Horse Model of a 4-4-0 and a 2-6-0 that were generic, but could be detailed to become V&T look-alike locomotives. All the prototype photos were in black and white. Bill knew the boiler covers were done in Russian Iron - but what exactly did it look like? He contacted the director of the NMRA Library asking what Russian Iron looked like. The director sent Bill a package of magazine articles but only descriptions with no color photos. Bill went to the Nevada State Railroad museum and asked the Director, Dick Datin, for help. This was during the PCR Convention in Reno, chaired by Clyde Lippencott. At the time, the Nevada State Railroad Museum was restoring the "Inyo". They were going to use galvanized steel painted to replicate the Russian Iron, which is steel with carbon pounded into it. Bill got a small piece of the original boiler cover from the "Inyo".

One day Bill heard about the Fresno Model Railroad Club that was then interested in building a layout in an SP Depot that was being moved to Selma, CA. The club talked to the people in Selma and got approval to build a layout in the upstairs space, above the ground floor that was planned for a museum. They removed several of the existing walls built with very seasoned wood and square nails. During this renovation, they even had a piece of roof fall in on their heads.

## Looking Back



*Continued on page 31*

## Looking Back ct'd.

It was here that Bill first met Bob and Sylvia Pethoud.

During this time, a member of the PCR came to Fresno and asked the club to put on a future convention. Bill and others attended the 1983 San Jose Convention (the last joint convention with the Pacific Southwest Region) and asked the Board what sponsoring the convention would entail. In those days conventions regularly drew 600 people. Bill knew someone at the Fresno Convention Bureau so he became the Convention Chairman. Bob Pethoud suggested building the convention theme around the 50th anniversary of the Daylight's inauguration, so it became the Daylight '85 Convention. They contacted the people in Portland who owned the 4449, which was painted back into Daylight colors after its time with the Freedom train. The team running the 4449 attended the Fresno Convention and talked to attendees about what it took to maintain and operate the large steam locomotive.



**Bill's Early Introduction To Garden Railways**

In 1989, the PCR Convention was again held in Fresno. Chuck Harmon was Chairman and Bill was the Assistant Chair. The theme was the Valley Flyer – based on the 50th anniversary of the introduction of Santa Fe's name train that was put into service to bring people from the San Joaquin Valley to the 1939 San Francisco World's Fair. Bill has used "valleyflyer" in his e-mail address ever since 1989.

Following the convention, Jack Wall was running for PCR President and asked Bill if he would run for Vice-president, which he did. Bill served as Vice-president for two two-year terms and then was elected PCR President for an additional four years. In those days the PCR President was also an NMRA Trustee so Bill also attended the NMRA board of Trustees meetings representing PCR. It was during this period he attended the NMRA Convention in Denver and thus first became eligible to be a HOBO. Attending the

NMRA Conventions in various parts of the country was a fun vacation for Bill's family – who would have a chance to see new places while Bill attended the meetings.

Bill was interested in photography. At the time, everyone was using 8" X 10" photos in the contest but if you used the full-frame, it was 8" X 12". Bill suggested a change in size to allow from 5" X 7" up to 8" X 12". This was one of the first things Bill did with contests and was the beginning of his involvement in our PCR Contests. When he first got involved with contests Gus Pasternak was the PCR Contest Chair- and Gus was a real "Grumpy". You had to toe the line to enter a model or photo into the contest. Bill's wife, Rita liked "Tinker Bell" and she has Tinker Bell decorations all around the house. While at Disneyland, she encouraged Bill to pick up some "Grumpy" memorabilia and that got Bill started. He has a collection of "grumpy" shirts. At one time Disneyland was making and selling custom nametags. These were identical to the nametags the employees wore but were in a different color. Bill got a "Grumpy" nametag cut. Duane Coates was the Head Hobo and he suggested all Hobo's adopt a nickname, much like Hobo's of the past did. Duane and Doug Wagner both wanted to be called "Grumpy" but Bill wears his shirts and nametag to our conventions to enforce his use of the "Grumpy" nickname.

Bill's favorite aspect of the hobby is the history of the V&T and its passenger trains. Another very interesting topic is the transcontinental railroad which was completed in 1869, a story of the biggest engineering feat of its time. Others had built railroads from one town to the next town but in building the transcontinental railroad there was no "next town". They built from Ogden to Sacramento with only Salt Lake City in-between. This was a tremendous effort with no customers at the time, but it made the Texas Longhorn a viable meat source. All that inhabited the area they passed through were cowboys and Indians, and they disappeared within 20 years. The railroad both made the Old West accessible and destroyed it. It is amazing to think that in exactly 100 years from the completion of the transcontinental railroad we put a man on the moon! Fred Harvey brought respectable women to the American West and provided western travelers with good food and lodging. Practically everything west of the Mississippi developed because the railroad put it there. It only took a few more years for four more transcontinental routes to be built.

When it comes to conventions Bill enjoys contests and tours, and the clinics he enjoys most are those that show new ways to do things. In Bakersfield Bill was introduced to Sketch-up, which allows extremely detailed parts to be created and 3-D printed.

*Continued on page 32*

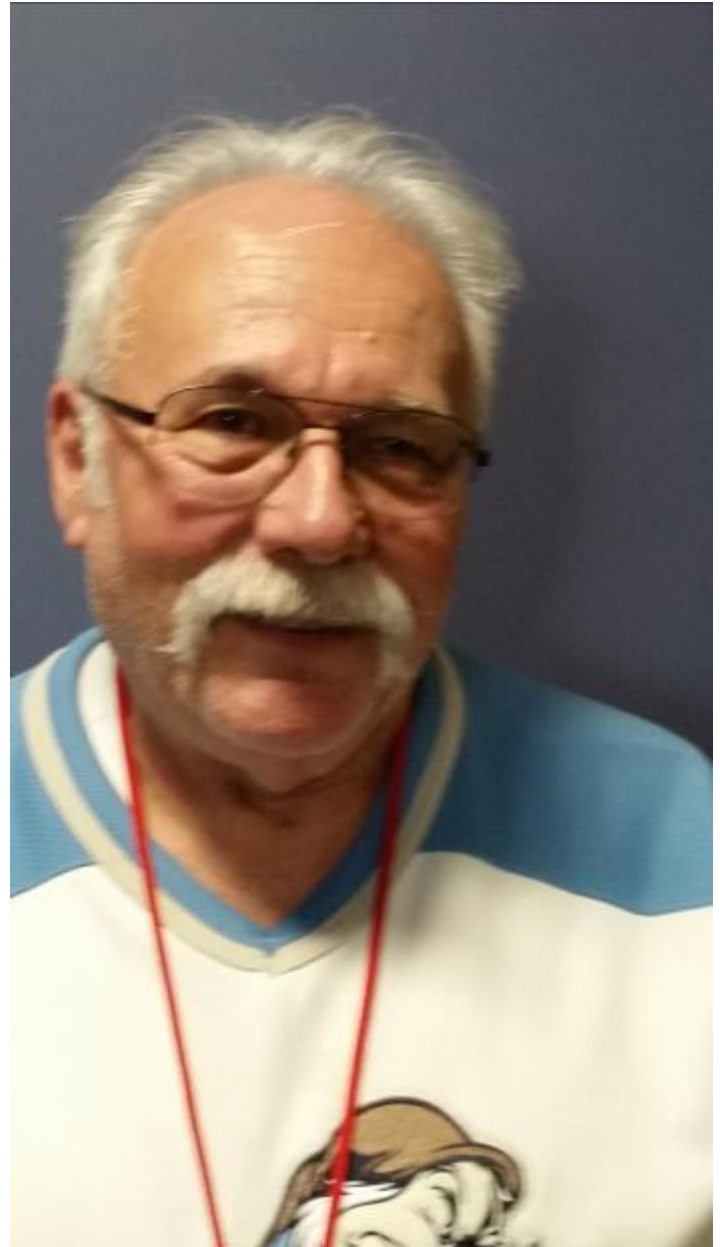
## Looking Back ct'd.

Bill especially remembers Bob Clark's clinics on the variety of passenger cars and their subtle differences - even though often looking very similar from a distance. Bill was on the NMRA Board when DCC was first standardized and it has continued to grow in capability and popularity. Discovering new restaurants is also another aspect of conventions that Bill finds fun.

Bill has been making the Member of the Year and President's Awards for several decades. He went to San Diego to a convention in 1985 and saw that they used a very nice photo with an identifying tag. Bill proposed a matted and framed picture and the Board asked Bill to produce them. Mike Kotowski donates the artwork and Bill mats, frames and makes the name tags for the frame.

