



## Return to the Redwoods PCR 2022

The first in-person convention in three years is shaping up to be one of the best ever. We have 20 confirmed clinics with more pending, and it appears we will have over 20 layout tours. Several vendors have committed to our two-day Vendor Show, the excursions are filling up, and we have 19 tables so far for the swap meet on Friday evening.

We realize Covid is still a concern and we will follow whatever mandates are in place from state, county and the hotel. If needed, we will limit room capacities and even repeat clinics so that everyone feels comfortable attending. For this reason, we need everyone to register as soon as possible so we have enough time to make the necessary arrangements. Register here: <https://pcrnmra.regfox.com/pcr-nmra-2022-convention>

*Continued on page 5*

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Inquiries regarding membership application, renewal, or change of address should be directed to the NMRA, P.O. Box 1328 Soddy Daisy, TN 37384-1328.

**Branch Line**  
**Deadlines for 2022**

**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 2022 issue**

Articles due by  
**September 10, 2022**

**JAN-FEB-MAR 2023 issue**

Articles due by  
**December 10, 2022**

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

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## From The President



**By Frank Markovich, MMR  
President**

We still are unable to get together live but we should be doing so in 2022. Towards that end there are some planned get togethers for next year. The Coast Division for example, is planning a March 6th meet with an auction.

Then April 21-24 is the “Return to the Redwoods” convention in Rohnert Park. It is shaping up to be an excellent convention. They still need some clinics, so if you’re interested please contact them at: [clinics2022@pcrnma.org](mailto:clinics2022@pcrnma.org)

I will be doing a couple of clinics including a hands-on clinic with all materials provided. Also, a clinic on “Building the Layout for the Magic of Scale Model RR”, with Mike Blumensaadt.

There are over 20 layouts that will be open for you to see during the convention, with a number of them available for Operating Sessions. Of course, there will be a full complement of contests. A swap meet and vendors will also be included. I understand that swap meet tables are going fast. They have many items for sale in the company stored. There are several excursions planned also. There will be a banquet for Saturday evening. Register early to get a \$10 discount.

outdated and need some changes.

There are currently a few committee groups to talk about: 1. A group of four of us are rewriting portions the PCR By-Laws and the Manual of Operations. They are both

2. Exploration of hybrid conventions. Led by Seth Newman, this committee will meet online and in person.



## From The Vice President



**Chip Meriam, Vice-President and  
Branch Line Editor**

I recently received a renewal notice for my NMRA annual dues. Perhaps many of you did, as well. Our region is one of only six that continue to ask for a “Regional Subscription Fee”. In the past, this subscription fee offset the costs of printing and mailing the quarterly **Branch Line** and other the occasional mailings. But the last physical mailing of the **Branch Line** was October 2019. So the printing and postage costs have vanished.

So why should we shell out the extra eight bucks if our subscription to the **Branch Line** is, essentially, free? Well, our member communication expenses now include the cost of the Constant Contact Service that brings us “Great Modeling Events” at least monthly. That’s only sixty seven cents a month to insure that we are informed of all the various activities throughout the region. But an even greater benefit is the financial health and viability of our region. Our PCR Treasurer, Bob Osborn, made this observation in his annual budget projection and treasurer’s report:

*“Regional Subscriptions that are collected by the NMRA are still holding strong with minimal drop from the prior year As long as National keeps collecting for those subscriptions, we should be in reasonable financial condition to go forward, barring unexpected events.”*

I hope you will agree that a healthy region enhances our enjoyment of this fascination hobby. But the choice is yours. The Regional Subscription is optional. If you don’t pay it, you’ll still have access to the monthly updates and the quarterly newsletters.

For what it’s worth, I added the regional subscription fee to my annual dues.



Q&D Scale Std. Gage		\$7.00	
Q&D Clearance Gage		\$18.00	
N Scale Std. Gage		\$7.00	
N Scale Clearance Gage		\$15.00	
Railway Track & Maintenance Book Lumber Book Logging Book Concrete Book		\$40.00 \$30.00 \$30.00 \$30.00	
Porter Steam Locomotive Book		\$12.00	
Steel Book		\$45.00	
Freight Terminals & Trains Book		\$40.00	
Merchandise Total		\$	
Region Subscriptions			
If you do not see your region listed, there is no charge for region subscription. Most regions offer the subscription on their website.			
21 Northeastern Region	\$10.00	28 Midwest Region	\$6.00
23 North Central Region	\$10.00	33 Southeastern Region	\$10.00
26 Pacific Coast Region	\$8.00	36 Sunshine Region	\$12.00
If your address information on the front of this notice needs updating, please let us know.			
Address: _____ City: _____ State: _____ Zip: _____ Phone: _____			
P. O. Box 1328 Soddy Daisy, TN 37384-1328 Email: <a href="mailto:HQ@NMRA.ORG">HQ@NMRA.ORG</a> 423-892-2846			

There is lots of merchandise to commemorate this convention. We have the traditional polo shirt, a denim shirt, a cap, and a mug! And of course, the beautiful Roma Wine Car as the convention car. All of these items are available on the registration site. If you have already registered and need assistance adding these items to your registration, please contact [registrar2022@pcrnma.org](mailto:registrar2022@pcrnma.org)



**This convention will only be successful if you attend. Come join your fellow modelers in Rohnert Park. Register today!**



**Return to the  
Redwoods  
PCR 2022**

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## Clinicians Still Needed!

Great clinics are the key to great conventions and we want **Return to the Redwoods** to be fantastic. Although we have had a great response and have confirmed 20 clinics, we are only half way to our goal of offering 40 or more clinics at the 2022 PCR Convention.

Have you found a better or easier modeling process?

Have you uncovered some little-known history of a local railroad?



Have you developed a technique or skill you could share in a hands-on clinic?

Do you have a story to tell about building your layout that others can learn from?

We hope you will consider sharing your knowledge and expertise. Laptops and projectors will be provided and presentations should be approximately 45 minutes in length.

Never presented before? Don't worry! We have lots of experienced clinicians who will be happy to assist you. And remember, clinic presenters earn credit toward Author or Association Volunteer under the Achievement Program.



Our goal is to make this convention a pleasant and valuable experience for all attendees and presenters. The schedule for the 2022 Convention is being revised to address many of the concerns attendees and presenters have mentioned over the years. All clinics will be presented in the mornings and evenings with afternoons free for layout tours, excursions, vendor show and contests.

Please contact us today and tell us about your clinic. We can't wait to hear what you have to share.

Denni and Cliff Baumer  
[Clinics2022@pcrnmra.org](mailto:Clinics2022@pcrnmra.org)

## Vendor Show

Hello folks. Mark Poggendorf here to bring you up to date on the Vendor Show.

We have three vendors signed up so far for a total of seven tables. I have reached out to past vendors and have not received any commitments as of this time. Some vendors are concerned about the Covid situation.

An earlier phone conversation has netted two potential vendors from the Lodi area and there are two other potential vendors waiting in the wings. I am confident we will get additional vendors and have a great vendor show for all attendees.

Thanks, and that is all for now

Mark Poggendorf

Vendor Coordinator

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The planned Non-Rail activities for the 2022 PCR convention include:

### **The Non-Rail Networking Center and Sewing Collective**

This will be the “nerve center” for all Non-Rail participants to come and meet other people, relax for a while, sign up for various activities, work on puzzles and games, and choose books from our library of donations! In addition, many people will bring their sewing machines and work on projects for donation to various charities.

The Networking Center will be open in the Santa Rosa room as follows:

Wednesday 4:00 PM - 7:00 PM

Thursday 9:00 AM – 9:00 PM

Friday 9:00 AM – 9:00 PM

Saturday 9:00 AM – 5:00 PM

### **Tour of the Luther Burbank Home and Gardens in Santa Rosa, with visits to the Gift Shop and Carriage House**

Tours include the Home with its original furnishings, the Greenhouse, a portion of the Gardens, and a summary of Burbank’s life and achievements here in Santa Rosa. More than an acre of gardens includes many of Luther Burbank’s horticultural contributions.

### **Shopping Expedition to the Petaluma Village Premium Outlets**

Petaluma Village Premium Outlets is an outdoor shopping mall that offers impressive savings all year round at 60 outlet stores, including clothing, shoes, accessories, and edible treats.

### **Tour of the Charles M. Schulz Museum and Research Center**

Come and experience the Schulz Museum, which offers a video about the museum, various self-guided exhibits throughout the various collections of themed comic strips, and a peek into a replica of Charles Schulz’ studio. Across the street you will find the Warm Puppy Café, Snoopy’s Home Ice Rink and the Museum Gift Shop.

### **Saturday Fabric Shop Hop Tour**

Another longtime PCR Convention event, this will involve a group shopping expedition to various quilting and sewing stores in the greater area. Participants can sign up to carpool (either as drivers or as riders) and maps will be provided as our Non-Rail Shop Hop Expert leads the participants on their own personal “treasure hunts”!

### **Thursday Night At The Movies**

This year’s movie will be comprised of some of the episodes from the BBC sitcom “Oh Doctor Beeching!” Come and watch the adventures of the people at the Hatley Railroad Station, and check out the LMS Ivatt Class 2 2-6-0 No. 46521 from the Severn Valley Railway, which was used on the film set. (This event is open to all convention attendees and guests.)

