

PCR Call Board

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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.

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Deadlines for 2022/23

OCT-NOV-DEC 2022 issue

Articles due by
September 10, 2022

JAN-FEB-MAR 2023 issue

Articles due by
December 10, 2022

APR-MAY-JUN 2023 issue

Articles due by
March 10, 2023

JUL-AUG-SEP 2022 issue

Articles due by
June 10, 2023

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

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From The President



By Frank Markovich, MMR
President

We are finally having in-person get-togethers. The PCR convention in Rohnert Park was an excellent example. There are now lots of events being planned. For PCR conventions, the planning is already moving quickly towards 2023 and has started for 2024. The 2023 convention will be held in Sacramento. I have seen the plans and they look great!

All the divisions are planning in-person get-togethers—finally.

Seth Newman is leading a team looking at online conventions. They could either be all online or a hybrid approach. The 2023 convention committee is also looking at the logistics of a hybrid convention.

There is some news from the NMRA national. They will be rolling out a program that is similar to “Zoom” that will be free to Regions and Divisions.

The updates to the Manual of Operations is complete and approved, as are the updates to the By-Laws.

At the business meeting we installed two new directors – for the Coast Division – Phil Edholm and for the Sierra Division – Lou Anderson.

If you have any questions or ideas for the region please contact me – frank@frankmarkovich.com



From The Vice President



Chip Meriam, Vice-President and
Branch Line Editor

Take A Close Look at page one of this issue. Do you notice anything missing? It may not be obvious at first, but there are no photos of railroads, model or otherwise. After all, this is a model railroad publication—so where are the trains? Well, there are plenty of trains and ancillary models scattered throughout the rest of this publication. But the cover page is all about people—us—the members of the Pacific Coast Region.

For all of the last two years, we have been unable to gather to share model railroading stories, ideas, or questions. Sure, we’ve all become somewhat proficient at ZOOM meetings, and we’ve remained in contact through the regional newsletter, the four divisional newsletters, and our Constant Contact emails, but these are just images.

Return To The Redwoods was our first post-pandemic opportunity to meet in person and “return” to some degree of normalcy. Let me tell you, this was sensational. The 2022 convention committee, led by Denni and Cliff Baumer, truly outdid themselves by providing the perfect forum for us to rediscover what is, perhaps,

the greatest facet of the greatest hobby; personal interaction and fellowship. It’s obvious, from the expressions on the faces of the folks gracing our cover, that Cliff, Denni, and company were successful (please see their recap beginning on page 14).

Now we’ll turn our attention to the upcoming conventions. The 2023 convention is set for April 2023 in Sacramento. Hosted by the Sierra Division, “Rails By The River” will be a joint convention with the Feather River Rail Society. The committee is meeting regularly. The layout tours are falling into place. And the prototype and special tours are being arranged. The committee is also exploring some ways to provide a “hybrid” convention format.

Meanwhile, the Coast Division is busily planning the 2024 convention. You may recall that their 2020 convention, “Clear To The Coast,” was cancelled because of COVID mitigation measures. So some of the extensive planning they lost that year may serve to make 2024 a bit easier. I’ve spoken with Earl Girbovan, the 2024 convention chair, and it sounds like they have things well underway.

If you can make time to volunteer for either event, please let the convention chairmen know.

(2023) Chip Meriam - chipmeriam@comcast.net

(2024) Earl Girbovan - egirbovan@netzero.com



Membership

Welcome Aboard ! PCR's Newest Members

Member	City, Sate	Date Joined
Daylight		
Dan Golowka	Cambria CA	4/2/2022
Coast		
Jim Hawksworth	Martinez CA	3/3/2022
Michael Green	Daly City CA	3/5/2022
Stewart Lewis	Newark CA	4/14/2022
Ronald Chaffee	Livermore CA	4/18/2022
Sierra		
Steve Smith	Lathrop CA	5/9/2022
Redwood Empire		
Tom Curran	Petaluma CA	4/2/2022
Jason Schoenmann	Mill Valley CA	4/2/2022

PCR Membership Gauge

May 31, 2012—1,081
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
December 31, 2021—824
January 31, 2022—811
February 28, 2022—805
March 31, 2022—798
April 30, 2022—794
May 31, 2022—789

PCR Membership Tracker

<u>Division</u>	<u># Members</u>
Coast	367
Sierra	226
Redwood Empire	106
Daylight	90
Total PCR Members	789

Achievement Program

Achievement Program - Master Builder - Cars

By Jack Burgess, MMR, Manager, PCR Achievement Department



For those who enjoy scratch building or at least modifying craftsman kits, the Master Builder – Cars AP certificate can be an easy-to-achieve requirement. Like the other certificates, the actual requirements for this category are available online at <https://www.nmra.org/categories>

The requirements for Master Builder - Cars follows the same general format as for Master Builder - Structures. To qualify for this certificate, you must build eight operable scale models of railroad cars. Operable means that they must be able to roll along the track and not that parts such as brakes must work. If desired, these eight cars can be of different gauges and/or scales. Four different types of cars, including at least one passenger car, must be represented by these eight cars. Obviously, a flat car and a box car would be considered “different kinds” of cars. A 40’ steel-side box car and a 36’ wood side box car may also be considered different kinds of cars if there is a substantial difference between them such as fish-belly underframe vs. truss rod and AB brakes vs. K brakes. Since a total of eight cars are needed but only four types, you can build a passenger coach, a flat car, a tank car, a reefer, and four identical box cars and still meet this requirement.

Each of these eight cars must be super-detailed with either commercial or scratch built parts. The easiest way to super-detail cars is with separate ladders and grab irons, underbody brake gear, cut levers, air hoses, etc.

