

A graphic featuring two green redwood trees of different sizes. A brown railway track curves from the bottom right towards the trees. The text 'Return to the Redwoods' is written in large, bold, brown, sans-serif capital letters across the trees. Below it, 'PCR 2022' is written in the same style.

Return to the Redwoods

PCR 2022

Mark your calendar! Registration for the 2022 PCR Convention, ***Return to the Redwoods***, will open April 24, 2021. Sign up early and get a \$20 discount on a Full Fare Registration.

The convention will be held April 21-24, 2022 at the beautiful Doubletree Sonoma Wine Country in Rohnert Park. With ample room for clinics and displays and easy access from Highway 101, this is the perfect spot for PCR/NMRA members to gather once more. A full three-day program is planned including over 40 clinics, layout tours, operating sessions, contests, vendor exhibit/sales, a member swap meet and a full non-rail program. And of course, there will be excursions including the ever popular, Sturgeon's Mill.

For more information and the link to registration, visit <http://www.pcrnmra.org/conv2022>

see "Convention" - page 7

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JAN-FEB-MAR 2022 issue

Articles due by
December 10, 2021

APR-MAY-JUN 2022 issue

Articles due by
March 10, 2022

JUL-AUG-SEP 2022 issue

Articles due by
June 10, 2022

OCT-NOV-DEC 2022issue

Articles due by
September 10, 2022

Please direct questions to the
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 Or phone (707) 664-8466

Contents

Reports

From the President.....4
 From the Vice President.....4
 Membership Missives.....12
 Achievement Report.....14
 SIG Report.....24
 Coast Division Report.....31
 Daylight Division Report.....33
 Redwood Empire Division Report.....34
 Sierra Division Report.....37

Feature Stories

Return To The Redwoods.....1
 Guest Editorial.....5
 Contest Room.....16
 Nothing Is Good Enough.....17
 History Of Malt-O-Meal.....20
 The Answers Are Out There.....22
 Tales Of The Santa Cruz Northern.....25
 Nicassio Noodlings.....27
 Looking Back.....29
 Last Run—Clark Stewart32

Regular Goodies

Call Board.....2
 Statement of Publication.....3
 Membership Tracker.....3
 Membership Gauge.....12
 Welcome New Members.....13
 Time Table.....38
 In Memoriam.....40
 Turlock Train Show.....41
 Club Information.....43
 Web Announcement.....47
 NMRA Partnership Program.....48
 NMRA Membership Renewal Form.....49

PCR Membership Tracker

<u>Division</u>	<u># Members</u>
Coast	360
Sierra	227
Redwood Empire	106
Daylight	96
Total PCR Members	789

From The President



By Frank Markovich, MMR

Unfortunately, the pandemic is back in full swing. None of us know how this will pan out. Let's hope that we can get back together sometime soon.

The NMRA National Convention, "Rails by the Bay", was a huge success and showed off our region in a very positive light. All the feedback that I received was positive and I want to thank everyone who worked on the convention from the committee members to all the volunteers. This was the first time a national was held virtually and we learned quite a bit. The technical team addressed many of the issues that hindered other online events. I hope that many of you attended. I was on my computer most of the convention. Some of the clinics were beyond good and were fantastic. I enjoyed being able to talk to many of the clinicians after they gave a clinic.

Next month will be the PCR mid-year board meeting. If you have any items that you would like discussed at the board meeting, please let me know. Date will be Saturday, October 2, 2021 and it will be a Zoom meeting.

By now the sale of Jon Millers trains will have happened. Charlie Getz, Earl Girbovan, Seth Newman and I worked to organize it. There were lots of good deals and I hope those of you in HO took advantage of the event. This was open to only PCR members in the morning, but to others after 1:00 in the afternoon.

I am looking forward to the PCR convention next year in the Redwood Division and I encourage you to register early. I have seen the plans and it looks fantastic. My wife Susie and I had a great time at the last convention in Rohnert Park a few years ago. I may even have a model for the contest. I have not been doing much modeling during the pandemic but have worked a bit on the layout.

Michael O'Dorney is looking at doing a clinic on structures for getting an achievement award. Earl and I are assisting – more to follow.



From The Vice President



Chip Meriam, Editor

In Frank's message above you'll note there is a PCR Board of Directors meeting on October 2. This will be a ZOOM virtual meeting—as most of us have now experienced. All PCR members are welcome. This a great opportunity to take part in the leadership of our region without having to travel anywhere! If you have an item of business that's important to you, please contact your Division Director as soon as possible.

Return to the Redwoods, our next regional convention, is being hosted by the Redwood Empire Division. Planning is well underway and registration is currently open. RED has selected a special vino-related refrigerator car to commemorate this 2022 convention. Please be sure to read all about this fabulous event beginning on page 99.

Speaking of vino-related cars, the convention write-up makes note of two items of personal interest. First is the reference to "Matches, Flumes & Rails" by the late Kent Stephens, a professor at CSU Chico. Way back in 1978, there was a fledgling model railroad club in my hometown of Chico. The layout plan was loosely based on the Butte County Railroad which was featured in Mr. Stephens' book.

Second, is Cliff Baumer's photo of the prototype refrigerator car that had been converted to a storage shed in Butte Meadows—just east of Chico in the Sierra Nevada Foothills. My thanks to David Turner for including Kent Stephens and Butte Meadows,

CA in the article.

I call your attention Coast Division Report on page 31. We're losing valuable, talented people. The mean age of the PCR membership is 72, and the median age is 74, We need to seek out our younger members. How many of you are out there? Who among you are willing to serve?

The Little Train That Could (revisited)

Giuseppe Aymar, DDS, MMR



I had just finished viewing the introduction to the “California Museum’s NMRA Exhibit” hosted by our past NMRA President Mr. Charlie Getz and the Museum’s Director Dr. Ty Smith, Ph.D. The article was part of the latest “NMRA Turntable” publication online. Midway through the presentation, much to my delight, the question arose as to when the first model of a train came to be. No one seems to really know for sure, but Mr. Getz referred to a model made in England in 1823 as a small pre-production locomotive before the prototype was to be built to make sure it worked (It did). That brought to mind an article I wrote back many years ago for the *Branch Line*. It was titled “The Little Train That Could”. It brought to light a gift to Japan from our Government in Washington.

Read on and you will learn an interesting fact!

Today we avail ourselves of wonderful model trains from Kato®, Shinohara®, and many others. We marvel at the high-speed bullet trains and their sophistication. We import all makes of cars and electronic products. Everyday our lives are touched by products made in Japan. But have you ever wondered (rhetorical question) where and when it all started? What was the seed at the very beginning that created this huge tide of exports from Japan to the United States? Stay tuned and keep reading. The answer will surprise you as it surprised me.

Japan (Nippon), once a faraway land engulfed in mystery, a feudal system with fierce Samurai warriors defending and dispensing the laws of the land, was ruled by a long line of Emperors. Until the middle of the nineteenth century (circa 1850, around the time of our Civil War) Japan was still an isolated society with hardly any commercial ties with the outside world due to its edict of debarring foreigners. The Portuguese (once a mighty seagoing power themselves) came and traded with Japan on a limited basis. They were followed by the Dutch who, unfortunately, were unable to continue sending ships to the Far East because of political instability in Europe following the French Revolution and the capturing of their vessels by hostile British Man-of-War vessels. At this time the United States of America had neither diplomatic nor business relations with Japan.

I am not a scholar of history, nor do I want to present myself as a fanatical researcher of historical facts. No, no. This bit of trivia that helped open the door to commercial trading between Japan and the United States just flatly landed in my lap—period. I do believe in fate (and “The Little Train That Could”). Again, keep on reading.

It was Christmas Eve 2008 when magical things happened to all good boys and girls (and I was a fairly good “older” boy—so I believe). While waiting to be called to our Holiday dinner, traditionally inspired by our centuries old Northern Tuscan cuisine, one would find me browsing through the hundreds of beautifully bound volumes in my sister Caterina Marsh’s richly appointed library. The Marsh family operated, at that time, the oldest Oriental Art stores in the United States dating back to the 1880s. Many of the books related to artifacts of Japan, China, and Korea. Most dealt with architecture, furniture, jade, snuff bottles, etc. Yet one book in particular called to me: “The Japanese Influence In America” by Clay Lancaster with an introduction by Alan Priest (former well-known curator of the “Far Eastern Art” at the Metropolitan Museum of Art). It called to me because the title runs contrary to my perceived norm of American influence on Japan (especially post WWII). I quickly read the introduction and, while scrolling a few pages, I landed on page eighteen. Here one finds an almanac of the beginnings of relations between Japan and the United States.

“In the year of our Lord 1852, President Fillmore commissioned Commodore Matthew Galbraith Perry to engage in talks with Japan with the scope of opening one or more ports for re-supplying fuel to coal burning vessels for trade and to offer protection to American sailors. This mission did not end with a resounding success, but both parties agreed to meet again. On his second visit on March 31, 1854, Commodore Perry signed the “Treaty of Peace, Amity and Commerce”, granting American Trading rights to the ports of Shimodo and Hakodaki. During this second visit, gifts were exchanged between the two nations. Japan bestowed the United States with a collection of lacquers, porcelains and costumes now preserved in the Smithsonian Institution of the United States National Museum.”

The United States presented Japan three main gifts (now, remember, this was a very important and crucial mission in the eyes of Washington).

Continued on page 6

The very first gift was a model railroad locomotive, tender, and carriage, for which a circular track was laid. The train is reported to have *“swept round and round with great rapidity, to the astonishment of the beholders”*. Other gifts were an electric telegraph apparatus and a daguerreotype camera that produced pictures... *“astoundingly without the use of a pencil to create an image.”*

Understand the point here: At the genesis of diplomatic and commercial relations between these two countries, a model train was at the heart of diplomacy. The very first gift was a model train, not the telegraph or the camera.

Canon®, Fuji®, Toshiba®, Nintendo®, Toyota®, Honda®, Nissan®, Kato®, Canon®, etc., all owe their gratitude to this model train that *“swept round and round with great rapidity.”*

The moral of the story? When people smile at us snickering “Oh, you play with toy trains?”, go ahead, puff your chest, and lift your head high knowing that our “little trains“ are the reason we can now avail ourselves of so many imported products.