Bill spends a lot of his convention time in the contest area and has seen some interesting entries. One modeler took a Bachmann plastic water tower and painted and weathered it into what appeared to be a highly detailed craftsman model. Another modeler produced a beautiful Santa Fe ABBA unit that was just some Athearn blue-box locomotives that were detailed and painted to perfection. There have been some outstanding models from the likes of Jack Burgess and Jim Tangney. When Bill took over as Contest Chair from Dan Smith, he inherited a box full of all the accumulated years of paper work that could be used to substantiate a modeler's accomplishments for the Achievement Program. These were all just stored in the box completely unorganized. You would never be able to find a specific model's record. Bill asked computer gurus what could be used to hold all this information and they suggested Microsoft Access. It was selling for over \$300 but Bill was able to obtain a used copy. He found it to be very complex and cumbersome. He used it for several years and then Carol Alexander developed an Access program that, over several years of improvements, has proven robust enough to do everything that was needed. Now you can pull up information on models by modeler's name, category, year, etc.

Bill has had a powerful and lasting impact on PCR and our history. He has been recognized in the past, being named the Daylight Member of the Year in 1996. He received the PCR Presidents Award in 2002 and, in 1998, Bill was awarded the prestigious John Allen Award for his service and willingness to help others in the hobby, emulating the renowned John Allen – the Wizard of Monterey.



Bill "Grumpy" Scott







## BRAD LLOYD

### A Remembrance by Dave Connery

In September, we lost a long time member and supporter of Coast Division. Brad Lloyd passed away of natural causes in his bed at his home. He was 79. Brad was one of those people who was always smiling and always finding new and exciting ways to make life special.

Brad loved people and was active in the NMRA at Division and Regional levels, as well as an attendee at a number of NMRA National Conventions. He was a past member of the Tri-Valley club in Fremont. He was a member of two round-robin modeling groups, was one of the founding members of the Yosemite Short Line portable layout and worked on several other layouts where he helped their owners primarily with scenery, which was his specialty. Brad served as Coast Division Superintendent on two different occasions, once for two terms from 1991 to 1994, and then later on for a single term stint in 1997-1998.

Brad loved both model and prototype railroads; his favorite was the Denver and Rio Grande – where he worked as a freight agent helper one summer in Alamosa while in college. His love for Denver carried over to his favorite Denver Bronco football team.

Brad never had enough tools and his garage was chuck full from the back door to the overhead front door – with barely room to slip through! **Brad really loved cookies** – a plate of cookies and a modeling project were all that Brad needed to make an afternoon complete.

Brad enjoyed a good joke, especially if it was at his expense. For a time Brad was on a kick trying to rid the world of “slotted-screws”, replacing them with Phillips-heads. One December he had gone through all his bits and pieces and found every slotted screw in his garage. He put them in a large freezer bag and brought them to the December Coast Auction. Sitting near the front row, he was so pleased with himself that he had not only ridded himself of all those slotted screws, but was even able to sell them in the auction. Brad did not see that at the back of the room his good friend, Jim Long, had won the bidding for those screws. A few weeks later, at our round-robin group Christmas party, Brad had a large, heavy, well wrapped gift. Jim had drawn Brad’s name in the gift exchange and when Brad eagerly opened his Christmas gift, there was that large bag of slotted screws. He got a great laugh from that.

We will miss his leadership, friendship and wonderful humor. Happy trails, old friend.



*Continued on page 34*

## Coast Division ct'd.

With Russ Clover's recent passing, and given his long participation in the Coast Division, a special 'Russ Clover Memorial' contest has been proposed for the December meet. The non-judged, popular vote category will include any railroad item in any scale, lettered with Clover House dry transfers. Contest results will appear in the April edition of the *Branch Line*.



Models With Clover House Lettering By Jim Eckman & Steve Wesolowski

Next Coast Division Meet: March 99, 2020 - Elks Lodge, Alameda. CA



## Contest Entries From The September Meet



Virginia & Truckee #26 - Craig Matoza Model



Skookum Double Header - Stanley Keiser Photo



CN Snowplow - Craig Matoza Model



Skookum At RR Crossing - Stanley Keiser Photo



Pickering Shay #12 - Pat LaTorres Photo



By Steve Skold



Long time PCR Contest Chairman, Giuseppe Aymar, has been nominated to be RED's next Director. Our November meeting featured our usual Show and Tell. This included scratch building with Hydrocal, modeling structures, rolling stock, scratch building turnouts, prototype trip reports, Sonoma Short Line modular group update, car research, building vertical staging, and a request for help building a camera car. There were 14 presentations in all.

Gus Campagna, with help from Al Merkrebs, did a clinic on installing a plug and play DCC decoder.

They used a Proto 2000 SD9 model. After finishing, he ran the loco on a test track to demonstrate it actually worked. We then cleaned up Monroe Hall and adjourned to Ed Merrin's layout to run trains.

Our next meeting will be February 15<sup>th</sup> at Monroe Hall. The program will include a brief business meeting, Show and Tell, and a presentation by Terry Strom and Ken Brody. They will make four short presentations. 1) Getting started with Garden Railroads, 2) Track power, 3) Gardening with miniature plants, and 4) Garden Railroad Photography. Terry Strom is the founder of the Redwood Empire Garden Railway Society and Ken Brody is the current President.

I hope everyone has a Merry Christmas and Happy New Year.



November Meet at Monroe Hall



Gus Campagna Installs A Decoder



Ed Merrin's Northwestern Pacific  
Petaluma



Ed Merrin's Northwestern Pacific  
Santa Rosa



Ron Kaiser's Roundhouse



Dave Ulmer's Welding Shop



## Daylight Division



Instead of an actual meeting during October, many of our coastal members were leaders and participants in the Central Coast Rail Festival; opening their layouts, volunteering and exhibiting at the SLO railroad Museum, the Oceano Depot, and a number of other venues. (see story on page 40) We had our switching puzzle (the old John Allen Timesaver) operating at the San Luis Museum, and thanks to Dennis Stokely of the Coast Division, we were able to put up the display advertising our 2020 PCR Convention.

The Timesaver turned out to be quite a draw, especially since we let the youngsters actually operate. Needless to say, we busted a lot of couplers and actually wore out two locomotives in the 6 hours we operated. The kids' parents were delighted that their children had the chance to do something "hands on" since they were surrounded by "no touch" displays and memorabilia.



Neil Fernbaugh With A Junior Engineer

Bob Chaparro put together a grand layout tour stretching from near Santa Barbara to Paso Robles. Among many others, Bill Obermeyer, Paul Deis, and Andrew Merriam all opened their layout for the Festival (photos next page).

As a special treat for NMRA members only, Karl Kvilvang and Anita (from Central Coast Trains) opened up their home and layouts for visitors. Many old timers will remem-

## Daylight Division Report

by Neil Fernbaugh

ber Karl's narrow gauge layout from previous tours, but his new Western Pacific layout is truly monumental. He and his small crew have done in a couple of years what others of us might take a decade to do.

When we were visiting Karl's layout, it was a delight to run into Bill Baldwin, one of our Division's longtime members. Many of you might remember Bill from the many years he spent helping out at Anita's Central Coast Trains. It was also pleasure to see so many PCR members from the Bay area make the drive and spend the time to come on down to the central coast.

Switching to a completely different track, I hope that many of you were able to make the trek to Fresno for the December 14th Open House Layout Tours. Special thanks to Chuck, John, Bob, and many others who make the event an annual one. I have yet to find a place and time for our January/February meeting, and I'm hoping someone in the Fresno group will volunteer to help out.

Our next meet should include the election of officers. We've got a great set of officers, thanks to Chuck Harmon, John Houlihan, Bob Pethoud, Doug Wagner, Dave Grenier and Mike O'Brien, but it's time for me "to go beans" for awhile. I've been stuck on a siding for many months now. We had to tear our 100 year old farmhouse literally down to its dirt floors, and between some strange health issues, work, and commitments to other projects and organizations, I haven't had time to keep up with the division - let alone work on my layout.

So, we need a new Superintendent and a new Director. I'd like to urge new folks and folks from the coast to step up. We really do need folks from the coastal part of our division to join in the leadership. It is hard to coordinate all our events without leaders on the coast. I intend to remain active and certainly will lend a hand to whoever steps up, but it's hard for me to predict from week to week what I can commit to.

Please contact any one of us leaders if you would like to join a great crew in running the Division. I have had the pleasure of meeting, operating with, and learning from great modelers from all over the state and many parts of the country while serving the Division. It's been a great experience, and I expect to volunteer again in future years.

Thanks so much for all the support and encouragement

Neil

*Continued on page 37*

**Daylight Division ct'd.**



**Bill Obermeyer's "Obermeyer Ranch Railroad" Blends SP And Santa Fe Scenes From The High Sierra Through The Desert And Southern California.**



**Paul Deis Used New London Industries Stencils To Create The Backdrop On His SP "Santa Margarita Sub."**



**While Most Of Andrew Merriam's Pacific Coast Layout Features Scenes From The Central Coast, It Terminates At The Port Of Los Angeles In San Pedro.**



**Andrew Merriam's Layout Features A Number Of Award Winning Structures Including The Freight House At San Luis Obispo.**



**Portola Is One Of Many Scenes Along Karl Kvilvang's Western Pacific's Feather River Route.**





**Sierra Division Report**  
by Chip Meriam

**Saturday October 12 Was A Busy Day** for the members of the Sierra Division. We started the day with a three-part field trip. The first stop was Mike Hamlin's home in rural Orland where we gathered around a large scale railroad built up in a raised planter in the middle of Mike's circular driveway.