### **Friday Night Bingo – a PCR Convention tradition since 2001**

This event is open to all attendees at the convention and their guests, so come and join in the fun! The Bingo game will be held in the hotel and will feature many prizes.

Look for a more complete schedule, list of events, and updates on the 2022 convention web site. In addition, a welcome newsletter will be sent to all Non-Rail registrants about a month before the convention.

Note: some planned Non-Rail activities may require a nominal fee to cover admission and/or docent-led tours. Also, please be aware that at this time, masks are required in all public areas and many restaurants require proof of COVID-19 vaccination for indoor seating..

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We have had a great response to our invitation to host a layout for the 2022 PCR Convention. A number of the layouts were on the 2018 Layout Tours and many of those have been added to or significantly improved. There are also several new layouts available in 2022 and more layouts will be added as information arrives.

Layout tours will be open in the afternoon on Thursday, Friday and Saturday of the convention. The schedule as well as maps, directions and site conditions will be available at the convention Registration Desk.

Here's a preview of the layouts that have already signed up:

- Vern Alexander (HO) *Colville, Republic and Palouse*
- Peter Barnes (HO) *Bummelgwnn set in Germany and Austria*
- Gerald Bretag (Garden) *Colorado Southern*
- Gus Campagna (HO) *California Western*
- David Grundman (HO) *Great Northern*
- Ed Jameson (HO) *Central Valley SP and Santa Fe*
- Ron Kaiser (HO) *Western Pacific*
- Bill Kaufman (HO) *State Belt*
- Ron Learn (HO and O) *Northwestern Pacific*
- Ed Merrin (HO) *Northwestern Pacific*
- North Coast Historical Model Railroad Society (HO)
- Jim Providenza (HO) *Santa Cruz Northern*
- Richard Schoenstein (3-rail 'O") *RS*
- Dave Sheber (HOn3) *The King Delta & Valley Junction Railway*
- Tom Swearingen (HO) *The Cal Pacific*
- Paul Weiss (HO) *Central Vermont Railroad Southern Division*



*Continued on page 9*





**You are an important part of the PCR convention and we need your help!**

Every attendee is important at a PCR convention. The ones that truly make it a success are those that offer to help. If you are attending a clinic, you can volunteer to introduce the presenter (and score a good seat). If you enjoy viewing models and/or photos, you can provide security in the Contest Room or become a contest judge (and get a free lunch). There are so many little ways you can contribute to the success of our convention. For more information go to <http://www.pcrnmra.org/conv2022/volunteers.html>



And remember, Contest Judges earn Association Volunteer credits. So please consider signing up today by sending an email with your interests and availability to [volunteers2022@pcrnra.org](mailto:volunteers2022@pcrnra.org)

## Last call for Contest entries at “Return to the Redwoods”

Giuseppe Aymar, MMR

Sponsoring Committee Contest Manager

Today we ordered the Contest plaques from Crown Trophies; lo and behold there is not a single name attached to these plaques. The reason is that one has to have an entry to have their name affixed to the plaque. NO ENTRY , NO WIN It’s that simple. Let me remind you that the Convention’s logo that goes on the plaques is quite stunning.

A reminder to all that anyone can enter the “ Novice” category in models as opposed to “open” or “kit”. The exception is the modeler that has won first place in a specific category already cannot enter as Novice again in that category. Just enter a model in a different category. Oh!, just remembered, “ Best of Show” winners are not eligible either. Wonder why?

The time to start working on Contest material is now. The place is “Return to the Redwoods” next April.

Looking forward to attaching your name to the plaque(s).

Merry Christmas and Happy Holidays to all.



## Membership

### Welcome Aboard ! PCR's Newest Members

<u>Member</u>	<u>City, Sate</u>	<u>Date Joined</u>
<b>Daylight</b>		
Charlie Crabb	San Luis Obispo	10/26/2021
<b>Coast</b>		
Dale Barney	Santa Clara	9/01/2021
Brian Hitchcock	Union City	9/01/2021
Norma Martinez	Concord	09/01/2021
Rick Powers	Aptos	11/15/2021
<b>Sierra</b>		
Vincent Sanders	Carmichael	9/01/2021
Lee Folino	Sacramento	10/18/2021
Ethan Doty	Portola	10/25/2021
<b>Redwood Empire</b>		
Allen Burke	Ukiah	11/01/2021
Morgan Desmond	Novato	11/01/2021

### PCR Membership Gauge

November 30, 2011—1,339
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
September 30, 2021—817
October 31, 2021—823
November 30, 2021—825

### PCR Membership Tracker

<u>Division</u>	<u># Members</u>
<b>Coast</b>	<b>374</b>
<b>Sierra</b>	<b>213</b>
<b>Redwood Empire</b>	<b>114</b>
<b>Daylight</b>	<b>97</b>
<b>Total PCR Members</b>	<b>825</b>

### In Memoriam

Member	City, State Date	Joined
<b>Coast Division</b>		
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

## Division Directors - Candidates' Statements



**Phil Edholm**  
Coast Division

I am running for both the Coast Superintendent and the Coast PCR Director seat to consolidate these to make sure we both have more volunteers and better coordination between the Coast and the PCR. As our overall membership continues to contract, we need to focus on optimizing the region and divisions working together to reduce duplications and increase value to the membership. The Coast Board asked me to run for both positions and I will resign the PCR Director role when my term as Superintendent is over so a future Superintendent can do both if he/she wants. Working together to consolidate systems and to facilitate inter-division programs and activities is important. With virtual events, division can host and use resources from the other division in new ways. Finally, we need to focus on ways to recruit new and returning model railroaders to the NMRA, a focus that should include all divisions and the region. I will focus on all of these areas to build a more inclusive region and division for all of our members.

Phil Edholm

I've been a member of the NMRA and the Daylight Division since 2010. In any organization that I am a member of, I want to contribute to the welfare of the organization by being actively involved and support the organization in the best way possible. The Daylight Division is no exception.

Since becoming involved with other members of the division, I have found that we have some of the best and most active members in the region as witnessed by the awards that our members had received at our convention in April. I want to continue and support this tradition.

As a director, I would try to support the activities of our division and the region to the best of my abilities and to engage more of our membership. I would appreciate your support.

Walter Mizuno



**Walter Mizuno**  
Daylight Division

*Continued on page 12*

## Division Directors - Candidates' Statements



**Giuseppe Aymar**  
Redwood Empire Division

Two years go by fast, very fast indeed at this stage in our lives. The last two years as RED Director for PCR have whizzed by seemingly without even blinking an eye. PCR is facing important decisions for the well-being of the organization. There is the continued erosion of membership due to many factors - the main reasons being age and lack of recruitment, and the loss of potential venues to conduct our meetings both at the Division and Regional levels. Meeting halls are becoming expensive. Convention meeting places are scarce and priced out of sight.

On-going debate on the Board Of Directors agenda are possible consolidation of Regions to maintain viable membership numbers to even put on a Convention, Superintendent/Director duties amalgamation into one single position to offset the current lack of applicants and the liability Insurance issues facing Superintendents, and the use of Zoom interactive meetings to allow participation by members in outlying and incapacitated members.

It would be my pleasure to represent RED as your Director for the next two years. I submit my name again for the nomination of Director to PCR's Board Of Directors.

Thank you for your confidence and trust.

Giuseppe Aymar, DDS, MMR

Although I'm relatively new to the Sierra Division and the Pacific Coast Region of the NMRA, I'm no stranger to scale model railroading or serving the needs of organization members. My first layout was in 1966. There were two others during my college years and beyond, but life managed to get in the way a few times and I spent 20 or more years as an armchair modeler. I didn't have a layout but continued to subscribe to the magazines and constructed the occasional craftsman kit to keep me connected to the hobby. It's now 2022 and I've been fully retired for the past 3 years. I'm a member of the NMRA, the PCR, the Sierra Division, and the local Model Railroad "Club", the Sacramento Model Railroad Historical Society. So, what qualifies me to serve as Division Director?

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

Natomas Chamber of Commerce: Board Member and Officer, 4 years

Kiwanis Club of Greater Sacramento: Officer, 7 years

Kiwanis Foundation of Greater Sacramento, Officer, 7 years

National Association of Purchasing Managers, Sacramento Valley Chapter, Officer, 3 years

Professional Photographers of California, Officer 3 years

Professional Photographers of Sacramento Valley, Officer, 8 years

Sacramento Model Railroad Historical Society, Officer, starting third year.

Sierra Division of the PCR/NMRA, treasurer and 2023 convention chair.

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

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

Respectfully submitted, *Steven R. Folino*



**Steve Folino**  
Sierra Division



## Achievement Program



## Achievement Program - Association Official

By Jack Burgess, MMR, Manager, PCR Achievement Department

Continuing our discussion on the various AP certificates, this issue we will talk about the requirements for Association Official. Like the other certificates, the full requirements for this category are available online at the NMRA site. You can also get a copy of the requirements by emailing me.