The **“Little Train That Could“** was a **Mighty** train indeed.

We could look at the gift of the little train as a prelude to our own ceremonial tradition of “giving a train for Christmas” and how this gift introduced us, eventually, to this great hobby and set us on the road to another type of commerce: buying trains.



Return to the Redwoods in 2022 for the Annual PCR Convention

Join your fellow modelers in Rohnert Park, April 21-24, 2022. It will be the first time in two years we can get together in person and we have three full days of activities scheduled plus the Sunday breakfast and business meeting.



Doubletree Sonoma Wine Country - Rohnert Park



Sturgeon's Mill

Last year, PCR made the decision to try a new online registration program through RegFox. This will be the first full convention to use this program exclusively. It has many great features and we hope you find the registration process easy to follow. Everything is included all on one site – registration, excursions tickets, convention shirts, convention car, and swap meet tables. Register now and save \$20! <https://pcrnmra.regfox.com/pcr-nmra-2022-convention>. Hotel reservations can also be made by clicking the Lodging and Hotel button in the upper right corner of the registration page. If you have any issues, please contact registrar2022@pcrnmra.org

The Convention Committee has already put together an outstanding program including three great excursions.

On Thursday, take a trip through the redwoods to the site of one of California's most historic wineries, Korbel Champagne Cellars. During the tour you will hear the great story of the Korbel family, learn how their wonderful California Champagne is made and get the history of the Korbel Train Station. The tour will end in the tasting room where you will have the opportunity to taste their wines and champagnes and browse the gift shop. Transportation will be provided. This excursion is scheduled from 1:00pm to 5:00pm and tickets are \$50.

Friday, we have scheduled a fun trip through Sonoma County. Bring your camera as we visit five different train depots and see the beautiful restorations and reuses of these historic buildings. On the list are the Petaluma Depot (NWP), now the Petaluma Visitors Center, the Sonoma Depot (SP), part of the Depot Park Museum, the Kenwood Depot (SP), a beautiful building built of stone and now being used as an event center, the Santa Rosa Depot (NWP), where you will find the Santa Rosa Visitors Center and finally the Sebastopol Depot (P&SR), home to the West County Museum. The \$40 ticket for this excursion includes transportation and admission fees. The tour will leave the hotel at 1:00pm and return at 5:00pm.

And back by popular demand is the Sturgeon's Mill tour. Saturday you will have the opportunity to drive through the magnificent redwoods to visit one of the few remaining steam powered lumber mills still working. This 107-year-old lumber mill is operated by volunteers and will be open exclusively for 2022 Convention attendees. The mill is scheduled to operate from 1:30pm – 3:30pm. Weather permitting, the beautiful picnic grounds will be available before the tour for those that would like to bring a lunch. Attendees must purchase a ticket at \$40 per person to attend and provide their own transportation. Signups for carpooling will be available at the convention.

We look forward to seeing everyone in Rohnert Park!

More on page 8





Time is running out!! Early bird registration for the 2022 PCR Convention, Return to the Redwoods, will end October 31, 2021. Sign up now and get a \$20 discount on a Full Fare Registration.

Just added to the Company Store is our Official Convention Hat for \$16.00. It will look great with your Official Convention Polo shirt and/or Denim shirt. If you have already registered, you can sign back in and add the hat to your registration.

We have changed the Vendor Show to a two-day event so you will have even more time to shop and talk with the vendors. The Vendor Show will be Thursday 9am – 9pm and Friday 9am – 4pm.

The convention dates are April 21-24, 2022 at the beautiful Doubletree Sonoma Wine Country in Rohnert Park. The full three-day program will include over 40 clinics, several layout tours, operating sessions, contests, vendor exhibit/sales, a member swap meet and a full non-rail program. Three excursions are planned including the ever popular, Sturgeon’s Mill.

For more information and the link to registration, visit <http://www.pcrnmra.org/conv2022>

40+ Clinics to be Featured at PCR 2022 in April

Clinics at model railroad conventions are often a favorite part of the convention experience. You get to learn, you get to share your modeling experiences, and you get to rub shoulders with top modelers.

The clinics for the PCR 2022 Convention, “Return to the Redwoods” in Rohnert Park, are shaping up to be some of the best ever, with some superstar clinicians already lined up. Please go to the Clinics web page at <http://www.pcrnmra.org/conv2022/clinics.html>

And we are looking to add still more clinics and clinicians to the schedule from all of you talented modelers- veterans and those still to be discovered. Our goal is to offer 40 to 45 clinics at PCR 2022, in 45-minute sessions.

We need and want your expertise. Please, share your areas of greatest model railroading interest with us and present a clinic.

Contact Al Merkrebs, Clinics Chair PCR 2022 (clinics2022@pcrnmra.org) to ask questions and get involved.

More on page 9

Hi everyone. I'm Doug Smith, and I will be the Operating Sessions Chair for the 2022 PCR Convention. The convention will be April 21-24, 2022.

We are still in the early stages of planning this activity. Actually, we are not 100% sure that operating sessions will happen, but are moving forward assuming that they will. Many things both within and outside of our control need to fall into place. We are working to ensure that we are ready if the rest of the world, at least the northern California part of the world, is ready, too. So with that, let's get started. April 2022 is closer than some of us think!



The first thing that we need is a collection of operating layouts. There are many great layouts within easy driving distance of Rohnert Park. Some layouts have been flourishing recently with time available to their owners. Many new projects completed, but some have not had a train run for a year. It's time to chase out the mice and dust everything off to see what needs to be done. We had 8 layouts open for the 2018 gathering and hope to have at least that many in 2022.

Operating sessions may be limited to smaller groups. I know many layout owners are considering starting sessions again with skeleton crews. Social distancing requirements, vaccinations, and a general level of comfort with others whom you may not know in your home or club are all factors to be handled for each layout. Please keep these and other questions in mind planning your sessions, but start with your best case scenario and be willing to scale back from there if necessary. No decisions have been made yet or requirements set at the convention level.

If you have a layout and are willing to consider hosting an operating session, please get in touch with me. It's actually easier to start with a big list than to try to add layouts later. Not to mention the motivation that a point on the calendar adds to the trips to the layout room. Operating sessions are always a high point of a convention. This is the time to start working towards that goal.

Thanks for considering hosting a session. It will help the whole PCR move towards a more normal place. The convention web site is <http://www.pcrnmra.org/conv2022> . We'll work the timing for the operating sessions into the schedule posted there. At this time afternoons are preferred but this is flexible.

Please plan on joining the Convention activities. For everything else - stay tuned! Please feel free to contact me with ANY questions.

Cheers, Doug Smith

Operations2022@pcrnra.org

More on page 10



PCR 2022 CONVENTION CAR

By David Turner

The PCR 2022 Convention Company Store will feature an HO scale Roma Wine Car, CDLX 297, as the Convention Car. It is an “easy-to-assemble” kit made by Accurail. It comes in one number, CDLX 297, with an optional “2022 PCR Convention” decal. Also available is a two car set (both numbered 297) with a decal to change numbers to any of 290-300. The price for one car is \$30, or two for \$58. To order, go to <https://pcrnmra.regfox.com/pcr-nmra-2022-convention>. There is an option for pickup at the convention or having it shipped. Shipping is \$8.75 for one car and \$15.75 for two.



The Roma Wine Company car is a commemoration and celebration of many contributions from people and institutions in the Pacific Coast Region. The car was built in 1909-11 as a Pacific Fruit Express R30-5 refrigerator car, one of the series 7101-10121.

The cars were reconditioned in 1920-1924, and one hundred of them (including those that would become the Roma cars) had their trucks changed from arch bar to cast frame and renumbered to 80000-80100.



PFE 7484 R30-5 Refrigerator, December 30, 1934

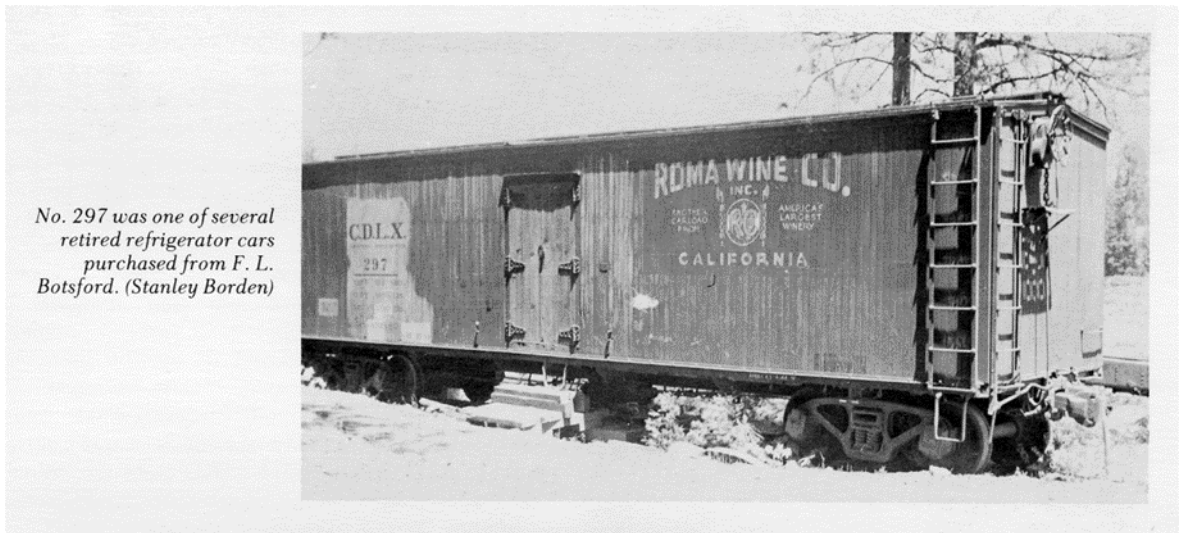
Continued on page 11



CDLX 297 being loaded by pumping at Roma's Healdsburg facility

In 1933-34, forty-one of these cars were sold to California Dispatch Line (CDLX). CDL converted the cars to wine tank car by removing the ice bunkers and hatches and installing redwood tanks. They were all leased to various wineries. At least eight of the cars became Roma Wine cars, which were used to send bulk wines to East Coast and mid-West locations for blending and bottling.