In addition to being super-detailed, at least four of the eight models must be scratch-built and you must score at least 87½ points on four of the eight models. This can be accomplished via a PCR or Division model contest or by having the models judged for a Merit Award. While it is easier to score 87½ points on a scratch built model than a kit-bashed model, scratchbuilding isn’t required.

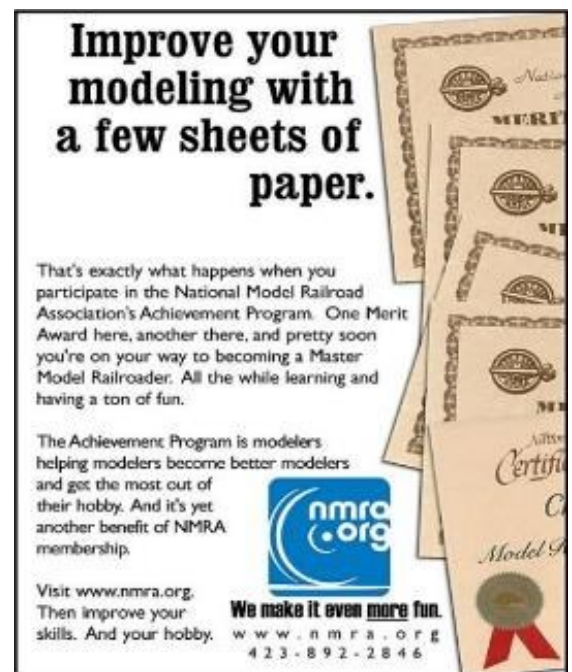
To summarize these qualifications, you need to build eight super-detailed cars representing at least four different types of cars including at least one passenger car. At least four of these cars must be scratch built and you must score at least 87½ points on at least four of the cars.

Once you complete these requirements, you can submit a Statement of Qualifications that identifies the models and the commercial parts used, etc. The easiest way to do this is to simply attach the model contest form, which includes this information and also documents your score. Send the completed form to your Divisional AP representative, along with a photocopy of your NMRA membership card and you are on your way toward another certificate!

I am also pleased to announce the following Certificate of Achievement award since the last issue of the Branch Line:

- Rich Mossholder - Model Railroad Engineer – Electrical
- Rich Mossholder - Model Railroad Engineer – Civil
- Chip Meriam - Model Railroad Engineer - Electrical

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



Improve your modeling with a few sheets of paper.

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

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

Visit www.nmra.org. Then improve your skills. And your hobby.

We make it even more fun.
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Switching as a Wooden Manipulative Puzzle: 1



Fall Creek Branch is my HO scale portable switching layout. It represents a town at the end of an SP branch line somewhere in northern California or Oregon around the year 1950. One of the reasons I built Fall Creek is to demonstrate to the unwashed masses—those benighted souls not yet involved in our hobby—that there is much more to scale model railroading than running toy trains around in circles through miniature scenery. It turned out that Fall Creek also serves to teach scale model builders that operating their models following prototype practices can be way more fun than they ever thought it could be.

Peddler- or way-freight switching, which consists of picking up and setting out cars at specified industries and spots, bears some resemblance to a game of chess, in that the best moves accomplish multiple aims, making immediate gains while setting up future actions. As in most games of strategy, you need to plan several moves ahead. But it's also the antithesis of games like chess, because it's not a zero-sum or win-lose competition. Instead, it's collaborative, since the engineer and conductor work together to accomplish the needed switching with as little effort as possible.

My three grandsons are 3, 5, and 7 years old and I wanted to introduce them to the joys of peddler freight switching. Sure, they like playing with Brio trains and running electric trains around an oval of track, but how can I get them to appreciate the intellectual challenge of this type of operation? I decided to create a kind of game that would replicate the switching maneuvers without the need to have access to a well-functioning layout.

The following photos show what I came up with. Basically, it's a 1:3 scale model of my Fall Creek Branch. Fall Creek is 12 feet long and 15 inches wide, while this unpowered rendition is 4 feet long and 8 inches wide. If you feel motivated to create something similar, here are the materials and the process I used:

- Materials
 - ◇ Nominal 1"x 2" for frame (actual 0.75"x1.5"); actual 1"x 1" for rolling stock; 0.25"x 1.5" basswood for industries; 3/16" dowel; 1/8" hardboard for the track board
 - ◇ Wire brads (18-gauge x 1.25"); wire cloth staples (#5 x 3/8"); roundhead wood screws
 - ◇ Spray paint in various colors; stick-on letters
- Procedure
 - ◇ Cut hardboard to size (8"x 48"), then cut the track slots (round the diverging route at each "turnout")
 - ◇ Cut the 1" x2" framing pieces, then cut slots as required in the cross pieces
 - ◇ Screw the hardboard to the framing pieces
 - ◇ Cut the industry blocks to length, paint them white, apply stick-on letters, paint the blocks a dark color, peel off the letters, attach the blocks to the hardboard
 - ◇ Cut the cars to length (2") from the (actual) 1x1, drill the undersides for the dowels, cut the dowel pieces (about 1"), press fit the dowel pieces into the cars, hammer the staples and brads into opposite ends of the cars (with the staples slightly lower than the brads—see the second photo), bend the brads to form L-shapes, paint the cars using the same process as with the industry blocks. My (longer) loco is in "tiger stripe" colors.

That's the procedure for building the wood manipulative puzzle, but—of course—that's just the beginning. Once you have the puzzle constructed, you get to "manipulate" it, that is, operate it as you would a peddler freight train. That is the topic for next time, when I'll explain how to set up and solve problems involving picking up and setting out freight cars at industries (peddler freight switching) and sorting trains (blocking) using only two tracks and one turnout.