We previously discussed the AP certificate for Association Volunteer. The Volunteer certificate is structured toward service on a National, Regional, or Divisional committee or as a Divisional officer or director. On the other hand, the Association Official AP certificate recognizes service as an officer (as President, Vice President, Secretary, Treasurer, or Director) at the national, regional, or divisional NMRA level. The minimum requirement for this certificate is at least one year at the national level; two years at the Regional level with at least one year as President or Trustee; or three years at the Regional level at a position other than President or Trustee. Division Superintendents or Directors who serve as voting members of the Regional Board are also eligible.

Serving your region or division not only aids the NMRA but also provides a simple way to also participate in the Achievement Program.

We had a number of Certificate of Achievement awards this past quarter. They include:

- Dave Croshere - Master Builder – Scenery
- Paul Deis - Association Volunteer
- Paul Deis - Model Railroad Author
- Howard Lloyd - Model Railroad Author
- Howard Lloyd - Master Builder - Structures
- Howard Lloyd - Master Builder - Scenery
- Earl Girbovan- Model Railroad Engineer – Electrical
- Earl Girbovan- Model Railroad Engineer – Civil
- Earl Girbovan- Master Builder – Cars
- Earl is also Master Model Railroader #691!



Earl Girbovan, left, receiving his Master Model Railroader award.

**Congratulations to all of you!**

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.



## New Rails and Trails in Texas – Update from PCR’s Past President

PCR’s former president Chris Palermo and his wife relocated to Austin, Texas in April 2021, and we recently caught up with them to hear how things are going. They have settled in a home in the western suburbs in a golf course community and have been pleased to make many new friends through the local social club. Chris transferred offices within his law firm and works in downtown Austin four days per week. They are looking forward to having all three of their adult daughters visit for Christmas, a first for the family in many years, facilitated by their location in a more central part of the country.



In searching for homes—which they carried out during central Texas’ record-breaking, deep-freeze Winter Storm Uri in February 2021—they prioritized finding a train room and were delighted to find a home with an attached mother-in-law unit that could be repurposed for trains. The space has a 20’x20’ column-free main room with kitchenette and TV, attached closet, attached full bath, and an attached bedroom they are using as a combined craft room and model shop. Challenges of the space include a rustic (read: uneven) limestone floor and large windows and glass doors.



Undeterred, Chris is well underway in building a 15’ x 15’, HO scale freelance layout inspired by Southern Pacific practices in the San Joaquin Valley. Working with a professional layout designer, Chris helped formulate a track plan that includes nearly all features required for the NMRA AP Civil and Electrical certificates, missing only a turntable, or turning track; he plans to start work toward those certs in 2022. The plan can accommodate three to four operators, but is primarily designed for solo operation, and for continuous running when Chris and his wife entertain in the home.

Benchwork is 90% complete and he has started sub roadbed for the first town. Taking advantage of the building materials available in central Texas, he is using 1” Styrofoam as sub roadbed on a much larger scale than with previous layouts. The backdrops are 24” seamless sheet aluminum trim coil. The zero elevation is 48”, with none to nominal grades. Wiring is for DCC with four planned power districts; the power supplies, command station, track bus wiring, and throttle bus wiring are all installed, with three NCE circuit breakers yet to add.



The layout also has been supported by an active model railroad retail environment in central Texas. Austin’s annual August train show attracted numerous dealers with large stocks, several of which have reliable mail-order business, and products from those sources have helped Chris maintain progress. He misses the Bay Area’s great climate, Coast Division’s meets and the ready interchange of modeling knowledge among members, and all his friends in PCR, although he is in regular phone and email contact with several. For anyone traveling in central Texas in the future, he welcomes visitors from PCR to see his layout or several other high-quality layouts in the area and until then, he wishes everyone in PCR many days of happy modeling and operating.



## The Answers Are Out There

By Robert Pethoud

### Cunningham Petroleum 3: Tanks, Pipes, and a Pole Sign



At this point in the construction of Cunningham Petroleum, we have completed a concrete slab, the office building that rests on it, the concrete berms to surround the oil tanks, and the pumphouse. In this episode we put together the oil tanks, the pipes which connect them to the pumphouse, and the tall pole sign that stands in front of the oil distributorship.

The two horizontal tanks and their supports came with the Bar Mills “Earl’s Oil” kit that is the basis for this project. To necessitate frequent visits from the local peddler freight, I enlarged Cunningham Petroleum by adding a vertical tank from a Walthers oil distributor kit. I painted all the tanks an off-white hue using Rust-Oleum rattle cans for plastic. Either Shell White (#211364) or Satin Heirloom White (#249076) works well for this. Weathering was done with the usual Bragdon chalks.

The pipes literally tie our structures together. They are scratch built details which add complexity and a good deal of visual appeal to this lineside industry. I used stiff wire—about 18 or 19 gauge—for the pipes. Two identical pieces were bent to form S- or Z-shapes with 90° corners to connect the horizontal tanks to the pumphouse. I drilled holes in the tanks and the pumphouse to accept the pipes, making sure that they are all at the same height above ground level. I drilled a third hole into the pumphouse for the pipe from the vertical tank, placing it midway between the other two.

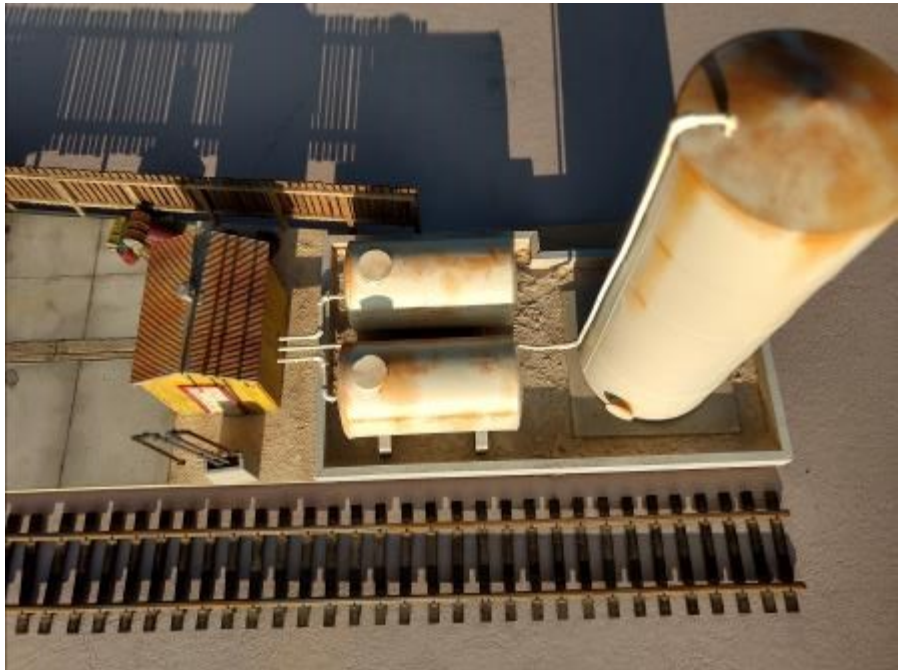
I actually used two pieces of wire for the pipe to the vertical tank: one goes vertically up the side of the tank and has a C-shape at the top in order to enter the tank; the other simply goes roughly horizontally from the pumphouse to near the base of the tank.

The elbows at the seven 90° bends in the pipes are simply short lengths of insulation stripped from 20-gauge electrical wire. I just press fit them into place. To get the pipes to have a color matching the tanks, I used a brush to paint them with Apple Barrel #20585 Satin Cream acrylic craft paint.

After preparing these tanks and pipes, I had eight pieces to assemble and attach to the base: three tanks, a pumphouse, and four sections of pipe. I decided to leave them all removable, in case I should want to modify something later.

I glued a small rectangle of 1/8” thick MDF to the base to hold the pumphouse in place if it’s pressed down onto the MDF. A similar tactic worked for the vertical tank, using a short length of 1”x1” fir with sanded corners in place of the MDF.

The assembly then went like this: (1) I pressed the pipes into the horizontal tanks, then into the pumphouse; (2) holding both tanks and pumphouse, I set the tanks onto their bases (which had been previously glued down) and rested the pumphouse on its MDF base, but did not press it into place yet; (3) I pressed the vertical tank into place on its base, then threaded the horizontal pipe for it into the pumphouse; (4) I pressed the pipe into the top of the vertical tank; (5) I used one of the insulation elbows to join the horizontal and vertical pipes near the base of the vertical tank; (6) finally, I pressed the pumphouse into place on its base. Everything is now secure, but none of the pipes is attached with glue.



*Continued on page 16*



The distinctive and eye-catching pole sign was made from brass tubing, spring wire (AKA music wire), black thread, thin styrene, and a custom decal. I created the lettering for the sign in Word and printed it on decal paper at a photocopy store. After cutting an oval piece of styrene for my sign, I spray painted both sides glossy red. When that was fully dry, I used an X-acto knife to cut two arrows out of blue masking tape and stuck each to one face of the sign, being careful to have both pointing the same direction. Then I spray painted both sides of the sign a glossy yellow, let it set up a while, and removed the tape to reveal a red arrow on a yellow oval. After letting the paint cure for a week or so, I applied the decals and protected them with a coat of Krylon Crystal Clear.