Later, eight of the Roma cars were sold by a used railroad equipment dealer to the logging operations of Diamond Match Co. located North-east of Chico. They cut the bodies off of six of them to use as log cars, but kept two, including 297, for use as cabooses to haul logging crews out to the woods. Later, they relegated it as a supply car at Butte Meadows camp. When the railroad was abandoned, the scraper sold car 297 to the owner of a grocery store who took it off its trucks for use as a storage shed. For many cars that would have been the end of the line.



No. 297 was one of several retired refrigerator cars purchased from F. L. Botsford. (Stanley Borden)

Photo from "Matches, Flumes, and Rails," by Kent Stephens, Trans-Anglo Books, 1967

People often think about taking photos and dimensions of an interesting artifact, but then don't get around to it until after it's gone. However, Cliff Baumer (our 2022 PCR Convention Co-Chair) didn't let that happen. He took a trip into the back country and took photos and measurements for a drawing. Russ Clover (a long-time member of the Redwood Empire Division-PCR) used Cliff's photos and drawing to create the artwork for an HO scale dry transfer for his Cloverhouse line of dry transfer lettering. Thus, memory of this many-lived car was preserved.

Don't wait until it's gone. **Order yours today!**



Photo by Cliff Baumer, Butte Meadows Store, 1988.



Membership Missives

Doug Wagner, Membership Manger, Bakersfield



Well, it was looking like we were going to come out of the tunnel as far as the COVID pandemic was concerned, but it looks like we have slowed down a bit. My crystal ball is a little cloudy, so I can't tell you how all our NMRA/PCR/ Division events will be affected—again. So, the best I can tell you is to check the PCR or your division's web page for the most up-to-date information that is available for events going on in your area.

And if you have been paying any attention to the membership gauge, that is displayed in each *Branch Line* issue, you can't help noticing the steady decline of membership. From a high 1,372 on August 31, 2011 (which was the year of the 2011 National Convention in Sacramento), to the 789 members we have now on August 31, 2021. I know we can blame it on all of us getting older, moving out of the State, loss of interest in model railroading, folks just don't want to be part of a group, but I think all of us have our own interpretation as to why the decline in our membership is occurring. Sorry folks, but I don't have the answer. The one thing that I'm hoping is, that during the mandated stay-at-home orders, some of the folks that stayed home and might have rekindled their fondness for model railroading, and maybe join us.

But with the loss of train shows, other model railroad events, in-person meets, it hasn't been easy to get the word out for us. And now, with this new variant upon us, I can't tell you where that is headed. I'll let the experts do that. And as I have found out, not everyone is into ZOOM meetings all the time—but that's another story. The one thing you can do, is just a simple invite to someone to one of our events to someone that is interested in model railroading. Depending on where you reside, that maybe hard due to any slowdowns or shut downs that maybe thrown our way. Anyway, when you can, keep inviting folks to attend one of our meets/events—and that may spark the interest.

And now for the Public Service Announcement. If you ever have any questions concerning your NMRA or PCR membership, please hit me up at my email at carldw@aol.com, or by phone at (661) 589-0391.

That's it for now and may all your signals be green! Time to highball!



PCR Membership Gauge

August 31, 2011—1,372
August 31, 2020—872
September 30, 2020—868
October 31, 2020—865
November 30, 2020—856
December 31, 2020—858
January 31, 2021—851
February 28, 2021—842
March 31, 2021—836
April 30, 2021—832
May 31, 2021—825
June 30, 2021—825
July 31, 2021—828
August 31, 2021—789

We are happy to announce that visitors are once again welcome to visit the GEHAMS (Bakersfield Model Railroad Club), on any Saturday!



Visitation hours are Saturdays from 10:00 AM to 1:30 PM. For the last Saturday of each month, visitation hours are from 11:15 AM to 2:00 PM, as we now have our monthly business meetings on the last Saturday of each month from 10:00 AM to 11:00 AM, with the “End Of Month Fun Run” going from 11:15 AM to 2:00 PM.

There may be times that the trains will not be running due to some work being accomplished on either the HO or N scale layout, but both layouts will be fully operational for the "End Of Month Fun Run." All we ask of visitors is that they be in good health and not have had any recent illnesses within two weeks of visiting us. Other than that, we'd be happy to see your smilin' faces once more!

**Welcome Aboard !
PCR's Newest Members**

Member	City, Sate	Date Joined
Daylight		
Alan Rogers	Bakersfield CA	7/13/2021
James Theis	Woodlake CA	7/27/2021
Coast		
Linda Bissum	Livermore CA	6/10/2021
Rich Jorgensen	San Jose CA	8/11/2021
Sierra		
Vincent De Santis	Lincoln CA	7/20/2021
Steven Durham	Roseville CA	8/11/2021
David McBrayer	Auburn CA	8/16/2021
Andrew Kelsey	Tracy CA	8/25/2021
Redwood Empire		
Jamie Poggendorf	Santa Rosa CA	6/2/2021
Larry Jean	Hydesville CA	7/20/2021



Achievement Program - MR Engineer - Civil

By Jack Burgess, MMR, Manager, PCR Achievement Department

In the last issue of the *Branch Line*, we talked about the requirements for the Master Builder - Scenery. While scenery is basic to a layout, layout design and track are even more basic to a layout. The Model Railroad Engineer - Civil certificate has been developed to encourage and recognize those abilities associated with layout design and track construction.

There are four general requirements that need to be completed and/or demonstrated as part of the process of qualifying for this certificate.

The first is to prepare an original scale drawing of a model railroad track plan identifying overall size, scale, etc. The plan needs to be neat and legible, although it does not need to be in ink or drawn using a CAD program. (It is, however, suggested that you review the requirements for Model Engineer - Electrical and Chief Dispatcher before drawing this plan so that you can include the requirements for those certificates as part of the same effort.) The plan needs to include the track features you need to build under the second and third requirements. You don't need to build everything included in this plan, but you do need to include a number of required features in the plan including adequate terminal facilities for handling freight and/or passenger cars, adequate facilities for the storage and service of motive power, at least one passing track and four switching locations (not counting yards, interchanges, wyes, and reversing loops), provisions for turning motive power (other than a reversing loop), as well as provisions for running at least two mainline trains in either direction. Again, remember that you don't need to necessarily build all of these items, just include them on your plan. If you are limited for space, you can design the layout that you would like to build but only build what you have space for at the time.

The second general requirement is to construct and demonstrate the satisfactory operation of a completed section of the model layout from this plan containing at least 25 linear feet of track in N, 50 linear feet in HO or S scale, or at least 75 linear feet of track in O scale. The track must be complete with ballast, drainage facilities, roadbed profile, etc. The track must include at least six different features such as a passing track, a spur, a cross-over, a turntable, etc. out of a list of 18 possible features. All of the track (which can be commercial track) including spurs, etc. counts toward the total linear feet required.

The third general requirement is to scratch build three track features and demonstrate their satisfactory operation. These features can include a turnout, crossover, crossing, etc. out of a 14 possible features. These track features do not need to be part of the layout but can be built on a separate piece of wood, as long as they are long enough to be able to be powered to demonstrate that a locomotive can run through them in all directions under its own power. The use of jigs and other special tools is permitted.

The last general requirement is to win a Merit Award for the scratchbuilt track feature items listed under the last item. To win a Merit Award, you need only to demonstrate that the track features work satisfactorily and that workmanship is done neatly.

If you have completed all of these requirements, you submit a Statement of Qualifications (SOQ) along with a photocopy or cell phone photo of your NMRA membership card and you are on your way toward another certificate!



Model Railroad Engineer - Civil

Continued on page 15

Achievement Program ct'd.

Like many of the other AP categories, many of us have completed a majority of the requirements as part of our general approach to the hobby. Maybe you have built an HO layout with at least 50 feet of completed track that includes a passing track, a spur, a simple ladder yard, some track on a grade, a turntable, and a reversing loop. If so, you have met that requirement! Even if the plan that you used to build your layout doesn't include the features required under the first category, you could easily design and draw up a layout for a larger space that included the required features. That would satisfy the first requirement. If you scratch build (i.e., hand laid) some of the track components for your layout, you might only need to hand lay a couple more to meet the rest of the requirements. Hand laying track is really quite simple and you might be closer to receiving the Model Railroad Engineer - Civil than you think. If you are interested in pursuing this AP certificate, download them from the NMRA web page at www.nmra.org.

I was happy to present another Golden Spike award since the last Branchline:

Rich Mossholder

Rich is also working toward becoming a Master Model Railroader. So I am pleased to announce the following Certificate of Achievement award since the last issue of the *Branch Line*:

Rich Mossholder - Model Railroad Author

If you are interested in the AP Program or Golden Spike Program, contact me for more details. My phone number, address, and e-mail address are listed in the Call Board on Page 2.



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. Then improve your skills. And your hobby.

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423-892-2846

A stack of several Merit Award certificates from the NMRA, showing the text 'MERIT AWARD' and 'National Model Railroad Association'.

The Spirit of Contest

Guest Commentary by Giuseppe Aymar, MMR -
RED Contest Manager



Recently, while visiting my sister in Durango Colorado, we were invited to a photographic exhibit titled “the Spirit of the San Juans” by Kathleen Norris Cook, documenting the majesty and grandeur of these beautiful mountains on the Southern tip of the Rockies. As it is a normal occurrence with me, my overworking mind started comparing what this exhibit has in common with model railroading and to Contest modeling in particular.

Exhibits bring together elements of a particular nature to tie together a common thread—thus creating a story interpretively or by participation, drawing the viewer into a world not otherwise available to most of us; typically busy, busy, busy toiling through our everyday chores. Personally, I could not spend days and weeks hiking the “San Juans” covering all four seasons. As wonderful as that might be it is not in my capabilities. The photographic exhibit, then, allows me to have such an experience marveling at the beauty of nature and the wonderfulness of creation. What a treat indeed!

Can our Models, Photography and Arts & Crafts Contests/Showcase achieve such a quest? Can it bring the beauty of model railroading in all its forms to us allowing the viewer to savor and appreciate the interpretative achievements of our fellow modelers? As spectators we surely can participate in this delightful aspect of modeling. Yet, looking at it from a different point of view could we not, figuratively, walk the miles across different seasons and actually become participants in creating this canvas for others to enjoy?