Mike welcomed the group to his indoor HO scale layout. It is obvious that one of Mike's favorite aspects of the hobby is structure building.



**Large Scale Action In Mike Hamlin's Driveway**  
*Photo: Chip Meriam*



**Downtown Details**  
*Photo: Jim Collins*

Mike brings his scenes to life with carefully selected and placed details. What's really impressive is Mike's use of building and street lighting for night scenes.



**Mike's Small Town At Night**  
*Photo: Jim Collins*

The next stops were two homes in the same Chico neighborhood. Each was able to accommodate about half of us at a time. The layout visit was to Chip Meriam's WP&SP Somewhere In Northern California, a name loosely derived from the two railroads that served Chico. Now running through Chico is the Union Pacific on former Southern Pacific tracks. The Western Pacific's presence in Chico was through the Sacramento Northern, a WP subsidiary. The SN right-of-way is now a bike and pedestrian path.

**WP U Boat Trundles A Local Past  
Lorriton Bulk Petroleum at Lorriton  
On The WP&SP Somewhere In  
Northern California**

*Photo: Jim Collins*



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## Sierra Division, ct'd.



**A Portion Of Loren Dunlap's Memorabilia Collection**  
*Photo: Loren Dunlap*

The other stop in Chico was Loren Dunlap's Western Pacific memorabilia collection. In addition to being a collector, Loren is one of the local WP experts and historians. Loren offered his clinic, "**Last Call To Dinner, WP's dining car service ware**", at the PCR Diamond Rails Forever Convention in May 2019. And Loren gracefully agreed to put on a clinic for this Sierra Division meet, "**How Do You Remember The WP?**"

After the field trip stops had been made, everyone met at Roundtable Pizza for lunch and the afternoon meeting.

Once the Sierra Division business was finished, we were treated to a presentation by Loren Dunlap, a Western Pacific memorabilia collector and historian. Loren presented a slide show with over 200 images of various WP items. Loren's specialty is dining car service ware, but his eclectic collection of memorabilia and his knowledge of all of it surpass a single subject by many mile posts. Our tremendous thanks to Loren for investing his time with us - hosting us in the morning, and educating us in the afternoon.

The next Sierra Division Meet will be February 8, 2020 in Sacramento. The Sacramento Model Railroad Historical Society (SMRHS) will be hosting us for an OP session beginning at 9:30 AM. As in the past, there will be a lunch barbecue for a nominal price. The designated "griller" is usually Steve Folino, who does a wonderful job with dogs and burgers. The meet will be at the First Christian Church on Folsom Blvd.



**Loren Dunlap On The Finer Points of WP Memorabilia Collecting**  
*Photo: Lorri Meriam*





**In Early October**, many members of the Daylight Division participated in the Central Coast Railroad Festival in San Luis Obispo and Northern Santa Barbara Counties (*See story in the Oct-Nov-Dec 2019 Branch Line*). Next year's festival is scheduled for October 2 - 4, 2020. Here is a sampling of what was available for this year:

The **Paul Deis** - This HO scale layout is based on the Santa Margarita Subdivision of the Southern Pacific Coast Line as it was in 1949. The focal point of the railroad is San Luis Obispo. San Luis Obispo was a Division Point, Crew Change Point and Helper District with a classification yard and engine facilities. The SP handled general freight and blocks of sugar beets, fruits and vegetables. The Coast Mail, a first class overnight freight train and six first class passenger trains operated daily.

The layout is 22 feet x 17 feet with a double deck walk-around design. Track is hand laid Code 83 and 70 rail with 30-inch minimum radius curves. Control is NCE DCC. Locomotives feature sound.



Photo: Bob Chaparro

Operations are by timetable and train orders supported by four cycle waybills and car cards. A Train Order Board, whistles and hand signals are used for communications. The emphasis is getting over the road and simulating prototypical operating practices. Up to seven people can be employed during a full operating session, which typically lasts four hours.

**Anthony Harris** - This N scale layout is four feet by seven feet with about seventy-five feet of track. He is modeling the rolling hills of Central California and running modern equipment. The track plan is a continuous loop in a fairly complex design, typically with one train in operation at a time. There is a lot of hidden track, a grade for the cross-over, tunnels, retaining wall, lake with boats and two bridges.



Photo: Bob Chaparro

The layout is fully scened with abundant vegetation. This layout efficiently packs a lot of running into a small space.

Here is a video link: <https://www.youtube.com/watch?v=wzk0gwRojPE>

Anthony also will display a 3 foot x 5 foot Z scale layout. This has two tracks running, four bridges and lots of interesting elevation changes. There is no scenery as yet.

Here is a video link to that layout: <https://www.youtube.com/watch?v=0bSCXgofHeQ&feature=youtu.be>

**Karl Kvilvang** - This HO scale 24 foot x 49 foot layout represents the Western Pacific's Feather River Route. It includes the town of Portola, the famous Keddie Wye and the town of Quincy. Eventually it will include all of the major bridges on this route as more detail is added. The HOn3 layout is based loosely on Colorado. Note that this railroad is only open to members of Model Railroads of Southern California, their guests and NMRA members.



Photo: Bob Chaparro

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**Andrew Merriam** – This model railroad is based upon the Southern Pacific's Coast Line in the early 1950s when both steam and black widow diesel plied the rails. The area modeled covers Santa Margarita to Guadalupe including the Cuesta Grade horseshoe curve and the Stenner Creek Trestle. One branch line includes the Santa Maria Valley to the Betteravia sugar beet refinery. A second branch includes the award-winning double track 1912 Bascule Bridge to the port of San Pedro. The main-



Photo: Bob Chaparro

line totals about 340 feet with super elevated curves and hand-laid track where visible. Digitrax DCC is used to control sound equipped locomotives. Scenery is about eighty-five percent complete. Operations include yard switching, several peddler freights, four through freights and six through passenger trains. Scenic highlights include the Stenner Creek Trestle (74 inches long) and Horseshoe Curve, Serrano to Cuesta Summit, San Luis Obispo Freight House and passenger Depot, Oceano and Guadalupe and the six foot long bascule bridge module to the Port of Los Angeles at San Pedro.

**Bill Obermeyer** – This HO scale railroad in Atascadero, CA, blends Southern Pacific and Santa Fe operations in the mid-1950s, plus a little before and a little after. Motive power consists of Southern Pacific Black Widow diesels and Cab Forwards and Santa Fe steam and zebra-striped diesels.

The layout is in a separately room on Bill's horse ranch that is 24 feet x 17 feet. The layout is a dog bone design that drops down to two levels. The top section starts at a High Sierra lumber mill scene with three reverse, staging, passing loops and then goes through bridges to reach Glendale, California. The line then descends down to a dessert section that resembles Monument Valley, Arizona with passing sidings in between. After going through the dessert it emerges onto a bottom level and makes it way to the bottom three reversing loops that feature a wharf scene where lumber can be off-loaded to ocean going ships.

Minimum radius is thirty-two inches and all track is Micro Engineering Code 83. Except for two curved Walters turnouts all are Micro Engineering Number 7s. The layout is DCC powered with NCE controls. The room's backdrop features twelve long sections from Backdrop Warehouse that, with some difficulty, all match and blend together over a span of sixty feet.

The layout was constructed by Bill with one exception: Fellow local NMRA member Rick Fulkerson was a tremendous help with his vast knowledge of electronics and he made custom control boards for automatic turnout controls on the six reverse loops. Without Rick's help this would have never been done!

Layout is approximately seventy percent complete.

**Orange County 'N' Gineers** – This N scale club was started in 1974, a year after N-TRAK was formed. As with N-TRAK, the club promotes model railroading by modeling model a complete scenes in N scale. The clubs sets-ups and assembles modular layout sections to form large operating layouts at public shows, mainly in Southern California.

In 1995 the club had grown to the point were it could not provide running time for all the members at the shows and the nature of what different members wanted the club to operate had changed, Thus was born the N-Trak Express club. Now both clubs can be seen at many of the local train shows. The original club has continued to grow and change as new members and modules are added to the group. Website: <http://www.ocengineers.com/>



Photo: Bob Chaparro



Photo: Bob Chaparro

*Continued on page 42*

**Jeff Parker/Central Valley Model Works** – This layout was built by the late Jack Parker, owner of Central Valley Model Works. It is now operated by his son, Jeff, and Jeff's wife, Heather. It represents the Northern Pacific in Montana in the era from the early 1940s to the early 1960s. The often photographed scenes depict Logan, Montana. While considerable "artistic license" has been taken with the actual arrangement of Logan, the layout allows the simulation of the actual operation of



Northern Pacific trains going to and from St. Paul and Tacoma. The layout room is a generous 17' x 50' plus an extra eight-foot extension on the east end for return loops. The track is, of course, Central Valley CVT. That product was designed and developed for and then used on this layout. Jack's good friend and fellow N.P. model railroader David Coster helped design the layout and also did all of the wiring. The layout features a great roster of detailed brass steam locomotives and these all are tuned and weighted to pull scale length trains. Brief tours of the Central Valley Model Works facility will be given as time permits.