To assemble the sign, I cut a length of brass tube and drilled two holes completely through it at right angles to each other to hold the spring wire pieces. Then I cut the wire pieces to length, put them through the holes, and attached them with thin CA glue. The thread is attached to the wires by wrapping it tightly around the wire, holding it taut with alligator clips, and touching thin CA glue to where the thread meets the wire. The thread attaches to the sign with clear tape on the back side, which works because the sign can only be viewed from one side. If I had it to do again, I would make the sign with two ovals of thin styrene so I could put the thread between them.

Next time we will finish Cunningham Petroleum by kitbashing a period oil tank truck, building a fence, and adding various little details. Until then, you can reach me with comments and questions at [pethoud@comcast.net](mailto:pethoud@comcast.net)





Part 3

By Steve Folino



It's Friday, October 12, 1906, at 6:05 am. Kent C. Strait, the Fungus and Mungus Railroad Superintendent, has just arrived at his office in the newly constructed Cloud's Rest Passenger station. The office is already warm and toasty thanks to the Franklin stove in the waiting room. The coffee is hot and ready to drink. Fourteen-year-old Trip Dover, the yard boy, is tending the fire and pouring the coffee. Trip is part of a railroad family. His mother Ilene Dover works as a telegraph operator and his father Ben Dover is a mechanic assigned to the RIP shed. In a few years he'll be old enough for a real job, continuing the family tradition.



**Trip Dover, son of Ben Dover and Ilene Dover fetches another bucket of coal for the passenger station while the fireman and brakeman ready engine 4, a 50-ton Climax for use on the Hugh Mungus timber turn.**



**Lionel Trane, engineer is greeted by Justin Thyme, conductor as he arrives by carriage at the Fungus and Mungus Cloud's Rest passenger station.**

Lionel Trane, engineer, and Justin Thyme, conductor, arrive shortly after Strait. They, along with a fireman and a front and rear brakeman, already heading to their locomotive, will be working the Hubert "Hugh" Mungus logging train. They're scheduled to depart as an extra train at 7:00 am. Before heading out, they'll review their clearance form, trains orders and plan the day's switch list provided by Strait. Looks like they have only six cars to pull this morning before topping off the coal and water and heading south along the mainline.

Once given the highball, Trane and Thyme will guide their locomotive south, crossing the bridge over Troubled Waters. As they continue along the mainline, they'll pass the old Pickens Place, long deserted and ramshackled. It's now home to a hobo camp, where a nightly fire burns and the sounds of the harmonica can be heard. Once they reach the Logging Camp 4 junction, they'll negotiate a series of switchbacks as they climb

higher and higher up into the Big Pine Mountains. Arriving at Camp 4, Thyme will check in with Tim Burr, the camp foreman, exchanging sacks of mail and collecting switch requests for tomorrow. Thyme and his crew will switch the necessary cars here at Camp 4 and farther up the line at the log landing. While Camp 4 seems deserted, the log landing is a beehive of activity. At the camp, one box car and one commissary car are ready to be pulled and at the log landing, there are three loaded log cars to be pulled and replaced with three empties.

After pulling and spotting cars up on the mountain, it's time to head back down, negotiating the same switchbacks as on the way up. On the way down, train 1, a scheduled, second-class train, passes below on the mainline, stopping to sound four long blasts of her whistle, alerting Trane and Thyme that she's now clear and that they are once again free to operate on the main. They acknowledge with two blasts of their own.



**Locomotive 4 operating as an extra negotiates the first switchback as he climbs Big Pine Mountain on his way to the Hugh Mungus Timber Company logging camp.**

*Continued on page 18*

## Fungus & Mungus, ct'd.

Upon reaching the main, they travel a short distance further north to the “Hugh” Mungus Timber Company log pond where they unload their log cars and switch another couple of cars. Today, they’re going to drop an empty boxcar and pull a loaded flat car destined for interchange at Junction City. Once again Justin Thyme checks with the mill foreman, exchanges mailbags and gathers car requests covering the next couple of days.



**Locomotive 4 prepares to drop his third carload of logs at the Hugh Mungus Timber Company’s log pond. While here, he’ll pull a car of finished lumber destined for interchange at Junction City.**

After Trane and crew are finished with their work, it’s time to head home. But first, a quick check of the timetable. Will they be far enough ahead of second class train no 2, returning from Junction City, or do they need to wait for her to pass? Today, they’re ahead of schedule, so they ease onto the main for the return trip to the Cloud’s Rest Yard.

Upon their return to the Cloud’s Rest Yard, Trane and crew will switch their one loaded car onto the outbound interchange track and spot the empties on one of the two storage tracks. Next, they’ll ease their locomotive onto the turntable and down the service track to the “pit,” where they’ll drop their fire, ease back onto the turntable and then slowly back her into the engine house for a well-deserved rest.

The fireman and the brakeman will sign out in the new passenger station and head home, ready to do it all over again tomorrow. Trane and Thyme have some final paperwork to complete and they too can head home from a long, hard day of working on the Fungus and Mungus.



**Locomotive 4 prepares to drop her fire in the ash pit signaling the end of a long day of railroading.**



# Pacific Coast Region SIG Report

by Seth Neumann



It's ground hog quarter! As I wrote a draft of this report it looked like things were starting to open for operations, but now Omicron has appeared. We are continuing some all-vaxxed, or masked, or both, sessions in layouts with good ventilation and lots of space locally. One, postponed and rescheduled, operating meet was held with reduced (and all vaxxed) participation, and it was good to get out and run with old friends. A small group of Bay Area operators also arranged a smaller group visit to the Twin Cities and La Crosse, WI areas. I suspect that smaller visitations may be popular over the next few years as we move from pandemic to endemic. This means less opportunities for new operators to participate in the larger meets, so contact me off line if you are interested in joining these visits.

Our local Bay Area PCR/LDSIG/SBHRS meet will be the first weekend of February 2022, and there will be some changes from previous practice:

- We're pleased to be back at the South Bay Historical Railroad Society in the historic Santa Clara depot!
- The clinic/panel program will be SUNDAY (so as not to interfere with the society's regular open house). We'll be doing virtual layout tours on Saturday. We won't have any home layout tours or operation sessions this year but hope to be back with those visits in 2023.
- The consulting program will be offline and will be available through the signup sheet
- In-person attendance will be limited to 83 (per the Fire Marshall) and will be restricted to those vaxxed and masked, plus whatever guidance the Santa Clara County Health Department has in effect on the date of the event.
- We will also be streaming on Zoom with audience interaction and clinic-goes-on for those unable to attend or who have health concerns or who don't want to mask or show proof of vaccination. We'll also have a "passive" Youtube stream, without participation and the presentations (but not CGO) will be available for later viewing.
- Check out webpage at <http://www.pcrnmra.org/sigs/> the signup sheet should be available by the time the Branch Line goes to press!
- We'll have 4 clinics on Design and Operations, a shelf layout challenge based on the Peninsula Commute line and Industries, and a panel: topic to be finalized.
- Saturday virtual tours will feature California-Themed layouts that are not in California, with live Q&A, and layouts of Bay Area expatriates.

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, see <https://www.opsig.org/Virtual> for topics and meeting information. LDSIG is holding Zooms on a more-or-less quarterly schedule,

Seth Neumann



## February 2022

Wk	Sun	Mon	Tue	Wed	Thu	Fri	Sat
5			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
6	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
7	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
8	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>
9	<b>27</b>	<b>28</b>					



**Mark your calendars for Saturday, February 5, and Sunday February 6, 2022**, for the Bay Area PCR/LDSIG (note NOT the OPSIG) meet! The weekend and the format are a little different this year, so please read below if you are planning to join us.

First thing: we are now the 1<sup>st</sup> weekend in February, NOT the last weekend in January. This is because we try to align with the NFL bye week, between playoffs and Super Bowl, and the NFL season is now a week longer.

Second: clinics and panels will now be on Sunday the 6<sup>th</sup> 9:00 AM - 5:00 PM Pacific Standard Time, and we'll have virtual layout tours on Saturday. This is because we're back at the South Bay Railroad Historical Society at the old Santa Clara Depot and Sunday works better for them.

Third: Live attendance will be limited to 83. A sign-up form will be posted shortly and we encourage you to sign up early. We will also be subject to Santa Clara County public health guidance on COVID safety for attendance: whatever that is in February. Expect to wear a mask.

We will be streaming the Sunday event and there will be opportunities for remote attendees to participate in Q&A and "clinic goes on" sessions, like we did at "Rails by the Bay" last summer.

The Saturday virtual layout tours will expand on the Northern California theme as we'll feature layouts by Bay Area ex-pats and California-themed layouts outside of California. If you have a such a layout or know of one, please let us know and we'll try to include it in our virtual tour. We will have "Meet the owner" sessions so you can interact as if you were visiting.

We'll try to keep the Sunday format close to our tried and true with 4 clinics (one or two will feature remote presenters), a challenge which Challenge Chairman Mike O'Dorney will be communicating shortly, and panel discussion. We still have clinic slots open, please contact me, Seth Neumann ([sneumann@pacbell.net](mailto:sneumann@pacbell.net)) or Clif Linton at [clifton.linton@energytransportinsider.com](mailto:clifton.linton@energytransportinsider.com)

Suggested donation for live attendance is \$20, virtual attendance is open to all, we will ask for donations.