Alexander Hamilton, in the twelfth book of “The Federalist”, alludes to the above, albeit I must confess, under a different theme.... “the assiduous merchant, the laborious husbandman, the active mechanic, and the industrial manufacturer.....all orders of men, look forward with eager expectation, and growing alacrity, to this pleasing reward of their toils”. Participating in Contest then is tantamount to acknowledging that we can do what we set up to do—nothing less.

Basically, what I am saying is “do not be afraid “. Start a project that is doable within the skills and abilities that you have. Complete the project and bring it to be displayed in the Contest room at the “Return to the Redwoods” Convention next April 2022. Your work will allow us to put together an exhibit of all the works by our members for others to enjoy and to draw pleasure, astonishment, and wonderment. The “Spirit of Contest” shall live through your work.

On a more mundane level, let me remind you and encourage you to start planning now for your project so you may enjoy the process and ultimately be satisfied with the results—not hurrying on last minute finishing touches. (Do not ask how I know this!!!).

I hope you will be a part of the mosaic in the Contest room.

Ciao



NOTHING IS GOOD ENOUGH

Scratch Building A Commercial Flour Mill For Advanced Modelers

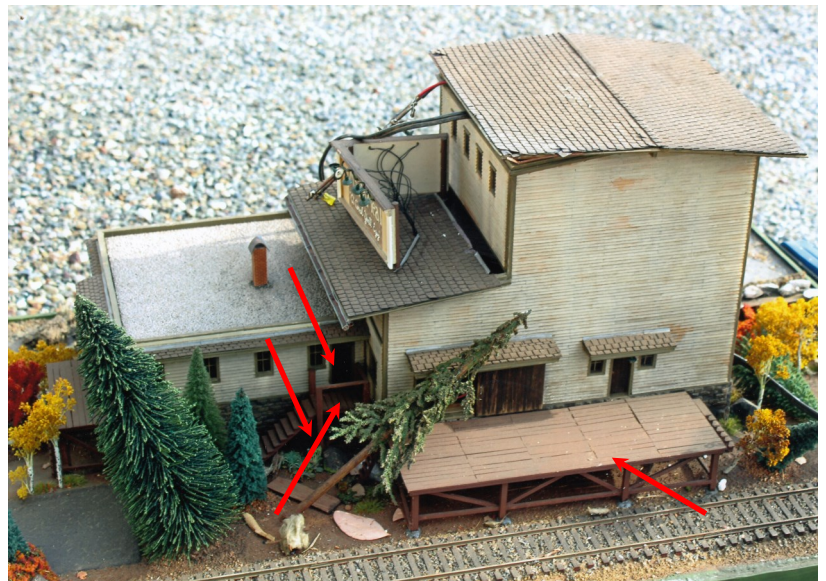
By Mike Hamm

In two previous articles grain elevators and grain silos were featured. This time let's focus on flour mills. The inspiration for this model happened one morning at the breakfast table with a box of Malt-O-Meal®. On the back of the box is a photo of an old wood frame building, used by Malt-O-Meal as a flour mill, and a very large office building with an enclosed paddle wheel. This photo has been on the back of the cereal box quite some time. I loved that beautiful old building from the first time I saw it. It seemed to be calling to me to be modeled. I don't know the year the photo was taken but, on the box it states that Malt-O-Meal has been around since 1919.



I feel that any effort to kitbash would be more work than scratch building, so scratch building it is. The first thing I needed to do was acquire as much documentation as possible on this building before I attempted to model it. I wrote a letter to inquire about this old flour mill. My thanks go out to Merilee Graham at Post consumer brands for all the help she gave me with additional photos of the Malt-O-Meal flour mill. She sent me all the known photographs, but there were no blueprints or dimensions available, so I only had photos from which to model.

The water feature that surrounds this flour mill, including a river, a holding pond, and a waterfall, is such an important part of the model that I felt compelled to model it as a diorama. This O-scale diorama measures 3 feet long and 2 feet wide. In the original photo the building appears to have a town and main street behind it, but to tie in more to railroading I took a bit of modelers license and included a spur with loading docks and a stairway, landing, and entry door.



This Shot of the Diorama Shows The After-Effects of a Prototype Natural Disaster, But it Illustrates Mike's "Modeler's License"

Continued on page 18



The model was constructed entirely from scale lumber with scratch-built doors and windows with real glass panes. No prefab siding was used but, rather, individual board-by-board clapboard siding. The model took three years to build, and the landforms and scenery were four months in the making. The stone foundation was particularly time consuming as each stone was hand cut, one at a time, and set in real mortar. Each floor, the basement, and paddlewheel house have full lighting for nighttime viewing. I used 12VDC bulbs and alternated in different rooms and areas by adjusting the level of light and the color using clear and yellow diffusers and different sized resistors. My thanks go out to All Electronics of Van Nuys, California for all my electronic and electrical needs. The one exception would be the sound system, which was provided by ITT Products. George was the one to talk to for advice to set up the sound system. He sells the computer chips with volume control and speakers for just about any sound needed for a model railroad. My flour mill with water feature has four different sounds: the paddle wheel, the waterfall, the river and, where you have water, there are always birds.

The flour mill exterior color is Oat Straw with Coconut Husk trim by Behr® paints. This is regular house paint. I buy the 8oz. sample jars at Home Depot. They cost under four dollars each. For the river and waterfall, I used Liquitex® gloss medium, gloss gel, and high gloss varnish. Since the holding pond is so deep, I covered the top with plexiglass and heated one end with my wife's hair dryer and bent the plexiglass at almost a 90° angle to create the waterfall. The speed of the paddlewheel is controlled by a very old electric train transformer I found at a secondhand shop for three dollars. When the lights are turned on and sound system is activated the model literally comes to life.

Continued on page 19

This was a very enjoyable model to build. As with all my projects, the finished model is not what I enjoy the most but, rather, the process. It's a funny thing, but the whole time I am working on one project I am planning the next one! Scratch building models from photos can be a challenging but rewarding. The world is full of interesting things to model, either current-day or from a long time ago. The problem I have is that I want to model everything I see. There just isn't time.

By far, the most difficult part of this model was the water. This was the first river and waterfall I had ever modelled. Since "Nothing Is Good Enough", I had to rip everything out twice and start over.

My wife, Marsha, who is an expert on colors, would say, "The water is too blue – too dark – too much green", until I got it right. One time she even noticed that waterfall was not transparent enough to see the retaining wall stones, huge Roman bricks, or the hint of moss on the tops of the timbers, so I had to do that part three times to be "good enough." Marsha is not only my best friend, but my worst and best critic all rolled into one.!



Malt-O-Meal Company History



Address:

80 South 8th Street, Suite 2600
Minneapolis, Minnesota 55402-2297
U.S.A.

Telephone: (612) 338-8551

Toll Free: 800-328-4452; (800) 743-3029

Fax: (612) 339-5710

Website: www.malt-o-meal.com

Private Company

Incorporated: 1919 as Campbell Cereal Company

Employees: 1,000

Sales: \$520 million (2003 est.)

NAIC: 311230 Breakfast Cereal Manufacturing

Company Perspectives:

We've provided excellent quality and value in breakfast cereals for over 75 years!

Key Dates:

1919: John S. Campbell founds the Campbell Cereal Company in Owatonna, Minnesota, producing a new cereal he calls Malt-O-Meal.

1927: The company relocates to Northfield, Minnesota, in the Ames Mill.

1936: Company headquarters are moved to Minneapolis.

1953: Campbell Cereal is renamed Malt-O-Meal Company.

1961: Manufacturing space in Northfield is expanded with the purchase of the Carnation Creamery building, which is renamed the Campbell Mill.

Early 1970s: Malt-O-Meal begins boxing private-label cereals for grocery store chains.

1975: The company introduces Toasty O's, a lower-cost, bagged version of Cheerios.

1993: A distribution center in Salt Lake City is opened.

1995: A Grove City, Ohio, distribution center is opened.

1996: The company opens a distribution center in Coppel, Texas.

1998: An outbreak of salmonella poisoning forces Malt-O-Meal to recall about three million pounds of its toasted oat cereals; the company breaks ground on a new plant and distribution center in Tremonton, Utah.

2000: Construction of the Tremonton plant is halted because of a cereal price war; Big Bowl brand of instant oatmeal debuts.

Continued on page 21

2002: Malt-O-Meal acquires Quaker's U.S. bagged cereal line and announces that construction of its Utah plant will resume.

2003: Balance with Berries is introduced as the first in a new Malt-O-Meal Originals line of unique cereals.

2004: Production begins at the Tremonton plant.

Company History:

Malt-O-Meal Company is the fifth largest cereal manufacturer in the United States, holding slightly more than 7 percent of the \$7.1 billion U.S. cereal market. Best known as a manufacturer of hot wheat cereals for the majority of its years in business, Malt-O-Meal has evolved into a leader in the value-priced, bagged ready-to-eat U.S. cereal market while still selling its mainstay products; it also makes four varieties of instant oatmeal. The low-profile company produces and markets cereals under its own and private-label names, distributing its products in more than 70 percent of the nation's retail grocery stores. Its facilities include two manufacturing plants in Northfield, Minnesota, and one in Tremonton, Utah, as well as distribution centers in Grove City, Ohio; Coppel, Texas; and Salt Lake City, Utah. The firm remains privately owned by members of the Brooks and Fort families, descendants of the founder.