Until then, you can reach me with comments and/or questions at pethoud@comcast.net

Continued on page 9



FCB Wood Overall



FCB Wood Coupler



Life on the Fungus & Mungus



When last we left our heroes Kent C. Straight, Ida Baker, Chris P. Bacon, Lionel Trane, Ben Dover, and others; version 4.0 of the Fungus and Mungus Railroad had been reduced to a pile of rubble (no offense to our Sheriff, Barney). All the structures, DCC electronics, Tortoise and SMAIL switch machines, ITT sound modules, Azatrax optical detectors and relays, and the Hex Frog Juicers had been salvaged. Everything else was destined for the scrap pile.

We can rebuild it. We have the technology. Faster, stronger, bigger, better, and even more fun to operate on. Out of the ashes of 4.0 will arise version 5.0 of the FMRR.

It's been just three weeks since the moving van arrived at our new location just outside of Greeneville, Tennessee. Actual installation of the Fungus and Mungus Railroad version 5.0 upgrade has yet to begin. We're still in the design and track-planning stage.

Despite no actual construction taking place, we've been busy preparing the location for the future layout, unpacking the remnants of version 4.0, inventorying and ordering necessary supplies and well, getting moved in. Actual construction will begin around the first of September, following our return

from the NMRA national convention and train show.

Here is what's been accomplished during the past three weeks...



The "upstairs" hobby room. The bookcase on the left holds the completed models removed from 4.0 while the one on the right houses an assortment of unbuilt kits. With the new layout occupying just under 1,000 square feet, it will be four times the size of the original.



The garage workshop. This is where all the benchwork and supporting framework will be constructed. It includes a table saw, 12" miter saw, drill press, band saw, router table, bench grinder, vented spray paint booth, table-top belt sander and a 4'x8' assembly table.

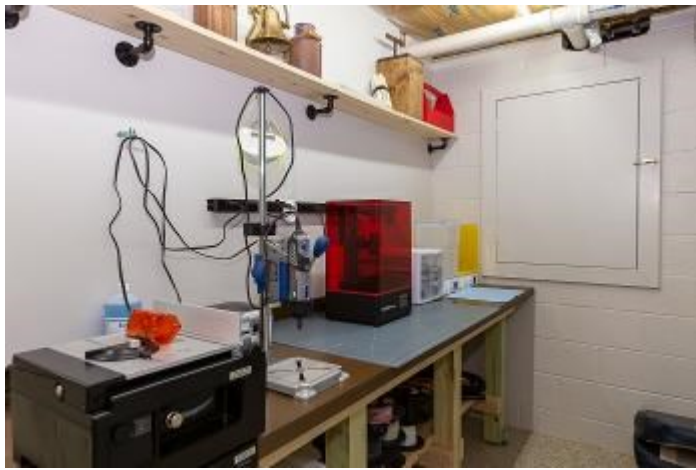


The train room. The entire 1700 sf basement is devoted to my model railroad hobby. The layout will occupy nearly 1,000 sf of the total. The rest will serve as dispatcher's office, crew lounge, bathroom, and "Maker" space.



A second miter saw, and a row of shelving loaded with parts salvaged from 4.0 and others newly arrived, stand ready for construction to begin.

Continued on page 11



Located out of the way is the “Maker” space featuring a Micro Mark mini table saw, Dremel drill press, stainless steel parts washer, a Elegoo Saturn S resin printer, a resin parts wash tank, and a resin parts curing station.



Over 200 locomotives, cabooses, and other rolling stock wait patiently for their return to operation on version 5.



The crew lounge and dispatcher’s desk. This space features an antique typewriter, candlestick phone, wall phone, coal stove, station bench, and roll top desk. More modern features include a microwave oven and mini fridge.



Closeup view of the dispatcher’s work area.

That’s all for now, folks. As I indicated earlier, I’m fixin’ to start construction of the layout on the 1st of September. I’ll keep all y’all posted. (I’m trying to talk the talk.)



Pacific Coast Region SIG Report

by Seth Neumann



Operations meets are back! I was fortunate to attend SoundRail in the Puget Sound area in March, along with several other Bay Area operators and then two other meets in April, along with ops at the PCR Return to the Redwoods. I am expecting to attend SoCalOps in the Los Angeles area and another mid-western meet (RiverRail) and then participate in op



sessions at the NMRA Convection in St Louis in August. We often have slots for these meets and some have open registration, so please contact me if you are interested in trying one out. Of course, these are subject to local health regulations on gatherings and there have been some cases of COVID associated with meets, so be careful and consider your tolerance for exposure.

Our big event in the PCR this quarter was the Return to the Redwoods Convention in Rohnert Park, which is well covered elsewhere in this issue. The committee did an excellent job navigating the uncertainties of our first in-person convention since the pandemic started. There were several operating opportunities (I got to re-visit Jon Schmidt's Nicasio Northern), as well as design and operations oriented clinics. Jim Providenza and I hosted the SIG Roundtable Thursday evening. We're planning to bring the SIG program to pre-pandemic levels in Sacramento next year.

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



Tales of the Santa Cruz Northern

By: Jim Providenza and Terri Leinsteiner

Your Spouse Is...

Your Non-railroad Spouse (or Significant Other or...):

Is not surprised that you stop on the side of the road to pick up a container of ‘the right sort of dirt’.

No longer tries to explain to visitors that, of course, your household has his and hers blenders.

Is totally unimpressed when the shopping list includes a large can of really cheap unscented hair spray - for the next batch of trees and bushes.