# Tales of the Santa Cruz Northern

By: Jim Providenza

## Channeling Jack O

Now don't get me wrong, Jim Vail and Jack Ozanich were two very different people. And yet... each in his own way was a force within our hobby and is held in great esteem even after their recent deaths. This is especially true for those who knew them as close personal friends. But each in their own way commanded respect and a certain affection by a much large group who numbered in the thousands.

Members of the Pacific Coast Region can well relate to this – Jim was friendly, approachable, a wealth of knowledge he shared in person and through his wonderful column in the *Narrow Gauge & Shortline Gazette*. At least from my viewpoint he and Dave Adams were some of the first to teach narrow gauge modelers that they could operate (as well as build their beautiful and inspiring models).

Jack was, at least as he often liked to present himself, irascible, gruff, argumentative – a banty rooster, in your face, sort of a man. Operating sessions on his Atlantic Great Eastern in Michigan spawned urban legends; bring your own sack lunch - you eat when you can get some spot time... Get to sleep early if you can, the call boy might be on the phone to your hotel room at 3am... And woe betide the crew who screwed up on a rule – Trainmaster Ozanich would come charging down the aisle, gray fedora jammed on his head, ready to ream you a new one. BUT underneath the façade was a genuine person, willing to share and a real pioneer in proto-freelance modeling. The show was really just that. And those who got to operate on the AGE came away with an appreciation of the experience and (usually!) a desire to return for more someday. Just as Jim Vail had a wealth of followers through the *Gazette*, Jack Ozanich touched many more operators than he ever met personally through the pages of the *LDSIG Layout Design Journal* and *Model Railroader's* annual *Model Railroad Planning*.

In November I was fortunate to have been invited to, and able to attend, a much-delayed ProRail operating weekend in Michigan. Prior to Jack's death his AGE would have been on the list of available sessions. To honor Jack the hosts prepared name badges that replicated an AGE pass. A class act.

One of the railroads I did operate on was Mike Burgett's Chesapeake & Ohio. Like Jack before him, Mike is a working railroader. The signals on his C&O look authentic – as they should. Mike is a manager in signal maintenance for the CN. And like Jack, Mike believes in 'playing the game' - immersing yourself and your crew in the roles you all are playing.

I was working train No. 94 on the double track James River Sub when I got a red board approaching ND Cabin at the crossing of the Southern RR. in Lynchburg. There I received Train Order No. 300, which authorized me to run 'wrong' main on the No. 1 (westbound) track between ND Cabin and Tyree. Switches lined by the tower operator, who happened to be Seth Neumann, I proceeded to Tyree. But I had a work memo to make a pickup of two hot reefers from a spur off the eastbound main just west of Tyree which meant I had to get permission to take switches at Tyree in local control so I could cross over and back down, throw more switches... and as I was in the process of doing all this, and tying up the James River Sub for good measure, who should show up, but 'Trainmaster' Burgett. No fedora, but in full 'I've caught somebody doing something wrong – oh yeah!' (VERY big grin) mode.

"What is your train doing on the westbound track? How did you get there? What do you think you are doing?" But I was prepared for this storm! "I've got a train order, and here's the work message." NOT MY FAULT! I wave the train order under Mike's nose. His comment? "That maintenance of way work on the No. Two track was finished hours ago. What do they think they are doing?" And we both grin at each other – someone else is "in trouble".

Channeling Jack O, Mike picks up the phone to 'talk' to the dispatcher...

Since the SCN is standard gauge you'll never see one of Jim's narrow gauge Glenwood & Black Creek boxcars at Beroldingen Lumber in Laurel. But at West San Jose, if you are lucky, you might occasionally find a gray AGE ice reefer still in service and spotted at the Del Monte Cannery with a load of Maine potatoes.

## Tales of the SCN



# Nicasio Noodlings

News from the Nicasio Northern

By Jon Schmidt

## New Operating Scheme (Part II)

As I explore the design of the next operating session for the Nicasio Northern I've been considering the various forms of layout tours and operating sessions that I've attended. Each form reflects the owner's wishes, and none is wrong. Let me try to categorize them in some way.

**Running Trains:** A session where the visual aspect of running trains is the key. There is magic in the depiction of a massive amount of mechanical energy following the rails through towns and countryside. There's no need for a schedule, or for car cards, or any other paperwork. The fun of seeing a railroad operate is perfectly sufficient.

**Sequenced Trains:** A session with more than one train running. This layout may have a background story, a timetable or a train sequence to be followed. It may even have a dispatcher. Although usually the dispatcher is the layout owner with "Mother May I?" verbal authorizations. This gets to be fun and challenging because of the laws of physics: Trains can't occupy the same space at the same time.

**Transportation System:** A session which depicts the real purpose of a railroad: Moving goods and passengers from point A to point B. This is a model which incorporates some form of purposeful car movement. This car movement may be controlled by car cards, switch lists, colored tacks on cars, etc. Ideally cars are assigned to destinations based on some knowledge of the industries being served. It doesn't matter which form is used to indicate the destination and route a car takes. Trains are built and worked based on the movement of those cars. Roles are assigned based on the requirement to bring the railroad to life and to deliver cars. Typically those roles are dispatcher, yardmaster, engineers, and conductors.

**Role Playing:** A step beyond "Transportation System" where the back-office tasks of a railroad are an important part of the operating session. A dispatcher is required. Also station agents, clerks, car managers, etc. The operating session on a model railroad which incorporates role playing demands more from its participants. Yardmasters and their minions need to walk the yard, inventory the cars, and build manifests and switch lists. Station agents may need to survey their territory, create switch lists, and order cars for those industries needing empties. They must copy train orders from the dispatchers and pass to crews if the railroad is under TT&TO dispatching. Car managers need to fulfill orders for empty cars. The movement of paperwork is a key part of the operating experience. For an example of such a job, see Bill Kaufmann's article on his State Belt clerk's position in the June 2021 NMRA Magazine.

There is no wrong answer. The decision is up to you. What category do I intend to use on my Nicasio Northern? "Transportation System" with car movement controlled by JMRI Operations. I've used JMRI Operations for years and am very happy with its ability to create prototypical car movement, and to keep the railroad balanced and non-congested. I've pushed a lot of paper in my life, and much prefer to run trains.

Even a Transportation System requires paperwork. Car cards or JMRI output, dispatcher's train orders, clearances and such are necessary. I like to see is crews running trains and switching cars, not filling out forms. That said, I do enjoy operating on the State Belt and the Santa Cruz Northern, of course. I'm still learning the details of the job of agent and hope to someday become proficient.

Your preferences may diverge. Real railroads had operational differences as well.

I am leaning to 3 or 4-hour sessions. Three hours fits nicely into a morning, 9-12. An afternoon session could fit comfortably into a 4-hour session, 1-5. I feel that an all-day session is too much for one railroad, and food breaks are disruptive.

But this leads to the larger question: Do I try to fit a complete cycle into that session? Do I try to run all my scheduled trains in the time available? What about extras, who might have a lot of switching and might not complete? How does my railroad really run, and how does the prototype? Do my operators fight the clock constantly? What about cleanup after a session? What about staging for the next session?

It seems to me that trying to fit a complete cycle into one session is too limiting. Not to say also non-prototypical. A railroad is a 24-hour entity. Trains are always out on the road or active in the terminal, involved in some aspect of their job. Picking up a "clean" railroad, where everything is staged in the yards ready to leave, is too artificial, too limiting.

*Continued on page 23*

## Nicasio, ct'd.

The way I've run the Nicasio in the past is using one cycle. 3 hours real time, 12 hours fast clock. Everything started at position X, and everything ended up at position Y, ready for the next session. If jobs didn't complete, I or my colleagues completed them off-clock.

It's also how we run a large club railroad nearby. I think that railroad is missing out on a lot of fun and flexibility. Currently a team goes to the RR a day or so before and works the central yard. They build trains before anyone arrives, so a lot of the yard work is done before the session. I enjoy yard work, so I miss out on that. Many road jobs never finish within the time allotted to the session. A cleanup crew must come later to finish the trains that didn't. Totally non-prototypical.

I envision for the Nicasio an "organic" operating scheme. A continuous operating scheme, where each operating session picks up where the last left off. A 24-hour clock, with trains scheduled per the timetable and extras dispatched via train order as required. This will require thinking beyond a daily schedule, so that over the course of time the railroad rebalances itself, perhaps across two or three "days." The speed of the fast clock becomes less important so long as the timetable trains make their schedule. If there are slow times with little work, it's easy to advance the clock if that helps.

Most importantly, the railroad is alive and self-sustaining. Crews meet an active in-process railroad when they arrive and continue the activity. Prototypical.



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423-892-2846

The advertisement features a stack of several merit award certificates on the right side. The certificates are cream-colored with gold borders and contain the NMRA logo and the word 'MERIT'. The text of the advertisement is on the left, describing the Achievement Program and providing contact information for NMRA.