The Answers Are Out There

By Robert Pethoud

Cunningham Petroleum 2: Buildings



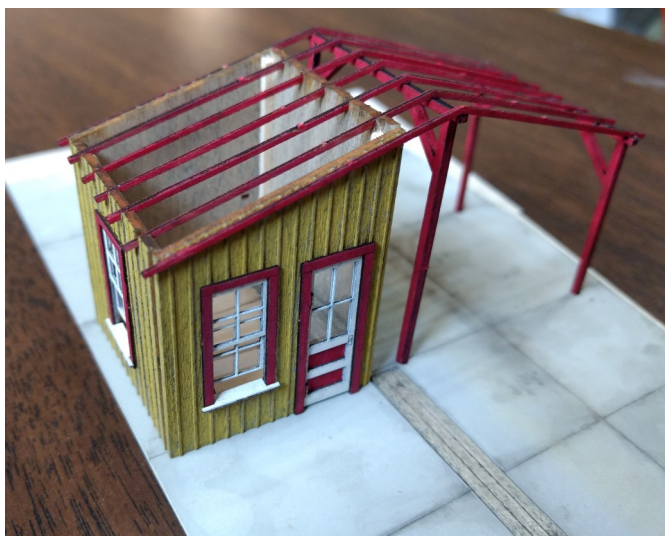
The Bar Mills “Earl’s Oil” kit is based on a prototype oil dealer in Maine and makes up into a detailed and eye-catching, although quite small, diorama. Aside from the two medium-sized horizontal oil tanks, the only structure is identified as a pumphouse. I decided to turn it into an office, and added a small styrene shed (from Walthers) to act as the pumphouse. I also added a larger vertical oil tank and a tank car unloading apparatus (both also from Walthers) to enlarge the enterprise and justify spotting tank cars at Cunningham Petroleum.

The focal point of this industry is the cute little laser-cut wood “office.” My finished model is readily recognized as Bar Mills’ design, but I made several modifications to suit my wants and

needs:

- I attached the building to my larger concrete slab made of styrene instead of the provided wood platform
- I replaced the paper roofing material provided in the kit with corrugated metal pieces
- I replaced the given stovepipe, designed to attach to the roof, with a Grandt Line wall-mounted stovepipe
- I omitted the brackets from one wall and covered the mounting holes with four new signs
- I added oil dispensing pipes to the “bench” outside the office

Construction of the office began by spraying the door and window mullions with Rust-Oleum Satin Heirloom White applied with a rattle can. While that was drying, I stained all the remaining office parts with two coats of India ink wash, made by adding 1 tsp of India ink to a pint bottle of 91% isopropyl alcohol. I brush-painted the walls with just one coat of Craft Smart Mustard Yellow. With these cheap acrylic craft paints, I’ve noticed that it takes three coats to cover fully; two coats look like an aging but still pretty good finish; and one coat gives the impression of a significantly weathered paint job, which is the effect I was after. I used Craft Smart Holiday Red for the trim color.



With all the parts painted, I assembled them with yellow carpenters’ glue, adding 1/16” square basswood corner bracing. Then, it was on to the roof. Since this is to be a foreground structure, I thought actual corrugated material would look better than a photograph of the same. The corrugated metal I used was not from Campbell, but is similar and was what I had in my scrap box. I cut it into individual panels and primed them with Rust-Oleum Painters’ Touch Ultra Cover Satin Stone Gray. After drying 48 hours, I sprayed them with Testors Dullcote (#1260) and waited for that to cure, then finished coloring them by applying several colors of Bragdon Enterprises weathering chalks with a stiff brush. I would describe the colors of the chalks as orange, burnt umber, Tuscan, and charcoal gray.

The office’s roof is in two sections. Each section was assembled by gluing overlapping edges of corrugated panels with Aleene’s Turbo Tacky Glue applied with a toothpick. After dry-

ing overnight, the two sections of the roof were fastened to the rafters with the same glue.

The roof sign was assembled per the kit instructions, except that I printed “Cunningham Petroleum” from a Word document. I had no use for the brackets intended for one wall of the office, so I left them off. That left four holes in that wall where the brackets were supposed to go, so I found four appropriate signs in Google Images and printed them out in a size that looked right. I used rubber cement to attach the printed signs to thin styrene, then used the same cement to attach the styrene to the office wall.

Continued on page 23

Answers ct'd.

The most significant change to the office was to the low bench-like structure against one wall under the roof's peak. The kit's instructions claim this "is actually a bin/seat of some sort." I believe that, in reality, it housed the pipes and valves for pumping oil into the tanker trucks which would then deliver it to the business's many customers. I shaped delivery pipes from three lengths of spring wire and drilled holes into this "bench" to install them.



That's as far as we can go this time. In the next issue we'll discuss the tanks and pipes, as well as that scratchbuilt pole sign out front. Until then, you can reach me with comments and questions at pethoud@comcast.net



Pacific Coast Region SIG Report

by Seth Neumann






As I wrote this column last quarter it looked like things were starting to open up for operations, but then Delta exploded. We are continuing some all-vaxxed, or masked, or both sessions in layouts with good ventilation and lots of space locally. At least one of the regular visiting meets was cancelled in September and only a few are going forward with reduced attendance and restrictions, I expect this trend to continue until the pandemic recedes.

The SIG program at Virtual Rails by the Bay was a success, Ops was limited to a virtual session at Silicon Valley Lines, which was well attended and well received. LDSIG had a full program with many clinics on design topics, a live “What Would You Differently Panel” and, while not strictly LDSIG events, Layout Tour Chairman Paul Deis hosted several host round tables for the virtual tours which felt a lot like the discussions we usually have on the LDSIG Self-Guided layout tour. We also provided consulting sessions, which were generally done off-line to not conflict with live interactions. CMRI SIG had a lively meeting at noon one day.

As in the previous months, we have had SIG activities via Zoom conferences. The Operations SIG has been holding clinics and layout tours monthly on Sunday afternoon at 1:00 PM Pacific, <https://www.opsig.org/Virtual> see for topics and meeting information. LDSIG is holding Zooms on a more-or-less quarterly schedule,

We’re planning now for the 2022 Bay Area PCR/LDSIG/OPSIG (“SIG Meet”). The clinic day will be Saturday February 5 (the new NFL “bye weekend”) and are working on a venue. We intend to stream the clinic track for our members who can’t attend live. This will be a vax and mask event and will conform to whatever regulations Santa Clara County has in place. Watch the PCR list for more information as it becomes available.



  	<p>February 4 – 6, 2022 – Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design SIG, and Operations SIG</p> <p>Save the dates! Note new dates due to NFL Super Bowl scheduling change. More details will be posted Fall 2021.</p> <p>The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, OPSIG membership is NOT required! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts.</p> <p>Website for the January 30-31, 2021 SIG Meet</p> <p>TSG Multimedia's video of Bay Area Meet 2019.</p> <p>TSG video report of Live Crew Lounges Panel Discussion at 2020's meet (Starts at 0:49)</p>
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Tales of the Santa Cruz Northern

By: Jim Providenza

Almost Street Running

I was up in Spokane at the beginning of September. I had a day free and took the opportunity to chase BNSF's Chewelah Turn – couldn't resist the allure of GP60B's! I caught them on their return trip back to Yardly – their home base and one of several BNSF yards in the Spokane area. As they disappeared into the yard I decided to see if I could catch a last glimpse.

No such luck, but I did stumble across a neat industrial area. I grabbed some drive up lunch and ate in the car while I watched strings of tank cars and cement hoppers being pulled and pushed across a 4 lane road – never did see the local's power, just the cars moving back and forth.

What I did see was the bit of 'almost street running' in the two photos included in this article. The track running along the side of the asphalt roadway was intriguing – but at least as interesting was the trackage at the grain elevator at the end of the spur, and the details worth modeling. Let's take a closer look.



Photo 1:

Track is level with the asphalt roadway, not raised up on a bed of ballast

Asphalt is maybe a medium gray at best

The boundary between the asphalt and the ballast is indistinct

What ballast exists is maybe light gray and coexists with tan or gray/tan earth and dust

The ties are not brown or creosote color – rather they are the same grayish tan color as the earth mixed in with the ballast

The ends of the ties outside the rails are invisible

The tops of the ties between the rails, however, are mostly clear of any rock / ballast

There is one rail joiner visible, weathered to a muted rust color – all the others are hidden in the ballast / dirt

No weeds, very little litter – maybe a piece of paper or two and a few pieces of broken wood

The piles of materials on the other side of the chain link fence are stacked neat and orderly.

Continued on page 26



Photo 2:

Space must be at a premium as this grain elevator has two short tracks to serve it – each looked to be able to hold maybe three covered hoppers max

The road into the elevator plant runs between the two switches

The frog of the nearer switch is buried in the roadway asphalt

The asphalt on the roads are different shades of gray, some patches add more color

The ground throws are almost buried in the earth – I think I have to try lowering some of my Caboose Industries ground throws into the Homasote a bit!

The ground throws are not black! Rather they are an indeterminate gray...

The switch ties are an oily gray / black where the points would ride over them but are otherwise the same grayish-brown as the rest of the ties

The spur clearly continued past the elevator at one point, but now ends shortly beyond it – at a tree!

There are signs on posts at several spots, including a derail sign and a stop sign at the far left for vehicles coming out of the plant.

Hmmm, this should be enough to keep me busy for an evening or two...



Nicasio Noodlings

News from the Nicasio Northern

By Jon Schmidt

New Operating Scheme

With the addition of Ureeka, a (staging) town at the East (north) end of the Nicasio Northern, and the addition of a logging railroad and lumber mill, it was time for a new operating scheme for the Nicasio. Remember that the Nicasio is a freelanced Northern California “rails in the mud” 1920’s era pike with both passenger and freight. That adds up to a lot of options.

As I redesign, here are the issues I’m wrestling with:

1. How long should an operating session be? Recent experience says that 2 hours is too short. I’m leaning to a 3- or 4-hour session. A 4-hour session should include an intermission, maybe over lunch?
2. I want to run with TT&TO. That means having a fast clock for the timetable-based trains. How fast should the fast clock be? The Nicasio has a lot of switching, and we know that switching takes real time. So does writing orders. Should any of the freights be on the timetable?
3. Should each session be designed such that all trains must run within the session, or can some trains be found or left on the road when the session is started or finished? Until now an op session on the Nicasio started with no trains on the road. All were either in staging, waiting to be built in a yard, or sitting at a passenger terminal. This isn’t prototypical. I could design the session such that it was normal for a freight to suspend and resume across op sessions.
4. How many operators can the Nicasio accommodate? It doesn’t make sense to fill the room, especially since the recent redesign was specifically to give the operators space. This relates to the question of having 1- or 2-person crews. In the past I’ve had 2-person crews occasionally, and they are fascinating to watch if they are pros. One set memorably did everything by hand signals. Wow! The passenger trains can get by with a single operator. But I think that some freight jobs would work better with 2.
5. Where is the congestion during an operating session? Is it trains, people, or both? There are four major operating areas on the Nicasio: Bayside Yard handles basically every freight at some point; Bayside passenger includes the passenger yard and station; Bayside wharf is a major switching puzzle, occasionally interrupted by passenger trains meeting the ferry; and Wittils which sends freight and passenger trains east and west, interchanges with the Highland Lumber RR, the Casper & Big River, and has significant local industries. Add Nicasio, with simple but fun switching.
6. How do I design to minimize interaction between bodies? Wittils and Bayside Yard crews work back-to-back. Bayside passenger and Bayside wharf crews work on the same side of the central Bayside peninsula. They are back-to-back with Nicasio. Remember that the redesign and rebuild of the Nicasio, which I presented as “The Great Tectonic Shift” was sub-titled “the pre-pandemic social distancing project.” Trying to make space so the crews are comfortable moving about.