Knows that when you are going to paint the house, the colors will be similar to pond scum green and fog gray (Maine Central), or Pennsy Green and Maroon, or SP Depot yellow with brown trim and green shingles, etc., etc.)

Understands that you have no idea what Joe does for a living but are really pleased that he is a such a good yardmaster.

As the Non-railroad Spouse:

You know if Railroad Spouse is in the garage/basement/outbuilding working on the railroad you can bring anything into the house that you want. Railroad Spouse won't notice.

A box car is worth a yard of fabric or (again, please fill in the blank). My spouse is a quilter, so we set up our comparisons as boxcars / fabric decades ago. Unfortunately, at least for this Railroad Spouse, the cost of a freight car can now be equal to 2 or even 3 yards of fabric...

You value Railroad Spouse's rolling stock because of the relative value scale (RVS) - see above. You keep track of each other's purchases - because he now owes you!

Railroad Spouse loves that you are so interested in the latest weathered freight car brought to your attention for appropriate adulation. Little does Railroad Spouse know (also see above)!

You know your best chance to go to New York City or Disneyworld or (fill in the blank) is if there is an NMRA National Convention nearby next year.

Railroad spouse thinks 200 holes drilled in one structure or car is a lot. You smile and offer heartfelt congratulations. Your latest quilt has 2,000 2" squares of fabric.... on the top.

Your immediate response to any discussion of house additions is, “What, no basement?”

You both believe in good tools. YES!



Terri Leinsteiner, Non-railroad Spouse



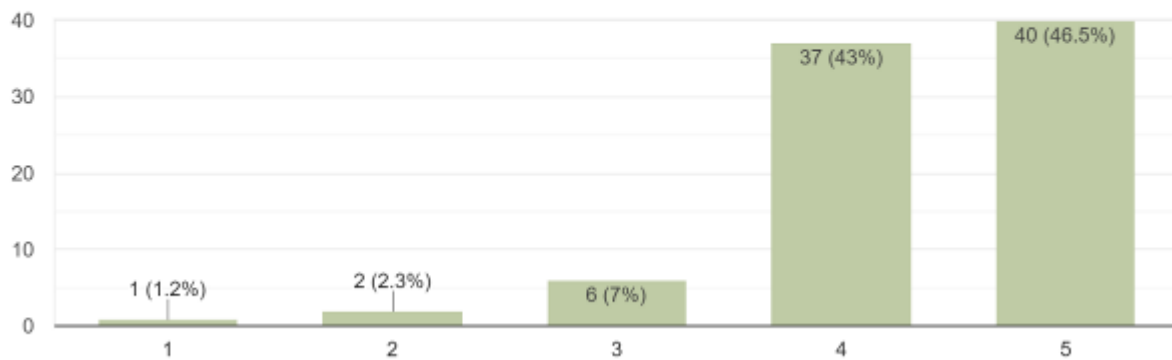


Despite all the challenges of Covid along with the usual challenges of putting on a convention, the 2022 PCR Annual Convention was a success. We had 146 attendees from all over California as well as from one from Utah, two from Michigan, three from Washington and five from Nevada. While this is only about 70% of our usual attendance, we managed to make it work and provided attendees with a great selection of clinics, several layout tours and even a few operating sessions.

Most conventions take a survey at the end of the convention but very few get to see the results of those surveys. We received 86 responses and below is a brief summary:

On a scale of 1 - 5, please rate your satisfaction with the convention schedule

86 responses



There were 48 comments to this item.

Liked clinics in AM and PM and layout tours in afternoon – 20

Would have liked more layout tours spread out over more days – 2

Great, well organized – 10

Think it ran too late (after 9pm) – 2

Wished there had been more repeated clinics; couldn't attend all the ones they were interested in – 10

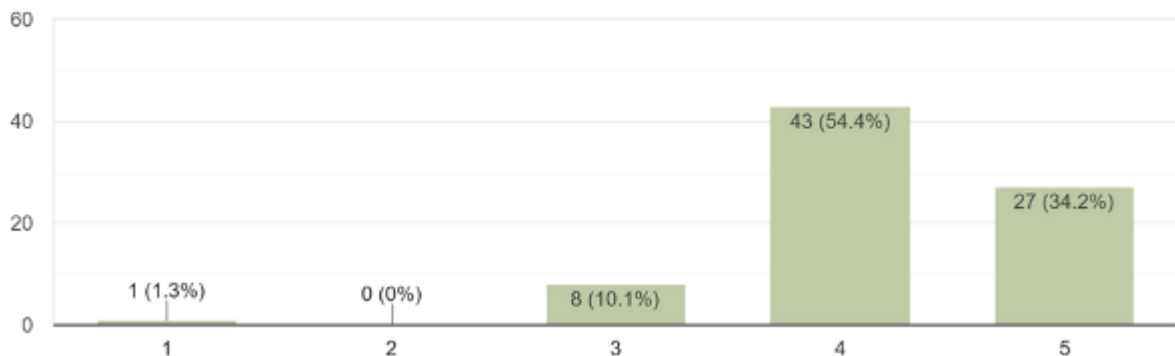
Would like longer convention schedule (Wed & Sun) – 2

Would like full day of clinics – 2

CLINICS

On a scale of 1 - 5, please rate your satisfaction with the variety of clinics offered