## Looking Back

by Dave Connery, MMR, PCR Historian

### Voices – An Interview with Mary Moore-Campagna

Mary was born in San Francisco, but at age ten her family moved to Kentfield in Marin County. Before knowing Gus, she was very aware of railroads but they were not of particular interest to her. Her grandfather on her father's side of the family was a Supervisor of Perishable Traffic for Railway Express in Fresno, a key person in that heavy produce shipping area, so she had heard at least something about railroads from the stories her grandfather had told her father, uncles and aunt.

Mary is the oldest child in her family, with nine younger brothers and sisters. While all her siblings attended Redwood High, Mary elected to attend Marin Catholic, the same school Gus attended. Even though Gus graduated the year before Mary entered (so they did not meet at that time), it still turned out to be a fortuitous decision, as it was indirectly through this school that Mary and Gus met. Some years later, Mary attended a 21st birthday party for Gus' younger brother, who had been in Mary's class. It was at this party, when she was twenty and Gus was twenty-five, that they first met and started to get to know each other. Over the years Mary and Gus continued to see each other, often at weddings and birthdays, and they developed a strong friendship.

In 1984 Mary moved to the Seattle area for a work opportunity (Mary had a career in the insurance business). Gus would often travel to Seattle to visit Mary, taking an AMTRAK train to Seattle—either on the Coast Starlight or via Salt Lake—a round-about but enjoyable train ride. Gus even managed to use a zone fare to go from Martinez to Los Angeles then back through Martinez to Seattle and then back. From this, Mary knew that Gus was very interested in trains. For Christmas in 1985, they each gave the other a 3-day pass to the 1986 EXPO in Vancouver, Canada, which celebrated the Steam locomotive.

Thus they had developed a very strong friendship. In 1992, while driving back to Seattle after a visit with Gus, Mary suddenly—and to her great surprise—realized she wanted to marry him. So it was that on February 29th (it was a leap year, and this was Sadie Hawkins Day), Mary called Gus and asked him if he would like to get married. Gus was a bit floored and not sure if getting hitched would ruin a wonderful friendship. But with encouragement from his mom, they decided they would at least think about it. They then started attending activities with each other. Gus attended Mary's sister's wedding, and Mary attended the 1992 PCR Convention in Santa Rosa. At the end of that convention, when Mary and Gus entered the banquet room holding hands, and Gus wearing long pants, everyone in the room stood up and cheered. Mary knew then she was among special friends.

Mary and Gus were married in August 1993. For a wedding cake, they purchased five sheet cakes and, with a friend who was a professional icer, got them decorated like a locomotive, caboose, and three rail cars. Their honeymoon was an AMTRAK trip from Seattle to Miami via Los Angeles. It might have been his honeymoon, but Gus brought along his scanner so he could hear what the locomotive crew was saying.

Mary's first NMRA national convention was in Portland in 1994, where she began to learn about models, photos, contests, clinics, bus tours, and all the rest of what constitutes a National Convention. During these early years of marriage Mary still lived in Seattle and Gus in the Bay Area. But in 1996, Mary moved permanently back to the Bay Area.

## Looking Back



Mary and Gus at a Sierra Division Function in May 2018.

*Continued on page 25*



## Looking Back ct'd.

At the PCR Convention in San Rafael in 1996. Harold Mentzer asked Mary if she would give a hand with the Non-rail activities and Mary agreed. Then, in 1998, Ray deBlicek asked Mary if she would take charge of the Region Non-rail program and “run with it”.

Gus did a little arm-twisting and thankfully, Mary said “Yes”. That was the start of fifteen years of involvement with the PCR Non-rail program. She found help from many others who wanted to make the Non-rail program into something that was a draw for the non-modelers in the family. Mary pushed for Non-rail activities at Division meets as well as the PCR Conventions, and she found she had support from other wonderful folks throughout the Region. She also made sure everyone understood that the Arts and Crafts sections of the Contest were open to everyone, not just Non-Rails. She was especially gratified when she convinced Tom Swearingen to enter his paintings in the contest at the PCR convention in 2009, and saw him garner the Best of Show in the Arts and Crafts category.

During 2001 at the NMRA National Convention in St. Louis, Mary became an NMRA Member. Mary did not want to just be known as “Gus Campagna’s wife”, which she was concerned she might be in RED. As it happened, at that point they were living full-time at their vacation home in Soda Springs. Since that was then their home address, she was a member of Sierra Division and could stand on her own activities and accomplishments. She found that as she got more and more involved in Sierra activities, she enjoyed NMRA participation more and more. Then in 2006 Jim Long, who was PCR Director from Sierra, asked Mary if she would serve as Division Superintendent. Mary declined, since she felt she did not have the extensive network that Jim did, and she was concerned about being able to do the wonderful job he had done at finding speakers and clinicians for the division meets. Then Jim had another thought. He would run for Sierra Superintendent if Mary would serve out the remainder of his term as Director. So that was the start of Mary’s five years as a Director on the PCR Board.

As a result of all this activity, Mary now has all the credits needed for three Achievement Awards: Volunteer, Official and Author (since she regularly wrote articles about Sierra Division Activities for the Branch Line). Of course, like many other members, she has not yet got around to completing the SOQ to receive these Achievement Awards!

Mary thinks it would be fun to someday build a model of a car to enter in the Model Contest; then take a photo with that car in it and enter it in the Photo Contest; and finally; take an image of the car, print it on fabric, and include it as part of a quilt for the Arts and Crafts Contest. Mary notes that Quilters are, in many respects, like model builders. We have “rivet counters” and quilters have “stitch-pickers”. Modelers are sometimes prototype modelers and sometime freelancers, and quilters can be traditionalists or free formers. It is an interesting comparison.

Mary has been recognized for all her contributions to her Division, the Region and our hobby. In 2014 she was named the Sierra Member of the Year. She was recognized with the PCR President’s Award in 2008 and she received the prestigious John Allen Award in 2011. While Mary has been involved in so many facets of Sierra Division, including at one point taking over the responsibility for organizing the Volunteer staffing for International Rail Fair, she has also been helping in other Divisions. She took over the snack cart at RED meets when Shirley Mentzer stepped down, and she has been a critical worker with Mark Schutzer in running the snack bar (especially involved in the breakfast items) at Coast Meets.

As Mary says, “It truly takes a village” to support all the activities at both Division and Region level. She notes that she knew no one when she first started attending our functions, but she quickly learned our members are warm and friendly. The need for being open and supportive of others is critical in a volunteer organization like this, and Mary certainly exhibits all of these characteristics and more.



*Continued on page 26*

## Looking Back ct'd.

If you have read this far, you probably think you know all there is to know about Mary – WRONG! There is another whole side most of us modelers are completely ignorant of. Mary is a local radio broadcast personality!

In early 2010 Mary was out of work, due to the economic meltdown that started in 2008. She heard that KRCB, a local Public Radio Station now found at 104.9 on the FM dial, was looking for volunteers. Mary had some time, so she volunteered to help; and her first task was organizing a large collection of contemporary music recently donated to the station. Once organized, she had the knowledge of this music (which most others at the station lacked) to identify essential tracks within this collection. Mary next learned how to operate the soundboard so she could announce the legally required station ID info between pre-recorded and network shows. She soon became the back-up for one of the regular operators and filled in for them when they were away. During a Pledge Break period, she learned how to become one of the “catchers” (those who answer the phone when potential pledgers call in) and soon she also had a chance to be a “pitcher” (the people on the microphone who encourage listeners to call in and make a donation).

She found she really took to the “on mic” work and asked the FM Manager if she could get more involved with announcing. At the time, the host of the Monday night from 10 to 12 PM show wanted to reduce her time to every other week, so the manager suggested that Mary develop a Blues program and host a 2-hour show in the alternate weeks. Mary knew very little about the blues but started immediately researching this music, and discovered that she was familiar with much of the music that either the blues was based on or music that grew out of the Blues (much of it disguised as early British rock music!). By August of 2011, Gus came up with a title for her show – “Lady Spins the Blues” - and Mary adopted the On-Air name of “Mary Carroll” (using her middle name – Carol – and adding a couple of letters to make it sound like a surname), and the show was officially launched. Her show “celebrates the struggles and triumphs of the human spirit through songs and stories”, and she is now on the air every Tuesday evening from 7 to 9 PM.

Before COVID, she would often invite local musicians into the studio for a chat (and often an in-studio concert). She often has a theme for the evening’s music and she always tries to feature musicians whose birthdays fall within the week. For the past four years, Dave Liesse (who also serves as the musical “research chief” for the show) has come down to stay with the Moore-Campagnas for a week or so and spend some time with them. During that time, he usually joins Mary on the air and guest-hosts a show featuring some of the music genres he is especially interested in (most recently classical, bluegrass and movie soundtracks) and how they have been influenced by the blues (and vice versa).

So this is a completely different side of Mary many of us were unaware of - and as Mary says, “I’ve never met a microphone I didn’t like”. (This is probably one of the reasons she tends to volunteer for things that require public speaking!)