Continued on page 28

Here's my plan of attack to sort out the issues:

- Create a string chart for the trains. Show the trains versus town versus time. Pay attention to how many trains are active at any time since they will each require a crew.
- Create a string chart for crews. Show where in the room each crew will be working at a particular time. Hopefully this will show me where I have too much congestion, and where trains should be rescheduled to minimize conflict.
- Repeat steps 1 & 2 until it looks right.
- Run a couple of test sessions without full crews, to see how long certain jobs actually take. Remember that switching takes real time and visiting crews will take longer than you do for a particular job.
- Based on the tests, repeat steps 1 through 4.
- Create a timetable, call for an operating session, and see how it goes. Solicit feedback and listen hard.

And then repeat, hopefully achieving “continuous improvement.”

Editor's Note:

Jon and I briefly discussed using this piece as the basis for a discussion of ideas and answers to his questions. Jon suggested that an interactive “group” could be established for this purpose—and that may well become a reality. For now, though, please take a good look at his items 1 through 6 (previous page). If you have any input, expertise, or amusing anecdotes, please share them via an email to me: chipmeriam@comcast.net. I'd love to share them with all of our readers.

Meanwhile (as an editor who is constantly seeking ways to fill the white space), I have encouraged Jon use this article as a “spring board” to develop subsequent “Nicasio Noodlings” chronicling his progress as he pursues solutions to his issues. We'll see how that goes. I'm looking forward to it!



Looking Back

by Dave Connery, MMR, PCR Historian Our History – Organizational, Human, and Models

As PCR historian, I had always thought of our history as the history of the Divisions and the PCR Region—an organizational viewpoint. The articles I submitted to the *Branch Line* have been focused on our organization, changes to our divisions, history of our conventions, and various subjects such as our honors program. Then, about 5 or 6 years ago, member Don Brietbarth suggested I interview some of the historical figures from PCR's past. "What a great idea", I thought. I started by interviewing Russ Clover, who Don had pointed out as a good example of a person important to the history of the Pacific Coast Region. That interview ran in the October 2016 issue of *Branch Line*. Since then I have interviewed 15 members who, from my viewpoint, have had a notable impact on our organization. So taken as a whole, these articles have attempted to cover both the organizational history and the human history – and at this point neither of these subjects have been fully developed.

But there is another whole aspect to our history – in fact probably the most important and lasting part of our history. That is the history of our models, a subject I am keenly interested in but woefully unprepared to take on. The topic is, as they say, "Bigger than a bread basket". One thing that is different is that the history of our models extends seamlessly far beyond the Pacific Coast Region to all parts of the NMRA and all corners of the world where model railroading is practiced. It incorporates the great model layouts that have been built and are being created as I write this. It includes the history of "off the shelf" models, structure kits, imported brass locomotives and layouts built in the garden or to scales large enough to be ridden on. Layouts using live steam, battery power, AC, DC and DCC, GE ASTRAC, Keller On Board, and the materials for track and scenery—in a nutshell, how we got to where the hobby is today. Of course, it includes all the many decades of wonderful model railroad magazines and books.

Looking Back



The Complete Book of MODEL RAILROADING

By DAVID SUTTON

Foreword by David Rose



In 1964 this book aimed at covering the entire hobby of Model Railroading.

I can't even conceive of how one would go about creating a single history of scale model railroading today. Our hobby has gotten immeasurably more complex with the passage of time and the expansion of the hobby in so many directions. When I got back into the hobby as an adult, a bit over 45 years ago, I received a book, I think as a gift, titled "The Complete Book of MODEL RAILROADING" by David Sutton. First published in 1964, it sold for \$15.00 at that time. It is a 341 page hardbound book covering the spectrum of model railroading. I thought it wonderful when I first read it, but way beyond what I could ever do. I have retained the book and today skimming through it is an escape to a time long gone.

Some of us (perhaps you) have amassed a good part of this history through our collection of past model railroad magazines. When my ability to build more shelving for this ever-growing collection finally exceeded the space beneath my layout, I took the step of removing all those articles I might someday want to use and recycling the rest of the collection. Today some of these magazines - *Model Railroader* (MR) and *Narrow Gauge & Short Line Gazette* (NG&SLG) are mostly available on DVD's – saving huge amounts of space. But the magazines are no longer what they once were. Twenty or so years ago we had at least three times the number of magazines devoted to model railroading, and those that have survived are generally smaller today than they once were. The magazines that have gone by the wayside are only available in their original print format so if you have a collection of these "now gone from existence" magazines you may have a unique slice of our history.

Continued on page 30

Looking Back ct'd.

These magazines included modeling information on individual models and interesting techniques but they often also had, and still have, articles on entire layouts.

While magazines provide a static look at some great layouts, John and Cydney Abatacola have produced a very large number of fabulous U-Tube layout visits under their TSG Multimedia company. If you have not been watching these you are really missing out on a very special documentation of model railroad layouts – and many of them from right here in the Pacific Coast Region. If you have heard John and Cydney’s name a lot lately, they were integral parts of the Rails by the Bay Virtual National Convention headquartered in our region. Thanks for all that outstanding effort, John and Cydney.

There have been several series of articles over the years on the history of our models—primarily driven by collectors. A series by Keith Wills called “Collectors Consist” ran for many years in *Railroad Model Craftsman* and currently this appears under the authorship of Tony Cook. Charlie Getz writes a column in the *Narrow Gauge and Short Line Gazette* titled “The Narrow Gauge Scene.” Charlie is an exquisite structure modeler and his articles are often about structure kits, building them and often a review of companies that have provided these essential kits to the hobby.

What all this is leading up to is the presence in PCR of a special look at the history of our hobby. I speak of the new NMRA display “The Magic of Scale Model Railroading”, now a part of the California State Railroad Museum.

At the end of July I joined a group of NMRA friends for a ride on AMTRAK to Sacramento and a day at the Museum. We had a wonderful time. If you have not yet had a chance to see this new exhibit, I urge you to go. You will be impressed. It is a wonderfully done display that both honors our history and shows what artistry has been deployed by modelers—even providing a chance to see a layout “under construction” done by members Frank Markovich and Mike Blumensaadt. A special thanks here to Charlie Getz and Bob Brown, whose vision, foresight and drive were critical to have this display finally come to fruition. If you are at all like me you will experience the visceral feeling of pride at being a part of this amazing hobby when you see the superb display. It is a history we are all a part of.



One wall of the Magic of Scale Model Railroading includes a decade-by-decade review of some of the highlights of the history of Model Railroading, starting back in 1847.

Photo by Chris Palermo



Frank Markovich and Mike Blumensaadt built this wonderful “layout under construction” for the exhibit, backed here by the very impressive “wall of trains”.

Photo by Chris Palermo

By Pete Birdsong



Pete Birdsong, MMR



There is a lot up in the air for the Coast Division, both from the impacts of the coronavirus and its winding down, and from events that happened before and after that: personnel changes at the region, elimination of the possibility of the Boy Scouts building, increased rates at the Elks club, long-term volunteers reaching the end of what they can do, and more—as you have heard from Phil and others. Sadly, I am part of that, since my increasing vision problems mean I have to resign as Coast Division Webmaster and Newsletter editor.

As you also may know, a volunteer committee is in place and working on recommendations for how the division adapts to all these changes. Part of that is the survey recently sent to Coast Division members.

In addition, there have been all the changes in plans and preparations for the regional and national conventions. A lot of hard work and dedication has been put forth by our regional and divisional officers and other volunteers. Phil, Frank, and the others really need your help in volunteering. Try to do some of that and, at the very least, let them know you appreciate all their efforts--without which we would not have a division.

Phil began hosting Zoom meetings in May 2020 and there have been meetings every other week since. Thirty-two of the meetings can be found on our YouTube channel. These meetings have been well-attended.

Phil has rounded up many modelers to talk and share about their models, layouts, or modeling techniques. Some weeks there has been a roundtable with many participating. It has been well-received and very likely Zoom meetings will continue in some manner even--when we can meet again in person. I want to thank Phil for keeping the members of our division engaged during the pandemic.

Thanks.
Pete Birdsong

Continued on page 32



LAST RUN - CLARK STEWART



Tribute by Bill Burket - Coast Division

It is with great sadness that we lost Coast Division auction committee member and auctioneer Clark Stewart. I've known Clark since 1968 when he first moved to San Francisco and joined the Golden Gate Model Railroad Club. That was also the year of the NMRA Convention in San Francisco. Prior to my meeting Clark he had served in the United States Marines and also played a couple of years on the San Francisco 49ers when they were only paid a couple of hundred dollars a month.

Clark grew up in Pocatello Idaho and had his first interest in railroads through his uncle who was a Union Pacific locomotive engineer. The railroad highlight of his childhood was riding with his uncle on a UP freight train in the cab of a UP Big Boy. He told me that to the best of his recall it was #4019. When he first moved to San Francisco he worked at his dad's liquor store near the corner of Stockton and Broadway. On July 20, 1974 Clark hired out as a switchman on the Southern Pacific in West Oakland. He worked as a switchman until April 1977 when he was accepted into engine service as a locomotive fireman. I hired out also as a switchman August 28, 1976 and Clark and I ended up in the same fireman's class April 1977. It was around this same time that we both left the Golden Gate Model Railroad Club to follow our railroad careers. Clark moved to Petaluma and along with working on the railroad founded W&W Hobbies and a very successful brass model painting business. Later on in 1986 we both transferred to Amtrak. After our Coast Division auction chairman John Dennis passed away Clark stepped up to help me with the auctioneering which he did through December 2019.