79 responses

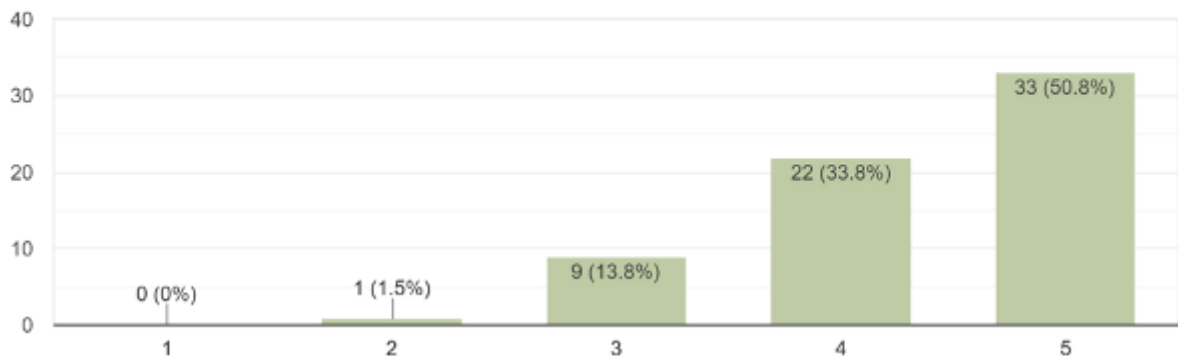


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LAYOUT TOURS

On a scale of 1 - 5, please rate your satisfaction with the layout tours

65 responses



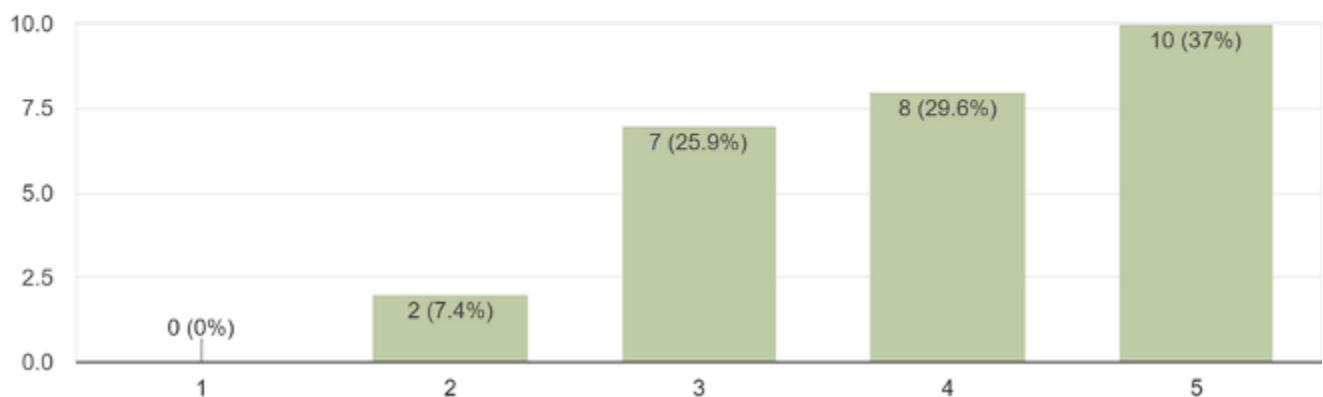
Overall, the layouts were great. Comments were that there should have been more open on Saturday and layouts need to be open more than one day. Several comments on the great handout and mapping.

Comment from Co-Chairs – we would also have liked to have more layouts on Saturday but we were at the mercy of the layout owners and most of them wished to be open on Thursday and/or Friday.

OPERATING SESSIONS

On a scale of 1 - 5, please rate your satisfaction with the operating sessions

27 responses



Comments made wished there were more sessions and there was confusion with the scheduling.

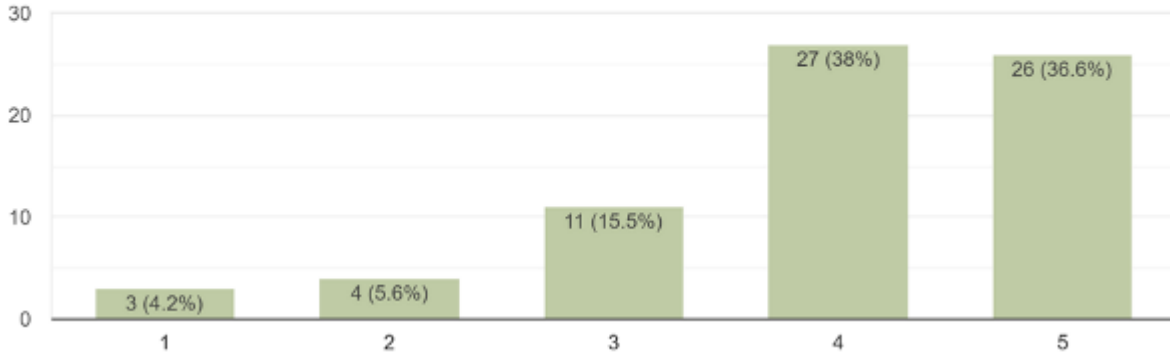
Comments from Co-Chairs – we wish there had been more also but again we were at the mercy of the owners. Some were not comfortable with having people together in close quarters. Those that did open their homes required masks and/or vaccinations. Their home, their rules. We respect that and appreciate that they were willing to open at all.