Photo website: [http://www.cvmw.com/imagecvmw/color\\_photos/index.htm](http://www.cvmw.com/imagecvmw/color_photos/index.htm) Central Valley website: <http://www.cvmw.com/>

**San Luis Obispo Railroad Museum** – Operating on the site of the restored 1894 Southern Pacific Freight Depot, the San Luis Obispo Railroad Museum is preserving the railroad history of California and the Central Coast by collecting, restoring, displaying and operating historic railroad equipment.

The Central Coast Model Railroad occupies a 1,500 square foot space in the Museum. The goal is to portray the railroad history of the California Central Coast in miniature and operating scale trains in their historic context.

In concept the HO scale model represents various aspects of railroad life in San Luis Obispo and northern Santa Barbara counties including the geographical area, industries served, and train operations of the various railroads located there. A double deck peninsula layout is utilized with realistic miniature recreations of up to sixteen historic local railroad scenes along the Central Coast. Major features include the Pacific Coast Railway pier at Avila, the town of San Luis Obispo as a railroad division point incorporating the roundhouse, water tanks the station and adjacent historic buildings, the Stenner Creek trestle and famous horseshoe curve.

Operationally there are full-length Southern Pacific passenger trains including the colorful and renowned streamlined Daylight, the Lark and mail trains. Freight trains carry local produce, lumber, beets, oil and general merchandise. A maintenance of way trains also is included. The model mainline will be over five hundred feet long. Trains incorporate sound and radio control operations to present a realistic presentation of railroad-ing along the Central Coast.



Currently the Pacific Coast Railway HOn3 model railroad includes Avila Beach and the Port Harford Pier areas. The major elements include Harford Pier (nearly 16 feet in length), a four-foot high painted backdrop of the harbor area and the town of Avila Beach in the early 1930s, including the award-winning wood truss bridge over San Luis Obispo Creek as featured on the cover of the September 2012 issue of Railroad Model Craftsman.

The Southern Pacific Coast Line in HO scale is a two-level layout that will ultimately have a mainline run of over five hundred lineal feet. Two hundred and forty feet of the lower level are now in operation. The Surf Depot area and the bridge crossing the Santa Ynez River are complete. The Stenner Creek Trestle (eight actual feet in length) is built and being installed. Track is laid for the San Luis Obispo yard, which is eight tracks wide and thirty feet in length. Many of the historic structures are in place. Where possible all scenes modeled are based upon actual Southern Pacific track plans and 1950s era photographs.

Website: <http://www.slorm.com/>

*Continued on page 43*

**Geoff Clinton** – This is an elevated garden railroad with 100-plus feet of mainline, ten to twelve-foot radius curves, and a yard/ steam-up area. There will be live steam locos both running and on display. Geoff runs both narrow gauge and standard gauge live steam and is currently in the process of building a large expansion to the railroad. You can view video of the Railway at the following Link: <http://www.youtube.com/watch?v=H1U5EhMPoN8&feature=share&list=UUmqXEwSwzZIVGkH2scKfHf>



**Kyle Dodds** - Kyle models a 1920s short line railroad. His garden railroad occupies a 35 foot x 45 foot area with a 250-foot mainline and another 100 feet of sidings and yards. There are some industry areas to provide for switching and "railroad operations". There are around sixty feet of wooden trestles and the track loops over itself to gain elevation. All of the trestles and retaining walls were scratch built in Kyle's wood shop. Currently there are no structures. He is converting the railroad to DCC.



While there are definite areas that are very railroad focused, the ultimate goal was to have the railroad work its way through his yard and garden to enjoy having the train run while relaxing in the yard. There are several fruit trees, some of which were planted by his great grandfather in the 1940s.

**Mark Edwards** - Mark & Michelle Edwards' garden railway is a work in progress. This garden railroad covers 2,300 square feet. The total mainline is 365 feet with the Perimeter Loop comprising 275 feet of that.

The inspiration for their garden railway is the "Happiest Place On Earth." Not the one you may visit today, but one you knew growing up – or might have known, if plans had developed as intended. Highlights will include a typical American Main Street flanked by Liberty Street, a journey around Cascade Peak through Nature's Wonderland and Rainbow Caverns, and a showcase of future transportation alternatives, including People Mover and Monorail systems. The entire site is encircled by passenger and freight steam trains on a "grand circle tour" climbing through Horse Shoe Curve over the Cuesta Grade, clinging along Carrizo Gorge, passing in the shadows of Dos Cabezas rocks, precariously traversing Goat Canyon trestle, and descending over the falls feeding the Rivers of America before returning to the Main Street Station. Locomotives and rolling stock collected from Denver and Rio Grande Western still operate under that historic herald on this tourist destination line.



As most projects of this scope, the Cascade Peak & Buena Vista Railway will never truly be finished, but the Main Street Trolley, perimeter loop, and new Mine Train are now complete and operating. Placeholders exist so visitors may visualize future additions.

**Mark & Lori Hays** - This garden railroad measures 80 feet x 80 feet with 700 feet of track plus sidings on a twenty degree hillside slope. It features three swale-spanning bridges, a covered trestle with three tracks including a seventy-foot long storage track within the "mountainside", a 13 foot x 20 foot lake fed by a waterfall that the train runs behind, a mountain/canyon section, and a large industrial area. Recent additions include painting the lake bed, several town street and park scenarios and dozens of scale figures. An upper track separate from the lower track has been added. It spans a large canyon on a suspension bridge. This track currently runs an analog LGB Amtrak train and approaches the future site of a frozen lake mountain resort.



*Continued on page 44*

**Karl Hovanitz** - The Bitter Creek Western Railroad is a 7.5-inch gauge railroad located on the Nipomo Mesa just outside Arroyo Grande. The railroad includes 1.2 miles (9.6 scale miles) of mainline with many sidings and two rail yards. Facilities include fourteen steaming bays, hydraulic lift and turntable. A 14 x 80 foot car barn, 3 bridges, 3 trestles, and 3 tunnels can be found along the way. Most mainline switches are motorized with spring points. There are six water sources amongst the trees, shrubs and flowers. Note: Tickets must be purchased in advance to visit and ride on this railroad. Tickets are \$15 with a limit of six tickets per purchase. These are available at the San Luis Obispo Railroad Museum at 1940 Santa Barbara Avenue, San Luis Obispo. The Museum is open 10 to 4 every Saturday. A ticket will provide three rides on the beautiful Bitter Creek Western tracks.



Photo: Bob Chaparro

**Will Kastner** - Ancient geology and modern horticulture have determined the shape and features of the Monarch & Sand Railroad. The home sits atop a "stabilized dune," an ancient layer of tumbled, smooth sea sand, lacking true soil or dirt. Any place in the yard not covered with lawn is exactly the texture of your favorite sandy beach. Because there is no firm base for track-laying, Will installed a strong foundation of concrete masonry blocks placed several inches in the sand. These foundation blocks were then topped with concrete masonry cap blocks, ultimately giving a wide and firm, but definitely "unrealistic" base for the actual tracks.



Photo: Bob Chaparro

The railroad conforms to the contours of an already established garden and fence line. The owners liked the attempt at a lawn made by previous owners, as well as some major plants, shrubs, and trees that seemed to be growing well. They designed the M&SRR to disrupt this as little as possible, as well as to provide opportunities for future plantings.

The railroad basically is an "L." The main line, a dog bone about 40 feet by 10 feet, is near the back (west) fence, then from the south end of the main line, the upper branch and the lower branch run about 65 feet along the south fence, culminating in a 53 foot reversing loop. Including two sidings, the entire track available is about 270 feet long.

This track-powered layout is divided into eight electrically-isolated blocks, which include two reversing opportunities, a wye and a loop. Because this is such a young railroad (and has such foundation issues), there are few structures in place. It does feature a fully functional Western-Cullen-Hayes Model 333 crossing bell.

**Walter Wajda** - This garden railroad consists of three separate loops, two of which have reversing capability and two have one siding each. The three loops are interconnected and have access to a "rail yard" and to two separate storage areas: an indoor patio and an outdoor shed. The layout is DCC powered.