*From The Editorial Staff At The PCR Branch Line*

*To You, Our Fellow PCR Members and Loyal Readers –*

*Our Sincere Wishes For A*

**MERRY  
CHRISTMAS**



# Don't Have A Nice Trip!

Jon E. Schmidt, Nicasio Northern Railway

Operating on a model railroad can be an intense experience. I know that when I'm working a train, I tend to focus on that train and the railroad and not be aware of my surroundings. It's especially true when I'm switching or otherwise working a problem related to train movement.

Unfortunately, my feet sometimes need more attention than what I'm giving them at the moment. Several times, on several different layouts, I've tripped (thankfully never fallen) over some irregularity in the floor. This issue is critical on my Nicasio Northern, as the layout is approached by a half staircase up onto the layout level. That staircase leads to an aisle which has the peninsula town of Bayside on one side, and the town of Wittils on the other. Each of these towns offers an intense switching experience.

I could just see a crewman working the town and not realize that they are on the brink of the staircase. How to fix this? A gate? Something else?

Then I realized that the railroads had already solved this problem: a tell-tale!

Per [Wikipedia](#): "A **tell-tale**, also known as a **bridge warning**, is a series of ropes suspended over railway tracks to give warning to the driver that the train is approaching a low-clearance obstacle, such as a tunnel or a bridge. In the US, a standard tell-tale design had ropes on 7.5 cm (3.0 in) centers for a width of 2.5 m (8 ft 2 in) over the track, the bottom of the ropes 15 cm (5.9 in) lower than the height of the obstruction, and placed at least 30 m (98 ft) before the obstruction."

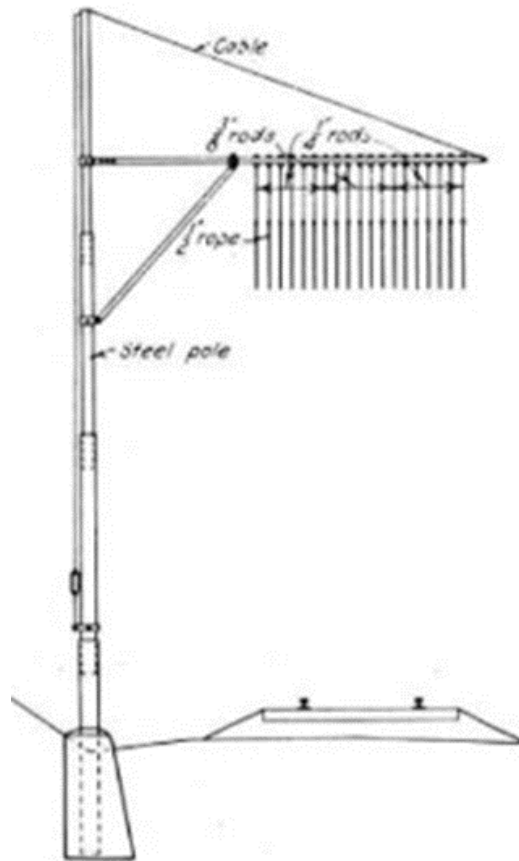


Figure 1: From Maintenance of Way Cyclopedia, 1921.

Continued on page 28

Wikipedia refers to “the driver” but I believe that the original intent was to warn crew who may be riding on the tops of cars that there was a low clearance approaching. A crewman would then take quick action to avoid the obstruction when he was brushed by the ropes.

Now obviously I didn’t need to construct something as elaborate as the prototype drawing in Figure 1. All I needed was something to “get in your face” that couldn’t be ignored as a warning. A simple tell-tale would be perfect.



Figure 2: My tell-tale.



Figure 3: Tell-tale and surroundings.

I constructed the tell-tale shown in Figure 2. Very simple, just a board with several dangling strings. The board is set rather high up, such that it doesn’t itself become a hazard. The strings trailing from the board are moderately heavy, such that they will be felt and cannot be ignored. I set the length of the strings so that they come down to my shoulders. You of course can design it for your situation, just make sure that your crews will always be aware of it when they’re working.

Figure 3 shows the tell-tale in context. I placed it a couple of inches before the stair, and made it cover the full width of the aisle. Crews cannot avoid it. They have come to understand what it means and why it’s there.

***Safety is of the first importance in the discharge of duty.***





Fall of 2021 has been much like the rest of the year. It has been a challenge to have large in-person meetings at venues due to the restrictions over the summer and into the fall. Of the locations where we used to meet, one is no longer available and the other is not allowing large events. However, the Coast has been meeting, both virtually and for a Fall field trip.

We continue to have a regular virtual event every other Saturday. These combine some clinics with a social opportunity as well as seeing what we are modeling. We typically have 20-30 attendees. The members have expressed a strong desire to continue to have virtual events even after we return to regular events. We are deciding on how many virtual events to have and whether any should be more clinic oriented.

The inability to find a local venue did not stop the Coast team from having a physical event this fall. In October, over 40 members participated in a field trip to the California State Railroad Museum and a visit to the new NMRA "Magic of Scale Model Railroading" exhibit. We all met on a specific capital Corridor morning commuter train going up though the Bay Area from San Jose. This let members get on close to home. At the museum, Charlie Getz, past NMRA president and a key driver/contributor to the exhibit, gave the members a "behind the scenes" walk through of the exhibit. Charlie explained how many of the artifacts came to be in the exhibit and pointed out several items of interest to model railroaders. His descriptions included information, that while valuable and entertaining to our community was not part of the exhibit. The members were very impressed. In fact, the TSG Multimedia team came along, and John Abatecola did several interviews with the members and covered some of the tour. The video can be seen [HERE](#).

We are planning a return to a regular schedule of four physical events per year in 2022. The Coast Board decided to have two auctions and two other events per year to enable our members to have more access to clinics and layout tours. Our first auction for 2022 is planned for March 6, 2022, at the Elks Club in Alameda. Look for more information about this on the Coast and PCR websites if you are interested. We are also planning an event in the South Bay area (San Jose/Santa Clara) in mid to late June that will include a focus on clinics and open houses.



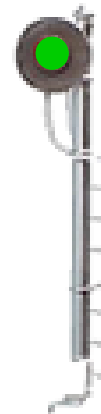


The Daylight Division hosted its final ZOOM meeting of the year on Thursday, November 18<sup>th</sup>. The meet began with the introduction of the Daylight Division's just appointed Director, Walt Mizuno, of Reedly. The Daylight Division extends our very hearty welcome to Walt, and thank him for agreeing to be the Daylight Division's Director. We also want to thank Ed Merrin, of Santa Rosa, for unselfishly volunteering to be the interim Daylight Division Director until a permanent Daylight Division Director could be found. THANK YOU, ED!!!! AND THANK YOU, WALT!!!!

For the meet's two presentations, our newest member, Alan Rogers, of Bakersfield, demonstrated his technique for using aluminum beverage cans for corrugated metal roofing and siding for structures, with a video that he had produced. Doug Wagner, of Bakersfield, gave the second presentation. Doug presented a Power Point program with a pictorial tour and update of his N scale home Layout, The Porterville-Orosi District of the Santa Fe Valley Lines. Doug's update showed his progress on the City of Porterville. He has just started operations using the OpertionsPro software developed by JMRI, which is included in their DecoderPro software package. Some of you may be familiar with JMRI as you may be using DecoderPro for programming your DCC equipment. The best part of using JMRI for programming your DCC equipment, and in your layout's operations...IT'S FREE!! And just in time for Christmas, we closed the meeting by holding a drawing for a \$100 Central Coast Trains gift certificate for those in attendance at the ZOOM meeting. The winner of the gift certificate was Steve Lowe, of Fresno. We will probably be offering Central Coast Train Gift Certificates for future meets, as it really helps support the one true Model Train Store located in the Daylight Division, in Atascadero.

The Daylight Division hopes to get back to a somewhat "NORMAL" schedule by hosting an in-person February meet, in Bakersfield on Saturday, February 12<sup>th</sup>. We are looking into making the meet both an in-person and ZOOM event, for the convenience of those that are not able to attend in person. The meet will be held in the banquet room of Tina Marie's Downtown Café, starting at 9:00 AM, with a buy-your-own breakfast. Tina Marie's is located on the ground floor of the Golden Empire Historical & Modeling Society's clubhouse building, with the GEHAMS clubhouse taking up the 2<sup>nd</sup> and 3<sup>rd</sup> floor of the building. At the northeast corner of the intersection of 19<sup>th</sup> and Eye Streets, Tina Marie's is in beautiful downtown Bakersfield. Please be sure to visit the Daylight's web site at <http://pcrnmra.org/daylight/> for updates and details as they are made available.

That's it until next time. And as always, MAY ALL YOUR SIGNALS BE GREEN!!!



# Redwood Empire Division Report

By Paul Weiss

The Redwood Empire Division had another well-attended and successful Meet via Zoom on November 20, 2021. Your correspondent is on a mission to make the RED Meets the best in the NMRA, so we are throwing down the gauntlet and let's see how our sister divisions respond! We encourage members from all the PCR to enjoy our meets which are archived on YouTube. Use the link <https://youtu.be/xUBX73aNLuE>

Our approximately two hour Meet had a little Division business but mostly we jumped in to our rich and diverse content. As in the past I have provided a quick summary and the video timestamp for each presentation so any viewer of the video can skip right to the sections they are most interested in.