Continued on page 16

CONTESTS

On a scale of 1 - 5, please rate your satisfaction with the Contests portion of the convention

71 responses

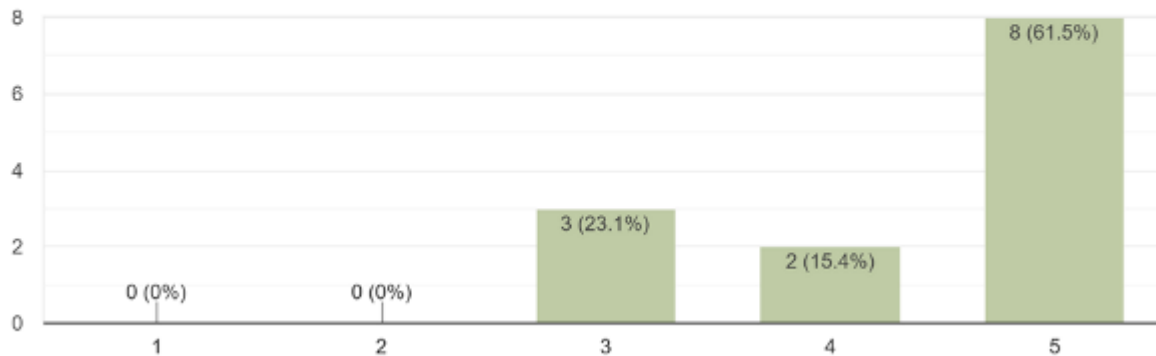


People enjoyed the entries and said the crew did a great job. NEED MORE ENTRIES!!!

DEPOT TOUR

If you participated in the Depot Tour, please rate your experience.

13 responses



Cliff did a great job—very informative, but disappointed that they were unable to go inside three of the depots.

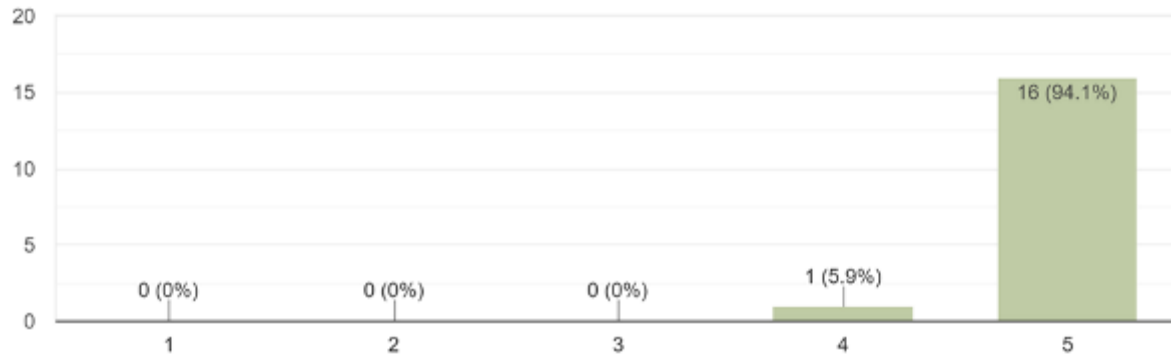
Comments from Co-Chairs – unfortunately, due to Covid, the Santa Rosa station is closed. Kenwood Station is only open for special events and the other is run by volunteers and is only open Saturday and Sunday. We apologize for the disappointment.

Continued on page 17

STURGEON'S MILL

If you visited Sturgeon's Mill, please rate your experience

17 responses

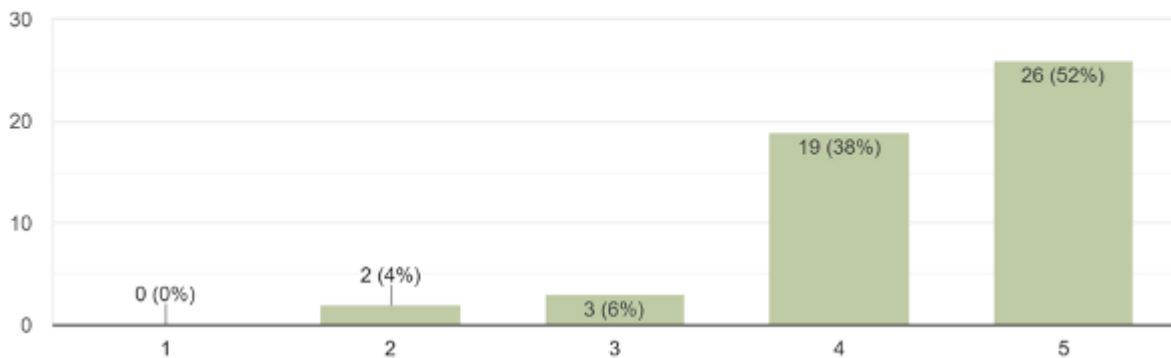


All positive comments. Enjoyed very much.

AWARDS BANQUET

If you attended the Awards Banquet, please rate your experience

50 responses



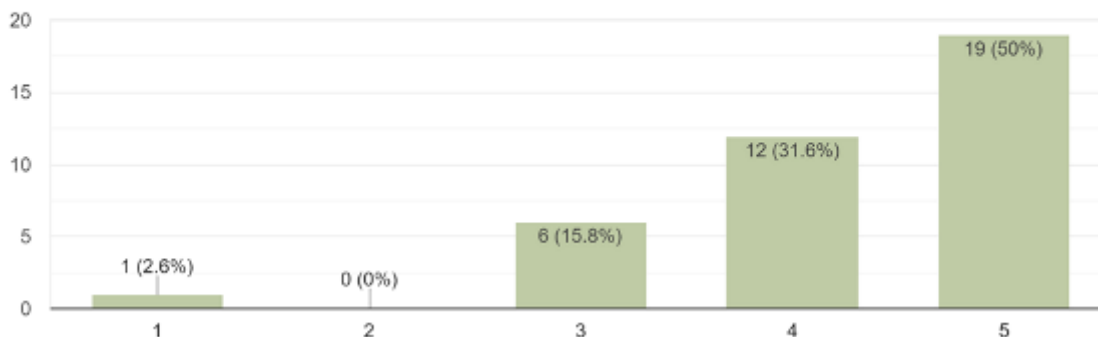
38 people commented and half of them thought it was a good banquet, had a good time and thought the MC was great. Several people appreciated Chris Palermo informing us about what's happening at NMRA. A couple of people thought it was too long, thought what Chris said could have been done via email and a few people didn't like the food and/or dessert specifically.