Photo: Bob Chaparro



**Now thru January 5, 2020** - Wednesdays through Sundays, 10:00 am to 5:00 pm, plus Mondays & Tuesdays when schools are closed, [San Francisco Bay Area European Train Enthusiasts](#) modular European-themed HO layout, Annual Holiday Display of "The Most Amazing Modular Model Train Layout in the World", Blackhawk Plaza, 3380 Blackhawk Plaza Circle, Danville, CA. [Map](#) • [Video](#)  
Admission \$5.00. Proceeds benefits [The Crayon Initiative](#), a Danville, CA based non-profit that recycles used crayons, molds them into new crayons, and distributes them to children's hospitals across the country.

**December 27, 2019** - 8:00 pm to 10:00 pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

**For more details on these events go to the Calendar at the PCR web site.**

Fares:

- \$3.00 Adults
- \$2.00 Seniors & Children (6-12 yrs)
- Children under 6: FREE

**January 4 & 5, 2020** - 10:00 am to 4:00 pm, [Great Train Show](#), Cal Expo, 1600 Exposition Blvd, Sacramento, CA.

Show Highlights:

2 PACKED BUILDINGS, full of dealers with ALL sizes & Scales!!  
300+ Tables with Exhibitors from across the country!!  
Dealers with everything imaginable for trains & Model Railroad!!  
Engines, Rolling Stock, DVD's, Hats, Scenery Material, Track, Trees, Decals, T-Shirts, Books, Magazines, Tools, Lionel, DCC, Thomas, New, Used, Collectible, Everything Trains!!

Operating Model Railroads in a variety of Sizes & Scales!!

Riding train and bounce houses for Kids!!

Door Prizes!!

and Much More!!

See the [GTE website](#) for advance discount tickets. \$10.00 if purchased at the door, \$9.00 on Sunday. **Good for BOTH DAYS!** Kids under 12 are FREE!

**January 18 – 19, 2020** - 11:00 am to 6:00 pm, Weekend Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults

\$2.00 Seniors & Children (6-12 yrs)

Children under 6: FREE

**January 24, 25, & 26, 2020** – [Bay Area Layout Design & Operations Weekend](#). Sponsored by [Pacific Coast Region-NMRA](#) and [Layout Design SIG](#).

California State Railroad Museum  
125 "I" Street  
Sacramento, CA

The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, or any other SIG membership is NOT required! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts.

See the [website](#) for the latest information! Save the dates!

[TSG video report on 2019's meet](#)

**January 26, 2020** - Carquinez Model Railroad Society. Please visit our HO scale three level 36'x60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California to Sparks, NV through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains, to Sparks, NV. We are open from 10 AM to 4 PM and are located at 645 Loring Ave. in Crockett, CA. Admission is \$5 with children under 16 free when accompanied by an adult. Visit us on-line at [www.cmrstrainclub.org](#). Info: [davetateosian@sbcglobal.net](mailto:davetateosian@sbcglobal.net)

**January 31, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults

\$2.00 Seniors & Children (6-12 yrs)

Children under 6: FREE

**February 8, 2020** 9:30 AM Sierra Division Winter Meet - OP Session at Sacramento Model Railroad Historical Society - 1990 Grand Avenue, Sacramento. Afternoon meeting follows at 1st Christian Church - 3901 Folsom Blvd., Sacramento. Info: [chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

**February 15, 2020** - 11:00 am to 4:00 pm, Redwood Empire Division Winter Meet, Monroe Hall, 1400 West College Ave, Santa Rosa, CA. Map

**February 22 & 23, 2020** - 10:00 am to 4:00 pm, Great Train Show, Santa Clara County Fairgrounds, 344 Tully Rd, San Jose, CA . • Map/Directions

Show Highlights:

The Backyard Railroad Group is featuring an awesome scavenger hunt where Kids (and Adults) can search this huge 40' x 40' G Scale layout for over 50 hidden items. Grab your free checklist (at the layout) and see how many you can find!

250+ Tables with Exhibitors from across the country!!

Dealers with everything imaginable for trains & Model Railroad!!  
Engines, Rolling Stock, DVD's, Hats, Scenery Material, Track, Trees, Decals, T-Shirts, Books, Magazines, Tools, Lionel, DCC, Thomas, New, Used, Collectible, Everything Trains!!

Operating Model Railroads in a variety of Sizes & Scales!!

Riding train and Thomas the Tank Engine bounce houses for Kids!!

Door Prizes!!

and Much More!!

See the [GTE website](#) for advance discount tickets. \$10.00 if purchased at the door, \$9.00 on Sunday. **Good for BOTH DAYS!** Kids under 12 are FREE!

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# Calendar

**February 28, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP  
The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.  
Fares:

\$3.00 Adults  
\$2.00 Seniors & Children (6-12 yrs)  
Children under 6: FREE

**March 7 & 8, 2020** - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA.  
Admission is \$7.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days. Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Contact info: (661) 331-6695; email: carldw@aol.com

**For more details on these events go to the Calendar at the PCR web site.**

**For a list of monthly activities see page 49**

**March 14 - 15, 2020** - Carquinez Model Railroad Society. Please visit our HO scale three level 36'x60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California to Sparks, NV through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains, to Sparks, NV. We are open from 10 AM to 4 PM and are located at 645 Loring Ave. in Crockett, CA. Admission is \$5 with children under 16 free when accompanied by an adult. Visit us on-line at [www.cmrstrainclub.org](http://www.cmrstrainclub.org). Info: [davetateosian@sbcglobal.net](mailto:davetateosian@sbcglobal.net)

**March 14 - 15, 2020** - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888  
The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.  
Fares:  
\$3.00 Adults  
\$2.00 Seniors & Children (6-12 yrs)  
Children under 6: FREE

**March 21 & 22, 2020** - 10:00 am to 4:00 pm, Great Train Show, Alameda County Fairgrounds 4501 Pleasanton Avenue, Pleasanton, CA. • Map/Directions  
Show Highlights:  
The Backyard Railroad Group is featuring an awesome scavenger hunt where Kids (and Adults) can search this huge 40' x 40' G Scale layout for over 50 hidden items. Grab your free checklist (at the layout) and see how many you can find!  
The Alameda Co Central Railroad Society will have their building open with both large (one HO & one O Gauge) fabulous displays running! 2 huge, packed buildings. 300+ Tables with Exhibitors from across the country!!

Dealers with everything imaginable for trains & Model Railroading! Engines, Rolling Stock, DVD's, Hats, Scenery Material, Track, Trees, Decals, T-Shirts, Books, Magazines, Tools, Lionel, DCC, Thomas, New, Used, Collectible, Everything Trains!!  
Operating Model Railroads in a variety of Sizes & Scales!!  
Riding train and Thomas the Tank Engine bounce house for Kids!!  
Door Prizes!!  
and Much More!!  
See the GTE website for advance discount tickets. \$10.00 if purchased at the door, \$9.00 on Sunday. Good for BOTH DAYS! Kids under 12 are FREE!

**March 27, 2020**

**April 24, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.  
Fares:  
\$3.00 Adults  
\$2.00 Seniors & Children (6-12 yrs)  
Children under 6: FREE

**April 30 - May 3, 2020** - Clear to the Coast 2020, Pacific Coast Region Convention, co-sponsored by Western Railway Museum, Crowne Plaza Concord / Walnut Creek, 45 John Glenn Drive, Concord, CA. • MAP  
Take advantage of the special "Early Bird" fare of \$130.00, good until 12/15/19. Starting 12/16/19, full fare is \$150.00.  
The Advance Section is an opportunity to jumpstart your convention experience on Wednesday, April 29, one day before the convention officially begins. Join us for Speeder Rides through Niles Canyon in the morning, then a train ride and an exclusive not-open-to-the-public tour of the SPCRR shops at Ardenwood Farm Historical Park. Layout tours are planned for the evening hours. See the Advance Section webpage for details.

**May 16 - 17, 2020** - Carquinez Model Railroad Society. Please visit our HO scale three level 36'x60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California to Sparks, NV through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains, to Sparks, NV. We are open from 10 AM to 4 PM and are located at 645 Loring Ave. in Crockett, CA. Admission is \$5 with children under 16 free when accompanied by an adult. Visit us on-line at [www.cmrstrainclub.org](http://www.cmrstrainclub.org). Info: [davetateosian@sbcglobal.net](mailto:davetateosian@sbcglobal.net)

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# Calendar

## Time Table

**May 16 – 17, 2020** - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric)

freight and trolley lines.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the

United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

**For more details on these events go to the Calendar at the PCR web site.**

Fares:

\$3.00 Adults

\$2.00 Seniors & Children (6-12 yrs)

Children under 6: FREE

**May 29, 2020**

**June 26, 2020**

**July 31, 2020**

**August 28, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge,

narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares

\$3.00 Adults

\$2.00 Seniors & Children (6-12 yrs) - Children under 6: FREE

**August 8, 2020** - Carquinez Model Railroad Society. Please visit our HO scale three level 36'x60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California to Sparks, NV through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains, to Sparks, NV. We are open from 10 AM to 4 PM and are located at 645 Loring Ave. in Crockett, CA. Admission is \$5 with children under 16 free when accompanied by an adult. Visit us on-line at [www.cmrstrainclub.org](http://www.cmrstrainclub.org). Info: [davetateosian@sbcglobal.net](mailto:davetateosian@sbcglobal.net)

**September 19 – 20, 2020** - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888  
The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow

gauge, and interurban (overhead electric) freight and trolley lines.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)

• Children under 6: FREE

**September 25, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)

Children under 6: FREE

**October 2 – 4, 2020** - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA., Hosted by San Luis Obispo Railroad Museum, 1940 Santa Barbara Avenue, San Luis Obispo, CA Festival Schedule (NOTE: Not all venues are open all days and times. Please read the schedule carefully for days/times that each venue is open.) Major Sponsors: San Luis Obispo Railroad Museum, Santa Maria Valley Railroad, KSBY Channel 6, Union Pacific Railroad, City of San Luis Obispo

Amazing Model Train Layouts. Last year's tour included over 30 different layouts at various locations from Lompoc on the south to Atascadero on the north, covering many scales and eras at both private and public sites. Numerous Events and Exhibits at County Libraries and the San Luis Obispo Railroad Museum.