10:37 Clifton Linton, our guest speaker from Alameda, gave a great presentation on his N Scale Chicago Switching District layout.



29:15 Michael Litant, rail historian extraordinaire, gave a well-received and very interesting talk on the history of his favorite prototype area in and around South Boston, MA.



54:00 Ray Lorber of San Rafael shared his freelanced home layout including many extraordinary details and trestles which literally took years to scratchbuild.



Continued on page 32

## Redwood Empire Division Report ct'd.

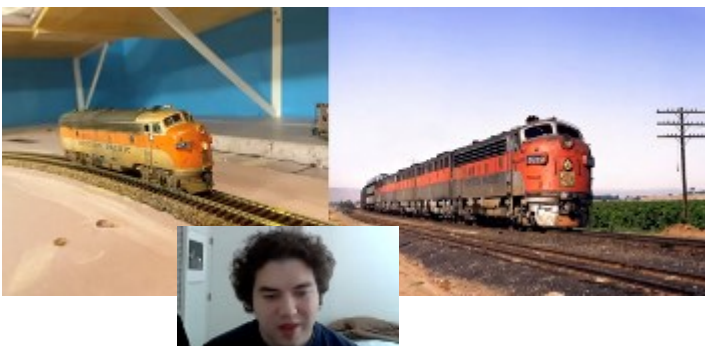
1:02:30 Tom Swearingen discussed backdrop painting, Tom as many know is an amazing artist!



1:55:16 Bill Kaufman shared memories of his inspiration San Francisco and Colorado layout, which was torn down 15 years ago but is a very worthy "revisit" for all of its marvelous detail.



1:30:00 Adam Palmer shared pics of many of his recent modeling projects and let us know that he has a custom painting business and would be happy to do some weathering for any potential customers out there!



1:47:46 John Huckabee shared his recent project on a diorama "Yesterday Today Tomorrow", very innovative and beautifully executed.



1:50:00 Dave Grundman shared some detail about an innovation in using permanent uncoupling magnets in a manner that slides them away from track when not needed.



I will report on our upcoming February, 2022 Meet in the next issue of Branch Line. Please join us! Gauntlet thrown!

Paul Weiss

R.E.D. Superintendent





## Sierra Division Report

by Chip Meriam

**The Most Recent Live Meet** was October 16 in Sacramento. The morning portion of the meet was an operating session at the Sacramento Model Railroad Historical Society. Unfortunately, the Company Photographer was unable to attend, so there are no photos of our SMRHS visit. As usual, the session ran until about 11:30 and lunch was available on site for \$6.00.

The afternoon session was held at Steve Folino's home. Thanks to Steve for hosting us yet again. Following a brief business meeting, the contests were held. There was only one entry in the modeling category, a GP-35 in S scale by Michael Eldridge. As such, it took 1st Place. Three photos were entered by Walt Schedler to take 1st, 2nd, & 3rd places. There were two Show-N-Tell presentations: A scratch built engine house by Ed Powell and a small bridge by Ken Horne. Door prizes capped off the meeting and a re-visit to Steve Folino's Fungus & Mungus Railroad.



Model First Place - Michael Eldridge



Photo First Place - Walt Schedler



Photo Second Place - Walt Schedler



Photo Third Place - Walt Schedler

*Continued on page 34*



**Small Bridge By Ken Horne**



**Engine House  
By Ed Powell**

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)**

**January 8**

**March 12**

**April 9**

**June 11**



*Continued on page 35*

## Photos of Progress on Steve Folino's Fungus & Mungus



Looking across the Dusty Bottoms Cattle Company's loading pens, the town of Bedrock and the Fungus Mines are visible along the right side.



Bedrock, Colorado home of the Fungus Mines hosts Lee's Livery Stables, a blacksmith shop and the Shady Rest Hotel.



The south end of the Fungus and Mungus Railroad's Cloud's Rest yard. Visible are the coaling tower, sand house, water tower and the Wells Fargo & Co. office.



One of the switchbacks leading to the Hugh Mungus Timber Company's logging camp. Also partially visible along the left edge is the old, abandoned Pickens Place, now a HOB0 camp,



**It's coming, it's coming....**

The 2023 PCR & FRRS/WPRM Convention

## **Rails by the River**

April 26 thru April 30, 2023

Courtyard by Marriott

1782 Tribute Road

Sacramento, CA 95815



### Features

- 36 Clinics
- Layout tours organized Scott Inman
- Vendor room on Thursday & Friday
- Swap meet room on Saturday
- Extra fare activities
- Separate, secure contest room



Convention wearables by Daylight Sales

### Volunteers Needed

- Logo and car decals designer
- Facilities manager
- Advertising sales & door prize collector
- Timetable designer
- Clinicians and presenters



*Steven R. Folino*

Steven R. Folino  
Sierra Division, Treasurer  
2023 Convention Chair



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

**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)

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

**For a list of monthly activities see page 40**

**February 5 & 6, 2022** – San Francisco Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design SIG, and South Bay Historical Railroad Society. Discussion Save the dates! Note new dates due to NFL Super Bowl scheduling change. Save the dates! Note new dates due to NFL Super Bowl scheduling change. New (old) venue: we're back to the Santa Clara Depot, but the clinic day is now Sunday, February 6. South Bay Historical Railroad Society 1005 Railroad Avenue Santa Clara, CA MAP Virtual layout tours with owner interaction on Saturday, February 5 featuring: Layouts with California themes, wherever they're located Layouts of Bay Area expatriates We will be live streaming and Zoom interacting on Sunday, so remote attendees can participate, and we'll have "Clinic Goes On" sessions with the presenter in a separate room and virtually in the Zoom call. We're calling for clinics on Design and Operations, some clinics will

be presented locally but we can also support remote clinics. Suggested donation for live attendance: \$20, there will be a "tip jar" for the Zoom meeting. We're limited to 83 people at the Depot, so please sign up early at link coming soon! We will be conforming to Santa Clara County Public Health Directives on indoor meetings for the in-person meeting, so plan to be fully vaccinated and masked unless the "all clear" is given before the meeting. If you can't do that, feel free to join the Zoom meeting. Questions: Contact Seth Neumann [sneumann@pacbell.net](mailto:sneumann@pacbell.net) The meet is open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, OPSIG membership is NOT required! 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 12, 2022** - 9:00 - Sacramento - Sierra Division Winter meet. For information contact Chip Meriam at [chipmeriam@comcast.net](mailto: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, Redwood Empire Division Winter Meet, held online via Zoom.**

**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](mailto:carldw@aol.com)

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

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

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

*Continued on page 38*

# Calendar

**October 7 – 9, 2022** - [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](#)

**November 19, 2022** - RED Fall Meet, held online



## August 7 - 15, 2022 Gateway 2022

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

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

For a list of monthly activities see page 40



## April 26 - April 30, 2023

Courtyard by Marriott - 1782 Tribute Road  
Sacramento, CA



## August 22 - 25, 2023 Texas Express 2023

Gaylord Texan Hotel, 1501 Gaylord Trail, Grapevine, TX



*Continued on page 40*

## 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 Jim Fischer (916) 965-7117, 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: [glslewis@comcast.net](mailto:glslewis@comcast.net)

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

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

The ACMRRM is located at 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](mailto:rdpiety@sbcglobal.net)

### **Antioch Model Railroad Club**

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

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

BANTrak MRC invites N scale modelers to visit us at the Wells Fargo Express Room, Southern Pacific Railroad depot, 902 Loring Ave., Crockett, on Wed. and Sat., 10 AM to 3 PM. Contact: Bob Lewis, 925-283-6838  
E-mail: [BobLewis1@sbcglobal.net](mailto:BobLewis1@sbcglobal.net).

### **Bay Area S Scalers**

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

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

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

### **Carquinez Model Railroad Society**

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

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

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

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

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### Golden Empire Historical & Modeling Society

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

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

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

### Humboldt Bay & Eureka Model Railroad Club

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

### Monterey & Salinas Valley Railroad Museum

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

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

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

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

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

### **Nn3 Alliance**

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

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

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

### **Sacramento Modular Railroaders**

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

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

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

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

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

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

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

Enjoy the fellowship and learning experiences of a club near you

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**San Leandro Historical Railway Society**

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

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

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

**Silicon Valley Lines**

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

**Siskiyou Model Railroad Club**

Currently we are meeting at a member's home on the first Thursday evening of the month. Contact Tom Brass 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](http://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](mailto: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](mailto:tidewatersrhs@gmail.com)

**Tri-city Society of Model Engineers**

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

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



**IMPORTANT !!!!**

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**Walnut Creek Model Railroad Society**

The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open to last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$2.00 for 6-12 and seniors over 60 and \$3.00 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder). Web: [www.WCMRS.org](http://www.WCMRS.org). "Like Us" on Facebook ([www.facebook.com/wcmrs](http://www.facebook.com/wcmrs)). Please refer to [www.wcmrs.org](http://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](http://wbmrra.ning.com) and [facebook.com/wbmrra](http://facebook.com/wbmrra). Or e-mail [westbaylines@gmail.com](mailto:westbaylines@gmail.com).

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

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

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





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