Continued on page 18

BREAKFAST MEETING

If you attended the Business Meeting breakfast, please rate your experience

38 responses

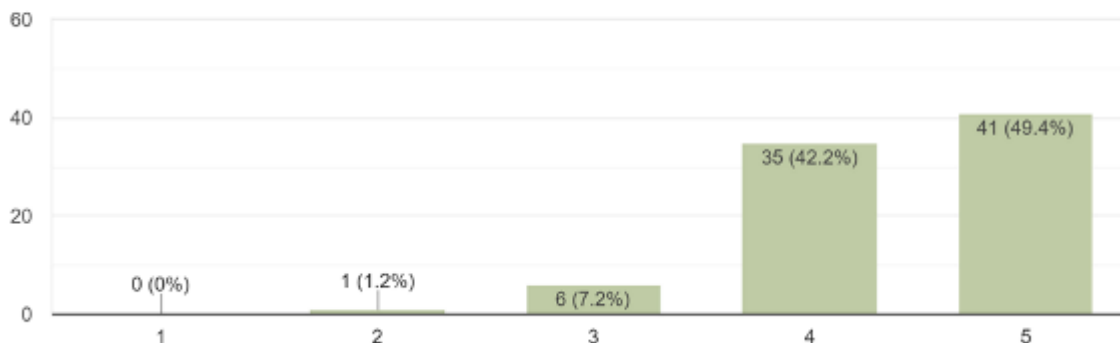


Good breakfast and meeting was short and to the point. A couple of people mentioned it would have been nice to hear more about the next convention and upcoming events.

OVERALL CONVENTION EXPERIENCE

Please rate your overall experience attending the convention

83 responses



Overall, people were very pleased with the convention and had a great time. There were a few comments about the hotel being too expensive, not having food service, etc. Several people thanked the committee for a great job.

FAVORITE PART OF CONVENTION

Most people enjoyed seeing old friends and making new ones. A significant majority liked the layout tours and clinics.

CHANGES FOR FUTURE CONVENTIONS

Suggestions were all over the place but many people requested more clinics and more repeated clinics. A few people suggested there be a set time each day for divisions to “meet” or just general get togethers. Most of the other suggestions were covered in other comments on specific sections

We were happy to hear that most people enjoyed the convention and the changes we incorporated. Again, we need to thank our amazing committee members for their hard work and the Redwood Empire Division and PCR for their support.

Denni and Cliff Baumer
2022 PCR Convention Co-Chairs

Continued on page 19



PHOTO ESSAY

Compiled by the *Branch Line* Editorial Staff



Steve and Carol Skold At The Wednesday Welcome Reception



A Large Gathering Of Like-Minded Folks Enjoying Dinner Together At The Hotel Lounge



The PCR “Brain Trust”
(l - r) Seth Neumann, Pat LaTorres, Ronnie LaTorres, Bill Kaufman, Tony Thompson, Jim Providenza



Bill “Grumpy” Scott—Minding the Store?

Continued on page 20



A Modular Display In The Contest Area



Al Turnbull's Clinic On Basic Scenery Techniques



Ed Merrin's Clinic On Photo Stacking

Continued on page 22



A Field Trip To Sturgeon's Mill - Sebastopol



Cliff & Denni Baumer With A Sturgeon's Docent



**Keeping The Main Saw Sharp
At Sturgeon's**

**Under The Mill -
The Main Sturgeon's Engine
(and engineer)**



Continued on page 22



First Stop On The Depot Tour



Cliff Baumer, The Tour Guide



The Saturday Evening Banquet



The MC For The Evening, Paul Weiss

Continued on page 23



**PCR President, Frank Markovich Addresses
The Banquet Guests**



**Keynote Speaker, Chris Palermo,
PCR Past-President**



**The PCR Officers and Directors On Stage
To Field Questions**



Sunday Morning Breakfast Meeting



Contest Room



**Earl Girbovan,
PCR Contest Manager**

People were busy at their workbench and with their cameras in preparation for the Return to the Redwoods Convention. The contest room was well stocked with high quality entries in a number of scales, and variety of photographic topics. Pictured below are the first place winners in each of the categories. Eleven of these first place models, and even some of the second place entries received merit awards. I am indebted to Mike Blumenstaadt for spending his Friday afternoon taking the photos below.

Have you considered showing off your work in the Contest Room? Most contest models are not entries specially built for the contest. They're simply the latest project on the workbench with maybe just a little extra care taking in construction and finishing. So don't be deterred thinking that you need to build the ultimate model. We had some novice entries in the contest room that were on par with those from the experienced builders.

The Square Foot challenge will be back next year! The rules for this category are simple:

- 1 foot square footprint
- Railroad themed
- A piece of rail
- No limit on height

Your entry can be whimsical or prototypical. This is a non-judged category, so no documentation is needed. A First Place plaque will be awarded to the entry receiving the most popular votes. Note that if you desire, the entry can be judged as part of the diorama category, and this would require a writeup.



Best of Show, Model
Popular Vote, Model
Earl Girbovan
Ore Unloader

Continued on page 25

Contest Room, ct'd.