**October 17 - 18, 2020** - Carquinez Model Railroad Society. Please visit our HO scale three level 36'x60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California to Sparks, NV through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains, to Sparks, NV. We are open from 10 AM to 4 PM and are located at 645 Loring Ave. in Crockett, CA. Admission is \$5 with children under 16 free when accompanied by an adult. Visit us on-line at [www.cmrstrainclub.org](http://www.cmrstrainclub.org). Info: [davetateosian@sbcglobal.net](mailto:davetateosian@sbcglobal.net)

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## Calendar

**October 30, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)  
Children under 6: FREE

**November 20 – 22, 2020** - Friday: 8:00 pm to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888

**For more details on these events go to the Calendar at the PCR web site.**

**For a list of monthly activities see page 49**

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

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Fares: \$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)

- Children under 6: FREE

**November 27 – 29, 2020** - Friday: 2:00 pm to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)  
• Children under 6: FREE

**December 12– 13, 2020** - Carquinez Model Railroad Society. Please visit our HO scale three level 36'x60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California to Sparks, NV through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains, to Sparks, NV. We are open from 10 AM to 4 PM and are located at 645 Loring Ave. in Crockett, CA. Admission is \$5 with children under 16 free when accompanied by an adult. Visit us on-line at [www.cmrstrainclub.org](http://www.cmrstrainclub.org). Info: [davetateosian@sbcglobal.net](mailto:davetateosian@sbcglobal.net)

**December 27, 2020** - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

\$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)  
• Children under 6: FREE

**January 16 – 17, 2021**

**March 20 - 21, 2021** - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. Phone: (925) 937-1888

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

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Fares: \$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)

- Children under 6: FREE

**January 29, 2021**

**March 26, 2021**- 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares: \$3.00 Adults, \$2.00 Seniors & Children (6-12 yrs)

- Children under 6: FREE

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# Monthly Activities

First and Third Thursday - 7:00 PM / Siskiyou Model RR Club / Yreka Western Depot, 300 East Miner St., Yreka, CA (Exit 775 from I-5). Info: Tom Brass, (530) 842-4921, Glenn Joesten (530) 340-2537

First Friday 7:30 PM / San Leandro Historical Railway Society (HO, O, G), Monthly meeting / 1302 Orchard Ave, San Leandro, CA / Club phone 510-569-2490 / Info: info@slhrs.org

First Saturday 11:00 am to 12:00 PM / Golden State Model Railroad Museum / East Bay Model Engineers Society (O, HO, N, Narrow Gauge, Traction) / Point Richmond, CA / Club Phone 510-234-4884 or info@gsmrm.org. Free coffee and doughnuts.

Second Tuesday 7:30 PM / Empire Builders Model Railroad Club (HO) 3318 School St, Oakland, CA / e-mail: president@ebmrc.org

Second Wednesday 7:30 PM / Golden Empire Historical and Modeling Society (HO&N) Bakersfield, CA / Doug Wagner, e-mail: carldw@aol.com or 661-589-0391 / Club phone: 661-325-5820

Second Saturday 10:00 AM / Tehachapi Loop RR Club / Tehachapi, CA / Tom O'Brien, e-mail: threerail@earthlink.net 661-822-1546

Second (and Fourth) Saturday 10:00 AM to 3:00 PM (and every Wednesday 10:00 AM to 12:00 PM) • Admission: Free / Bay Area N-Trak Model Railroad Club (N) Wells Fargo Express Room, Southern Pacific Railroad Depot, 900 Loring Ave., Crockett, CA • Map / Donations are welcome. / Contact: Jim Gray, send text to 925-260-5804 or e-mail to graymarks@hotmail.com

Second Saturday 12:30 PM / European Train Enthusiasts (ETE) Sacramento Chapter (HO, HOn, N) 3600 J Street, Sacramento, CA. (entrance from 36th Street near East Sacramento YMCA). Social and H0 layout running 12:30 to 2:00 PM, then program/show and tell, followed by 2:30 PM business meeting. / Contact: Dusan Petras (650) 300-9504 or Helmuth Nixdorf (916) 481-0991, e-mail: dusanpetras@aol.com / See the website for additional information: www.ete.org.

Second Saturday 1:30 PM / Carquinez Toy Train Operating Museum Business Meeting, 645 Loring Ave (Across from C&H Sugar), Crockett, CA.

Second Saturday 3:00 - 6:00 PM / California Central Club (HO & HOn3) / Old Agnew Station, 4185 Bassett St, Santa Clara, CA / Subject to change, contacting us in advance of your visit is highly recommended at: ccmrc1961@gmail.com

Second & Fourth Weekends / Swanton Pacific Railroad Society (19") Santa Cruz County, CA / Ed Carnegie, e-mail: ecarnegi@calpoly.edu or 805-756-2378

Mid-Month Weekends / Bitter Creek Western RR (Live Steam) Arroyo Grande, CA / Dan Andrews, e-mail: danandrews@charter.net or 805-481-0419

Third Monday 7:00 PM / San Luis Obispo Model Railroad Association (all) Oceano Depot, CA / Dennis Pearson, e-mail: info@slomra.org or 805-929-3062

Third Tuesday 7:00 PM / Visalia Electric Model Railroad & Historical Society / Meets at Ryan's Place Restaurant, 3103 South Mooney Blvd, Visalia, CA / Cecil Eppler, e-mail: cecil\_eppler@sbcglobal.net

Third Wednesday 8:00 PM / West Bay Model Railroad Association, Monthly Business Meeting, 1090 Merrill Street, Menlo Park, CA / Lou Cartalano 650-964-5603 or cartalano@sbcglobal.net

Third and First Thursday - 7:00 PM / Siskiyou Model RR Club / Yreka Western Depot, 300 East Miner St., Yreka, CA (Exit 775 from I-5). Info: Tom Brass, (530) 842-4921, Glenn Joesten (530) 340-2537

Third Friday 7:00 - 11:00 PM / Black Diamond Lines Model Railroad Club Operating session (HO) / Antioch, CA / Info: info@blackdiamondlines.com / Club phone 925-779-1964

Third Saturday 9:00 AM - 12:00 PM Noon / San Joaquin Central Operating Session (HO) / Fresno, CA / Chuck Harmon, e-mail: harmonsta@aol.com or 559-299-4385. It's April 1949 on SP's Donner Pass and fictitious SJC. An advance courtesy contact is appreciated. Send e-mail to be added to mailing list.

Third Saturday 1:00 to 5:00 PM / European Train Enthusiasts (ETE) San Francisco Bay Area Chapter (HO) Location varies / Contact: Brian Hitchcock, brianhitchcockdba@gmail.com / See the website for additional information: www.ete.org.

Third Saturday / Sacramento Modular Railroaders Operating Session (HO) / Sacramento, CA / Scott McAllister, e-mail: scooter923@att.net

Fourth Wednesday 7:00 PM / Coast Toy Train Club / Wood Glen Hall, 3010 Foothill Rd (at Alamar), Santa Barbara, CA / Lots of collecting in S, O, and Standard gauges. / Contact: Ken Kelley, e-mail: kenattr@thirdrail.com

Fourth (and Second) Saturday 10:00 AM to 3:00 PM (and every Wednesday 10:00 AM to 12:00 PM) • Admission: Free / Bay Area N-Trak Model Railroad Club (N) Wells Fargo Express Room, Southern Pacific Railroad Depot, 900 Loring Ave., Crockett, CA • Map / Donations are welcome. / Contact: Jim Gray, send text to 925-260-5804 or e-mail to graymarks@hotmail.com

Irregular / Central California Operators Group (all) / varies / Steve Hayes, e-mail: hayeswp@hotmail.com 209-536-1847

Irregular / Northern California Free-mo (HO) / San Francisco Bay Area / Gregg Fuhriman, e-mail: gregg@atwc.teradyne.com or 408-365-9508 / http://groups.yahoo.com/group/Free-mo/



**These activities occur each month on the days indicated. See the Club Info section starting on page 50 for location and contact information**

Enjoy the fellowship and learning experiences of a club near you

### **Alameda County Central Railroad Society**

ACCRS is an HO and O scale club with layouts in a 30x100 building on the Alameda Co. fairgrounds in Pleasanton. With over 60,000 annual visitors, ACCRS is a great showcase for the hobby. Layouts reflect Alameda County and California and are continually improving and updating. Open for Fair events and Fridays, 6-9 PM. Lowest dues in the area.