A few days after the December 2019 Coast Division meet and auction Clark suffered a severe stroke that left him partially paralyzed on one side. He never fully recovered and received the final call from the chief dispatcher August 26, 2021. Clark was 81 years old. Clark could be funny, stubborn and a prankster all at the same time. Nevertheless he will be missed by many who had lives connected with him on Southern Pacific and Amtrak and through the model railroad community in the Bay Area. May Clark rest in peace.





Hello everyone...

Well one more quarter gone by and one to go. We tried something new to the ZOOM format by having a \$25 gift certificate from Central Coast Trains given away at the end of the meeting. Thanks, Anita. We appreciate your support. I want to congratulate Matthew Metoyer, of Santa Maria, for being the lucky winner of our first gift certificate given out. It seems to have worked. The meeting was one of our best as far as attendance goes—25 attendees. So there is some truth to the saying “everyone has a price”. All kidding aside, thanks to all that showed up and participated. Just to give a heads up: At the next meeting on November 18th there will be the \$100 gift certificate given out. So, I would hope we get a similar response and at least double the attendance.

We have two new members.. Alan Rogers, of Bakersfield, and James Theis, of Woodlake. Welcome them aboard. Also, a big thanks goes out to Joe Heumphreus, of Santa Barbara, and Robert Pethoud, of Fresno, for their presentations at the August 26th Daylight ZOOM meeting. Bob Pethoud made a comment in his recent presentation about clinics and how easy they are to do. They don't need to be lengthy—10 to 15 minutes is ok. Anything train related can be presented. Such as something you're working on or have worked on. Maybe you have a shortcut to a task when working on your trains. Maybe you found a new tool that you think might help out in the process of constructing a project.

Want to share your layout? Make a short video (15 to 20 minutes is about right) about it with your camera highlighting the things you have accomplished. It doesn't matter if it's in mid-construction or in its final form. Share your efforts. Remember, your effort is also usable for points in the NMRA Achievement Program.

If you ever have any questions concerning your NMRA or Daylight membership, or volunteer to give a presentation or clinic, please contact Doug Wagner at carldw@aol.com, or by phone at (661) 589-0391.

Now for my main concern. We need members to get more involved. We are a group of mostly middle aged, semi to fully retired adults. We have people with a very diverse assemblage of knowledge and experience. We need to take advantage of this treasure trove of experience and have more members step up and get involved. Currently we have multiple positions being held by one member along with the same members rotating positions when their terms are up. We need new members in these positions. If you think you can contribute to the cause, stand up and volunteer to be in charge. This division needs more members giving input to keep it running. As an example: We recently presented a Convention which was designed to be the typical person-to-person type of convention. We planned and planned but the C-19 monster reared its ugly head and sent everything flying in different directions. Members stepped up and pulled together, deciding to change in mid-stream to a virtual style convention. We ended up having one of the most successful conventions of all time. We set precedents and benchmarks to presenting a virtual meeting and fulfilled our commitment to presenting a convention. We need more of this collaboration of members to get involved in running this division and keeping it in the forefront. We need members to bring the younger generation into the hobby. Explain to them all the diversity that is in the hobby: electronics, woodworking, computers, artwork, city planning, project planning, model making, scratch building, volunteering, etc. etc. I could go on and on...

We are in the planning stages for next year. Hopefully we will be able to go to a hybrid style of meetings. We need new clinics and short presentations to include in our upcoming meeting schedule. So, if you have something you want to present please contact Doug Wagner at carldw@aol.com, or by phone at (661) 589-0391.

So. With all that being said, I once again thank everyone for their efforts in making this a great Division. Remember November 18th and the big \$100 gift certificate.

Mike



Redwood Empire Division Report

by Paul Weiss



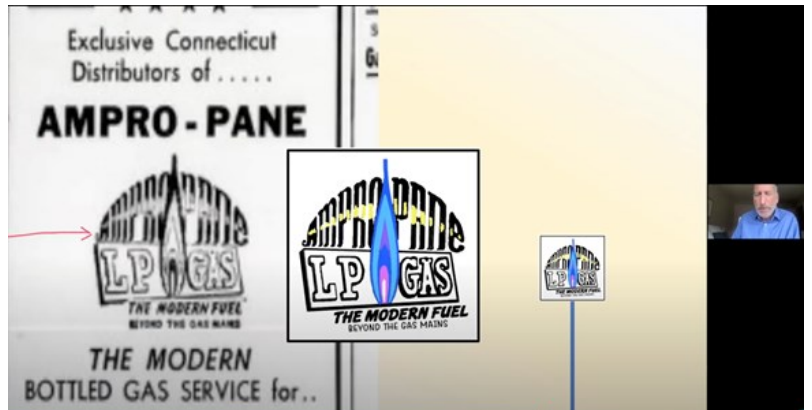
The Redwood Empire Division had a well attended and successful Spring Meet via Zoom on May 15, 2021. Like our sister divisions, we have limited our events to virtual. Many have embraced this as an opportunity to get together without having to leave home. We encourage members from all the PCR to enjoy our meets which are archived on YouTube. Use the link "<https://youtu.be/GflkMZzQeNo>" or find the RED NMRA channel to view.

Our approximately 90 minute meet had an hour of Division business, updates, and introductions of each attendee. We also had some terrific show and tell and mini clinics as outlined below. I have provided the timestamp for each presenter so any viewer of the video can skip right to the sections they are most interested in.



John Huckabee (*timestamp 0:59*) described how he is making cars used by short lines for LCL business that were assembled from larger railroad's junk piles.

Paul Weiss (*timestamp 1:01*) gave a PowerPoint on getting inspiration from vintage yellow pages for industries and signage for a layout, and how to use basic paint programs to quickly make them picture perfect.



Continued on page 35

The Machine Shop

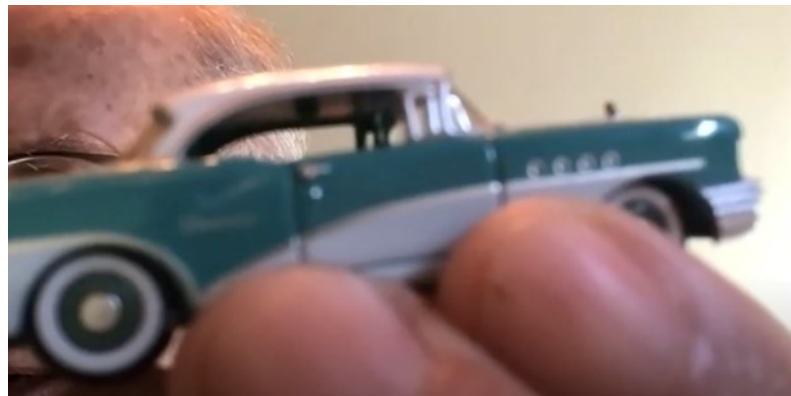


Bill Kaufman (*timestamp 1:07*) described his latest modeling project, the Thames Shipyard on the CV in Northern CA layout.



Jon Schmidt (*timestamp 1:16*) shared his beautiful Nicasio Fruit structure.

Ron Learn (*timestamp 1:28*) described and shared pics of vintage vehicles made by Oxford which he found to be high quality, layout ready.



Continued on page 36

Redwood Empire Division Report ct'd.



Jim Providenza (*timestamp 1:19*) described the background and building of two industries on the CV in Northern CA layout: the Monson, MA station and Squier Coal.



David Norris (*timestamp 1:31*) described his techniques for making and decorating modern shipping containers.

I will report on our summer meet in the next issue of Branch Line. - Paul Weiss, RED Superintendent



Sierra Division Report

by Chip Meriam

The first in-person Sierra Division meet since February 8, 2020 took place at Steve Folino's home in Sacramento on August 14th. The original plan was for un-hosted, on-your-own visits to the California State Railroad Museum in the morning with an afternoon meeting at the First Christian Church. Conflicts with the church availability and very warm weather led to a change in plans that moved the meeting to the morning and the museum visits to the afternoon. A super-special THANK YOU to Steve Folino for hosting this "return to normal" event.



August 14 at Steve Folino's Patio
L-R Klaus Keil, Allen Wood, Mike Hamlin,
Lou Anderson
(photo: Jim Collins)



The meet included a visit to Steve's Fungus & Mungus Railroad. Steve is obviously an accomplished modeler, but he also is a bit of a bard. Be sure to see Steve's stories about Fungus & Mungus in recent issues of the *Branch Line*.



Looking North Across The Fungus & Mungus Railyard
(photo: Jim Collins)



Looking North Across The Switchbacks Climbing Big Pine Mountain To Access The Hubert "Hugh" Mungus Timber Logging Camp 4
(photo: Jim Collins)



A Portion Of Logging Camp 4 - High Up On The Western Slopes Of Big Pine Mountain
(photo: Jim Collins)

Sierra Division continues to have online meets via ZOOM. The most recent such meet was September 11 with 18 members in attendance. Much of the meet involved planning discussions about the 2023 PCR Convention which Sierra will be hosting.

Future online meets will be held the second Saturday of each month when an in-person meet is not scheduled.

UPCOMING ONLINE MEETS (all beginning at 10:30 AM)

November 13

December 11

January 8

March 12

April 9

June 11



October 1– 3, 2021 - 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. MAP For now, the plan is the same as usual... Preliminary activities of the 2021 Central Coast Railroad Festival (CCRRF) will start in September 2021, model layout tours will start Thursday 9/30/21, Saturday 10/2/21 at the SLO Railroad Museum, etc. This is all tentative, of course, but that's the plan right now.

October 2, 2021 - 1:00 pm, Pacific Coast Region Mid-Year Board of Directors Meeting via Zoom. All PCR members welcome. Meeting details are: TBA

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

October 10, 2021 - 10:00 am to 4:00 pm, Fall 2021 Model Train Swap Meet & Open House, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA. We have transitioned to a fully DCC system to run our layout. Come check us out and see the new way we are operating model trains. Fare: FREE
Info: info@blackdiamondlines.com, Phone: (925) 779-1964.