Contact: Gary Lewis 925-455-8135

Email: [glslewis@comcast.net](mailto:glslewis@comcast.net)

Web: [www.pleasantonmodelrr.org/index.html](http://www.pleasantonmodelrr.org/index.html)

### **Amador County Model Railroad Museum**

The ACMRRM is located at #1 Main Street, Jackson, California adjacent to the historic National Hotel. Our non-profit association is open to the public from 10 AM to 5 PM, Friday through Sunday during Winter months and Wednesday through Sunday during the Summer. Work sessions are held every Tuesday starting at 10 AM. Our scenic DCC HO-scale layout depicts the lumber and gold mining history of Amador County. Operations include the Amador Central short line as well as the railroads of California's Central Valley including terminals at Stockton and Sacramento.

Contact: Robert Piety, 209-296-

3587 email [rdpiety@sbcglobal.net](mailto:rdpiety@sbcglobal.net)

### **Antioch Model Railroad Club**

The Black Diamond Lines is an HO Club located at 425 Fulton Shipyard Rd, Antioch. BDL has been in continuous operation since 1981. We meet Tues. & Fri., 7:00pm to 10:00pm. Formal Operating Session on the 3rd Friday of the Month, but visitors can always find trains running every club night. For more information, e-mail [info@blackdiamondlines.com](mailto:info@blackdiamondlines.com) or visit us on the web at [www.blackdiamondlines.com](http://www.blackdiamondlines.com) and we can be found on Facebook and YouTube.

### **Bay Area Ntrak Model Railroad Club**

BANtrak MRC invites N scale modelers to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Ave., Crockett, on Wed. and Sat., 10 AM to 3 PM. Contact: Bob Lewis, 925-283-6838

E-mail: [BobLewis1@sbcglobal.net](mailto:BobLewis1@sbcglobal.net).

### **Bay Area S Scalers**

BASS is a group of modeler railroaders in the San Francisco Bay Area focused on scale modeling in 1:64 scale. BASS is a round robin club, typically meeting in a member's home on the third Saturday of odd numbered months. Meetings may include a mini-clinic, or showing progress on models or a layout. We also have a modular layout that has been displayed at public events. Contact: Michael Eldridge ([meldridge2000@gmail.com](mailto:meldridge2000@gmail.com)).

Web: [www.bayareasscalers.org](http://www.bayareasscalers.org).

### **California Central Model RR Club**

The CCMRC is located in the old Agnew depot (Santa Clara) of the Southern Pacific (4185 Bassett St.) directly across from the Lafayette St. gate of Agnew State Hospital. The theme of the 15' x 50' HO club is western railroading running from the Bay Area to Southern Oregon. We meet Fri., 7:30 to 11 PM. Operating sessions the 1st and last Fri. of the month. Contact: 408-988-4449 (operating nights), or Wayne Cohen, 408- 779-0707.

### **Carquinez Model Railroad Society**

HO Model Railroading on a Grand Scale! Can you imagine taking one real time hour to run an SP (or your favorite name) DCC train round trip from Oakland, through the Sierras to Sparks and back? Don't imagine, join us! Friday nights 7-10 (by appointment) at 645 Loring Dr, 2nd Floor, Crockett CA Call Weds 7-10 510-787-6703 or e mail anytime [loggingrr@aol.com](mailto:loggingrr@aol.com) , [bob@bob2sell.com](mailto:bob@bob2sell.com) or [lambert5522@att.net](mailto:lambert5522@att.net)

### **Coastal Valley Lines Model Railroad Club of Sonoma County, LTD**

Coastal Valley Lines Model Railroad Club of Sonoma County, LTD (Coastal Valley Lines) is an association of novice-to-expert model railroaders from the Sonoma County area, who operate a digitally command controlled (DCC) HO scale modular railroad at public and private events, and gather for clinics, work sessions and monthly meetings. Coastal Valley Lines is incorporated in the State of California with its primary purpose of educating the public about model railroading as a family hobby and is a not-for-profit 501(c) 3 organization with elected officers and bylaws. Additional information can be found at [cvlrr.com](http://cvlrr.com).

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*Continued on page 51*

Enjoy the fellowship and learning experiences of a club near you

### Eel River Valley Model Railroaders

The Eel River Valley is an HO club with a NWP-layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building, NW corner, Ferndale. Contact: Jack Jensen, 707-845-2823, 3313 Union St., Eureka, CA 95503 or Ron Plies, 208-229-7107, 12818 N. 11th Ave., Boise, ID 83714.

### Elsie

The Left Coast (Elsie) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-664-8614 or Ken Lunders in Cupertino, 408-777-9572.

### Empire Builders Model Railroad Club

Starting over after a warehouse fire destroyed our layout, we are a small friendly group now constructing an HO layout of no specific origin based in the early 50's era. The mountain division is laid and operating, we also have a reasonable size yard operationally working well. Work days are Saturday and during summer on Wednesdays. Our retired members also show up on occasional weekdays. The club site is located at 3318 School St Oakland, Ca Call Charles at 510-917-5790 or Ted at 510-749-7099 for an invite to see/chat/join. Please visit our website <http://www.ebmr.org>.

### European Train Enthusiasts

ETE ([www.ete.org](http://www.ete.org)) serves modelers, railway fans, related organizations, and the community through public venues, operating layouts, the annual convention EuroWest, the chapter newsletter, and the quarterly national journal, the *ETE Express*. ETE is open to all who have an interest in European railways, whether full size or scale model. The SF Bay Area Chapter meets the second Saturday of the month from 1-5pm in various locations around the bay. Contact BillKeaney (650) 355-7231 or [billkeaney@comcast.net](mailto:billkeaney@comcast.net).



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Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NRMCA Kinross Memorial Library has over 50 DVDs of clinics presented at national conventions from 2001 to 2010. Each is available for NRMCA members to borrow for the cost of processing and postage.

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### Golden Empire Historical & Modeling Society

Bakersfield GEHAMS, founded in 1987 and in their current location since March '94, is dual-scale with a 30' x 100' HO, and a 18' x 80' N based on SP's route from Bakersfield to Mojave with Tehachapi Loop. Though under construction, mainlines are in with monthly operations. Contact: Doug Wagner, 661-589-0391 email: [carldw@aol.com](mailto:carldw@aol.com) GEHAMS web: [www.gehams.org](http://www.gehams.org)

### Golden State Model Railroad Museum – East Bay Model Engineers Society

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come 1st & 2nd Friday evenings of the month between 7:30 and 10 PM.; behind the scenes tours also available most Wednesdays 11 AM to 3 PM. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call 1st or 2nd Fridays 8-10p.m. (510) 236-1913. For other information or to schedule special events, Email [info@gsmrm.org](mailto:info@gsmrm.org). Website: [www.gsmrm.org](http://www.gsmrm.org)

### Humboldt Bay & Eureka Model Railroad Club

The HB&EMRC meets at their clubhouse and layout at 10 West 7th St., Suite #C in Eureka, on Sat., 7:00 PM. Visitors are always welcome. Business meetings 1st Sat of month, 7:30 PM. Contact: David Berriman P.O. Box 915, Arcata, CA 95518 707-825-7689

### Monterey & Salinas Valley Railroad Museum

26 Station Place - Salinas, CA 93901  
The Monterey and Salinas Valley Railroad Museum is dedicated to creating & maintaining a Railroad Museum in Salinas with an emphasis on the historic, contemporary and future value of the Railroad to the Salinas Valley and Monterey Bay Regions, providing experiential educational opportunities for children of all ages enhancing the core curriculum and inspiring civic involvement in our communities.

Open first weekends of each month 10AM - 4PM  
831 789 8097

[www.msvrr.org](http://www.msvrr.org)  
[info@msvrr.org](mailto:info@msvrr.org)

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### **Napa Valley Model Railroad Historical Society**

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail: Napa-John@napanet.net Web: www.nvmrc.org

### **Nn3 Alliance**

Our 700 members in nine countries model narrow gauge in "smaller scales". Nn3 describes 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Our local portable exhibition layouts and modules regularly appear at conventions and shows. The Nn3 Handbook, 140 pages with 400 illustrations, covering all aspects of small scale narrow gauge, is available through the address on the website. Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006 Web: www.Nn3.org <http://groups.yahoo.com/group/nn3/>

### **Sacramento Model Railroad Historical Society**

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618 Email: d.megeath@comcast.net Web: www.smrhs.com

### **Sacramento Modular Railroaders**

Most of our events are operating sessions, where we make up trains in our large switch yard, and send road crews out to switch cars into and out of industries at the towns along the main line. The club owns a large main yard, the corner modules, some special modules, and some rolling stock. Members own their own modules and rolling stock. Contact: [memberhip@sacmodularrailroad.com](mailto:memberhip@sacmodularrailroad.com)

### **Sacramento Valley Live Steam Railroad Museum (SVLSRM)**

The SVLS was founded in 1968 and is located in Hagen Community Park, Rancho Cordova, CA. Our initial 1500 feet of track has expanded to over 6300 feet of mainline and sidings. Approximately 1500 feet is dual gauge 4 3/4" and 7 1/2". We can accommodate equipment ranging in size from 1 inch scale (standard gauge) to 5 inch scale (2 foot narrow gauge), the most common scale being 1 1/2". Public run days are on the 1st Saturday and 3rd Sunday of each month during our operating season

### **San Joaquin Valley Garden Railway Society**

The SJVGRS was founded in July of 1995 to promote the joy of building and operating Garden Railways. We have grown to over 70 families in the Central Valley, meeting monthly at members' homes to spend the afternoon sharing our hobby, weather permitting. Dues: \$25 a year for a family. Contact info: Richard Emerson 559-439-7173 E-mail: emerson.r@worldnet.att.net Web: <http://home.att.net/~sjvgrs/train/>

### **San Joaquin Valley Toy Train Operators**

We are an all scale train club. We have members in scales from Z to G. Whether you are someone who likes to run toy trains in circles or model an exact date, railroad or scene or anything in between you are welcome. Everyone who likes trains is welcome. You don't need to own any trains. We have two portable layouts that we set-up at public locations. We have set them up at care facilities, Amtrak stations, train shows and other places. We also have outside club activities. We have gone on the train to Sacramento and the Sacramento Rail Museum. We've ridden the train at Railtown 1897 SHP and had a private tour there. Also we have visited home train layouts and will have many other activities in the future. Our meetings are at the Scouts Hall, 4717 Elm Street, Denair, CA at 1:30 PM (doors open at 12:30) on the first Sunday of each month. Holidays or other events can change that. We always get there by 1:00 PM to visit and see what others have brought to show. For more information please call Ed Cathcart at 209-479-4432

Enjoy the fellowship and learning experiences of a club near you

*Continued on page 53*

Enjoy the fellowship and learning experiences of a club near you

### **San Leandro Historical Railway Society**

The SLHRS models the SP from Oakland/San Leandro to just east of Norden using the tri-level Donner Pass plan featured in the March '98 Model Railroader. It's housed in the former S.P., San Leandro depot, located at 1302 Orchard Ave., San Leandro (just off Davis St.). Work sessions Sat. 9:00 AM - 1:30 PM and Tues. 7:30 - 9:30 PM, business meetings the 1st Fri. at 7:30 PM. Contact: Eugene Brichacek, 510-963-2965 email: embrichacek@gmail.com

### **San Luis Obispo Model Railroad Association (SLOMRA)**

The SLOMRA is a multi-scale modular group with active N and HO scale layouts. The goal of our nonprofit association is railroad education and local history through public display of our modules. Our shows usually include G-gauge, tinplate, and even LEGO trains. The monthly meetings include model and prototype activities, videos and discussions. The SLOMRA is open to new members who have a love of trains. The general meeting is the third Monday of every month at 7:00pm at the Oceano Depot. For more information visit [www.slomra.org](http://www.slomra.org) or email [info@slomra.org](mailto:info@slomra.org).

### **Silicon Valley Lines**

The SVL is located at 148 E. Virginia St., San Jose. We meet Fri. 7:30 to 11:30 PM, with business meetings the 1st Fri. and operating sessions the last Fri. of the month. Our HO layout utilizing DCC for realistic operations, computer-generated train orders and radio-based dispatching. E-mail: [svl@siliconvalleylines.com](mailto:svl@siliconvalleylines.com) Web: [www.siliconvalleylines.com](http://www.siliconvalleylines.com)

### **Siskiyou Model Railroad Club**

Currently we are meeting at a member's home on the first Thursday evening of the month. Contact Tom Brass at 530-842-4921 or Glenn Joesten at 530-842-2359 for current info. The layout is still in the Yreka Western freight room, but is inoperable due to no power in the building. #19 was still in the engine house last we saw, but in "kit form." No further info. Currently a few members have been getting together on Tuesday mornings for various activities.

### **South Bay Historical Railroad Society**

SBHRS invites interested modelers to visit us in the historic Santa Clara CalTrain Depot, 1005 Railroad Ave., Santa Clara, Tues. 5:00 to 8:00 PM or Sat. 10:00 AM to 3:00 PM. Contact: 408-243-3969. Web: [www.sbhrrs.org](http://www.sbhrrs.org).

### **Sonoma Short Line (SSL)**

A group of model railroaders has formed a DCC, HO 100% NMRA club, Sonoma Short Line (SSL). The club is building a modular layout with a Sonoma County theme inspired by the period 1900-1950s. Private ops sessions and public shows are scheduled. SSL is looking for new members with skills in all aspects of model railroading and a desire to actively participate in the club. Contact Steve Lewis (707) 527-0396 or Steve Skold (707) 539-1782 for further information.

### **South Coast Society of Model Engineers**

The club consists of enthusiasts of all scales and prototypes living in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. The club has no layout but activities include weekly operations and work sessions at member layouts, as well as occasional club field trips. We meet every 3rd Tues. at 7:30 PM, at Woodglen Hall, 3010 Foothill Road, Santa Barbara. Junior members welcome. Contact: Secretary David Kuehn, email: [davidkuehn@cox.net](mailto:davidkuehn@cox.net). Facebook: <http://www.facebook.com/group.php?gid=1634700622> 39

**The Tidewater Southern MRC Inc. & Tidewater Southern Railway Historical Society Inc.** reorganized and incorporated in 2018. We are Located at the San Joaquin Fairgrounds, Building 1, (corner of Airport and Charter Ways (Hwy 4), Stockton), a 2,400 sq. ft. alcove houses a large HO layout depicting the Tidewater Southern, & Freelanced N-Scale. We meet 2p-7:30p Thursdays. 10a-3p Saturdays events permitting. Contact: Tiffany Barning 135 W. Emerson Ave. Tracy, CA 95376 E - mail: [tidewatersrhs@gmail.com](mailto:tidewatersrhs@gmail.com)

### **Tri-city Society of Model Engineers**

The TCSME located in the Niles Plaza is currently looking for new members to help build and operate both an N Scale and an HO layout focused on Fremont and surrounding areas. We meet Fridays 7:30-9:30 PM. The depot is located at 37592 Niles Blvd, Fremont, CA 94536. Please visit our web site at <http://www.nilesdepot.org/> <http://www.nilesdepot.org>

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**Walnut Creek Model Railroad Society**

The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open to last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$2.00 for 6-12 and seniors over 60 and \$3.00 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder). Web: www.WCMRS.org. "Like Us" on Facebook (www.facebook.com/wcmrs). 2019 weekend schedule: Jan 19-20, Mar 16-17, May 18-19 and Sept 14-15 (11:00AM-6:00PM). Holiday Open House schedule: Nov 22-24 & Nov 29 - Dec. 1.

**West Bay Model Railroad Association**

Meets in the former S.P. baggage building at 1090 Merrill St. between the Menlo Park train station and Ravenswood Ave. Construction and scenery are complete on our DCC 2-level HO layout designed for operations. Scheduled work sessions are Wednesday evenings and Saturday afternoons. Monthly business meetings are at 8 pm on the third Wednesday of each month; operating sessions are on the second Saturday following the business meeting. Prospective members and visitors are always welcome! Contact Lou Cartalano at 650-964-5603/e-mail [cartalano@sbcglobal.net](mailto:cartalano@sbcglobal.net), or leave a voice message at 650-322-0685 or visit [wbmrra.ning.com](http://wbmrra.ning.com) and [facebook.com/wbmrra](https://www.facebook.com/wbmrra) for more info.

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**If you have a small article you would like to submit for publication, or even just an idea for an article, please let us know. We will be happy to work with you.**

**Just contact our editor, Chip Meriam, at:**

[chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

**We're looking forward to hearing from you!**

**Web  
Announcement**  
By Gus Campagna,  
Manager, PCR  
Publications Department  
New pages added to the Website. We are in the process of adding a page to display Layout Stories. We are seeking submissions from layout owners to tell the story of their layout. Details are on the page about what we are looking for. Check out the Layout-stories page on [www.pcrnmra.org](http://www.pcrnmra.org)





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