For a list of monthly activities see page 42

October 16 – 17, 2021 - 10:00 am to 4:00 pm, Carquinez Model Railroad Society, Model Railroad Open House, 645 Loring Ave (in the historic Odd Fellows building across from C&H Sugar), Crockett, CA. • This Open House is in conjunction with the Carquinez Toy Train Operating Museum (upstairs in our building) and the Bay Area NTrak club in the SP station down the street (Saturday only) The Carquinez Model Railroad Society offers a unique 36'x60' HO scale

model railroad (on three levels!) that depicts the Southern Pacific/Union Pacific railroad from Oakland, across the Sierra Nevada mountains, to Sparks, NV. Our model railroad allows you to closely follow a train as it traverses the railroad. And our members are always to answer your questions! Admission: \$5.00; children under 16 free when accompanied by an adult.

October 16, 2021 - Sierra Division Fall Meet - 9:00 AM - Sacramento, CA
chipmeriam@comcast.net for details

October 29, 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

November 13, 2021 - 10:30 AM Sierra Division Online meet. For information contact Chip Meriam at chipmeriam@comcast.net

November 18, 2021 - 7:00 pm PDT, Daylight Division Fall Meet, via

Zoom. See the Daylight Division website for the full agenda.

November 20, 2021 - 11:00 AM, RED Fall Meet, held online

November 19 – 21, 2021 • Friday: 8:00 pm to 10:00 pm; Saturday & Sunday: 11:00 am to 6:00 pm, November Holiday 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 26 – 28, 2021 • Friday: 8:00 pm to 10:00 pm; Saturday & Sunday: 11:00 am to 6:00 pm, November Holiday 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

December 4 - 5, 2021 Saturday 10:00 to 5:00, Sunday 10:00 to 3:00 ALL SCALES TRAIN SHOW Stanislaus County Fairgrounds, 900 N. Broadway, Turlock. Daily admission \$8.00, Kids under 12 free (with paid adult). For tables or information on bringing modules please call Vern Cowan - 714 479 4432

December 11, 2021 - 10:30 AM Sierra Division Online meet. For information contact Chip Meriam at chipmeriam@comcast.net

December 11 – 12, 2021 - 10:00 am to 4:00 pm, Carquinez Model Railroad Society, Model Railroad Open House, 645 Loring Ave (in the historic Odd Fellows building across from C&H Sugar), Crockett, CA. This Open House is in conjunction with the Carquinez Toy Train Operating Museum (upstairs in our building) and the Bay Area NTrak club in the SP station down the street (Saturday only) The Carquinez Model Railroad Society offers a unique 36'x60' HO scale model railroad (on three levels!) that depicts the Southern Pacific/Union Pacific railroad from Oakland, across the Sierra Nevada mountains, to Sparks, NV. Our model railroad allows you to closely follow a train as it traverses the railroad. And our members are always to answer your questions! Admission: \$5.00; children under 16 free when accompanied by an adult.

January 8, 2022 - 10:30 AM Sierra Division Online meet. For information contact Chip Meriam at chipmeriam@comcast.net

Continued on page 39

Calendar

January 28 – 30, 2022 – Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design SIG, and Operations SIG. Save the dates! More details will be posted Fall 2021. The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, OPSIG membership is NOT required! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts. Website for the January 30-31, 2021 SIG Meet TSG Multimedia's video of Bay Area Meet 2019. TSG video report of Live Crew Lounge Panel Discussion at 2020's meet (Starts at 0:49)

February 4 – 6, 2022 – Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design SIG, and Operations SIG. Save the dates! Note new dates due to NFL Super

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

Bowl scheduling change. More details will be posted Fall 2021. The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, OPSIG membership is NOT required! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts. Website for the January 30-31, 2021 SIG Meet TSG Multimedia's video of Bay Area Meet 2019. TSG video report of Live Crew Lounge Panel Discussion at 2020's meet (Starts at 0:49)

For a list of monthly activities see page 42

February 12, 2022 - 9:00 - Sacramento - Sierra Division Winter meet. For information contact Chip Meriam at chipmeriam@comcast.net

February 12, 2022 - 9:00 am PDT, Daylight Division Winter Meet, in-person and Zoom. Tina Marie's Downtown Cafe, banquet room. Located on ground floor of GEHAMS Model Railroad Club clubhouse, downtown Bakersfield. See the Daylight Division website for the full agenda.

February 19, 2022 - 11:00 AM, RED Winter Meet, held online

March 5 & 6, 2022 - 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. • MAP Admission is \$x.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

March 12, 2022 - 10:30 AM Sierra Division Online meet. For information contact Chip Meriam at chipmeriam@comcast.net

April 9, 2022 - 10:30 AM Sierra Division Online meet. For information contact Chip Meriam at chipmeriam@comcast.net

April 21 – 24, 2022 - Return to the Redwoods 2022, PCR/NMRA Convention, Hosted by Redwood Empire Division. DoubleTree by Hilton Hotel Sonoma Wine Country, One Doubletree Drive, Rohnert Park, CA 94928.

April 24, 2022 - 9:00 am, Pacific Coast Region Annual Business Meeting. DoubleTree by Hilton Hotel Sonoma Wine Country, One Doubletree Drive, Rohnert Park, CA 94928 The quorum for any meeting of the Membership shall be thirty-five (35). (PCR By-Laws, Article 4, Section 5. Meetings)

May 14, 2022 - 9:00 - Sierra Division Spring meet. Time and location TBD. For information contact Chip Meriam at chipmeriam@comcast.net

May 18 – 22, 2022 - Midwest Region, North Central Region, and Mid Central Region of the NMRA and the Railroad Prototype Modelers (RPM) Conference. Indianapolis Marriott East Hotel and Convention Center, 7202 East 21st Street, Indianapolis, Indiana, USA

May 21, 2022 - 11:00 AM, RED Spring Meet, held online

June 10 – 12, 2022 - Southern California Ops - 2022, Operations weekend in the greater Los Angeles area. Event hotel planned for Simi Valley, CA NOTE: Information on the website (e.g. layouts, schedule, hotel, etc.) still contains content from the cancelled SoCalOps-2020 event. Information for the 2022 event will be updated periodically, so check back later.

For those interested in Operations in the Southern California area, the NMRA Pacific Southwest Region (PSR) Convention, Orange Blossom Special 2021, is planned for Wednesday, September 8 – Saturday, September 11, 2021 at the Hilton Hotel / Orange County Airport, 18800 MacArthur Blvd, Irvine, CA

June 11, 2022 - 10:30 AM Sierra Division Online meet. For information contact Chip Meriam at chipmeriam@comcast.net

August 20, 2022 - RED picnic. Location to be determined.

November 22, 2022 - RED Fall Meet, held online



August 7 - 15, 2022 Gateway 2022

Marriott Grand Hotel, St. Louis, 800 Washington Ave,
St. Louis, MO USA

Continued on page 40

Calendar



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

August 22 - 25, 2023 Texas Express 2023

Gaylord Texan Hotel, 1501 Gaylord Trail, Grapevine, TX

For a list of monthly activities see page 42



In Memoriam

Member	City, State Date	Joined
Coast Division		
Glenwood Robinson(Lifetime Member)	Livermore CA	1/1/1957
William Chew(Lifetime Member)	Dublin CA	1/1/1971
Richard Bettinger(Lifetime Member)	San Carlos CA	1/1/1974
Peter Sparaco	San Jose CA	1/1/1984

All Scales Train Show
December 4 & 5
45 Years of Train Shows
Stanislaus County Fairgrounds
Free Parking
900 N. Broadway - Turlock, CA

Saturday 10 AM to 5 PM – Sunday 10 AM to 3 PM

Daily Admission \$8.00 - Kids under 12 free (with paid adult)

For tables or information on bringing modules please call

Vern Cowan (714) 686-7165 Ed Cathcart (714) 479-4432

This may be the only train show in Northern California this year!



Monthly Activities

First Thursday - 10:00 AM / Siskiyou Model RR Club. / Currently meeting at member's homes. Info: Tom Brass, (530) 842-4921,

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.

First Saturday 12:30 PM / European Train Enthusiasts (ETE) Sacramento Chapter (HO, HOM, 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 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 gray-marks@hotmail.com

Second Saturday 1PM-4PM / West Bay Model Railroad Association, Open House, We run trains run for our visitors, 1090 Merrill Street, Menlo Park, CA / e-mail westbaylines.com

Second 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.

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

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@sломra.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 / e-mail westbaylines@gmail.com

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 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 / 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 gray-marks@hotmail.com



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: glgslewis@comcast.net

Web: www.pleasantonmodelrr.org/index.html

Amador County Model Railroad Museum

The ACMRRM is located at 13828 Gold Mine Road, #1, Pine Grove, CA. Gold Mine Road intersects with Hwy 88 in Pine Grove. 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

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 or visit us on the web at 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.

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).
Web: 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 , bob@bob2sell.com or 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.

Continued on page 44

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.

European Train Enthusiasts

ETE (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.

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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 GEHAMS web: 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. Website: 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
info@msvrr.org

Continued on page 45

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

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 46

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 or email 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 Web: 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 as 530-842-4921 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.sbhrs.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. Facebook: <http://www.facebook.com/group.php?gid=163470062239>

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

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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Have you changed your address or other membership information?
 Notify Headquarters
 Email: nmrahq@nmra.org
 Phone: 423-892-2846 (8am—4pm ET)



IMPORTANT !!!!

Continued on page 47

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). Please refer to www.wcmrs.org for the dates and times of our Annual, Weekend and Friday evening shows .

West Bay Model Railroad Association

The West Bay Model Railroad Association is accepting new members; all skills are invited. Construction and scenery are now complete on our DCC 2-level HO layout designed for operations; work on signaling is in process. Work sessions are Wednesday evenings and Saturday afternoons. Prospective members and visitors are always welcome. We run trains for visitors monthly on second Saturday afternoons. Business meetings are at 8 pm on the third Wednesday of the month, and operating sessions are on Saturday of the following week. We're located a few hundred feet south of the Menlo Park Caltrain station, in the former baggage building, at 1090 Merrill St., between the station and Ravenswood Ave. For more information, visit wbmrra.ning.com and facebook.com/wbmrra. Or e-mail westbaylines@gmail.com.

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**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

We not only welcome your input here at the *Branch Line*, we actively encourage it!

In fact, may we say that we go so far as to solicit your input?

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

We're looking forward to hearing from you!





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