Best of Show, Photo
Ed Merrin
View from a Bridge

Best of Show, Arts & Crafts
Diane Crawford
Quilt of Stars

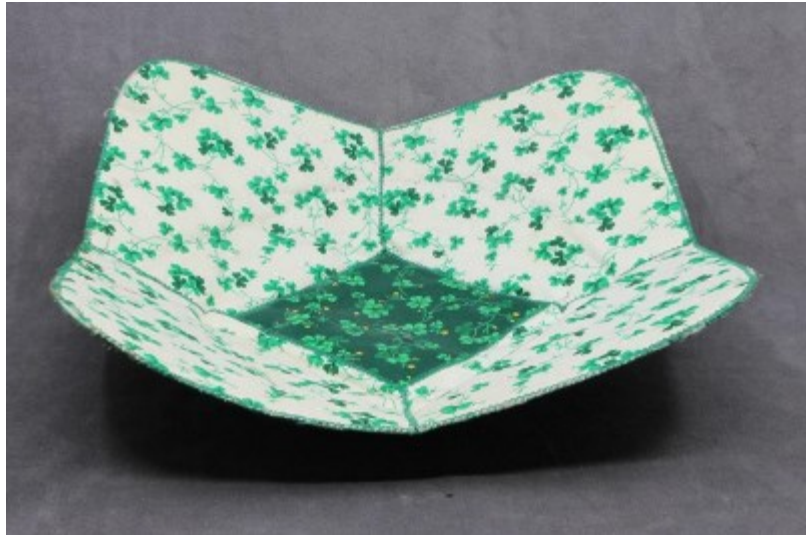


First Place, Arts & Crafts, Needlework Kit
Popular Vote, Arts & Crafts
Al Turnbull
Quilt

Continued on page 26

Contest Room, ct'd.

First Place, Arts & Crafts, Needlework, Pattern
Mary Moore-Campagna
Reversible Serving Bowl



First Place, Arts & Crafts, Railroadiana Pattern
Mary Moore-Campagna
Safety Masks

First Place, Arts & Crafts
Pat LaTorres
The Columbine, Flower of Comfort



Continued on page 27

Contest Room, ct'd.



First Place Model, Color
Ed Merrin
Saturday at the Basin

First Place, Photo, Trains in Action
Popular Vote, Photo
Steve Skold
Galloping Goose



First Place, Photo, Track & Structures
Walt Schedler
SIMS Tunnel, Shasta Division

Continued on page 28

Contest Room, ct'd.

First Place, Photo, Working on the Railroad
Dave Grundman
Sioux Falls Museum



First Place, Prototype Photo, Color
Dave Grundman
Sioux Falls Museum

First Place, Model, Steam Open
Scott Lockhart
2-6-0 Camelback



Continued on page 29

Contest Room, ct'd.



First Place, Model, Steam, Kit
Rich Mossholder
Shay

First Place Model, Freight Car Open
Earl Girbovan
NYC Hopper



First Place, Model, Freight Car Kit
Cliff Baumer
Poultry Car

Continued on page 30

Contest Room, ct'd.

First Place, Model, Passenger Car, Kit
Dave Croschere
Executive Charter Parlor Car



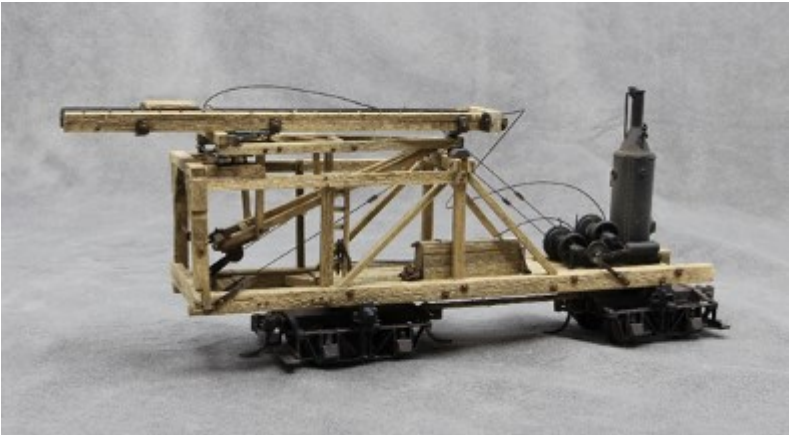
First Place, Model, Caboose Open
Earl Girbovan
Nevada Northern RY Caboose

First Place, Model Caboose Kit
Dave Croschere
A B and Old C Caboose



Continued on page 31

Contest Room, ct'd.



First Place, Model, MOW, Open
Earl Girbovan
Hammond Pile Driver

First Place, Model, MOW, Novice
Diane Glew
Wheel and Tool Car



First Place, Model, Traction / Self Propelled
Rich Mossholder
Railbus

Continued on page 32

Contest Room, ct'd.



First Place, Model Structure, Open
Giuseppe Aymar
Bridge over Bena

First Place, Model, Structure, Kit
Louis Anderson
Skunk Creek Fire Station



First Place, Model, Display, Open
Ingenuity Award
Rich Mossholder
VIGLICO

Continued on page 33



Levity
Dave Grundman
PG&E Building

Continued on page 34

OTHER ENTRIES



Continued on page 35



Continued on page 36

Contest Room, ct'd.



Continued on page 37

Contest Room, ct'd.

The popular Square Foot challenge will be back for the 2023 Convention in Sacramento! The rules for this category are simple:

- 1 foot square footprint
- Railroad themed
- Must contain a piece of rail

No limit on height

Your entry can be whimsical or prototypical. This is a non-judged category, so no documentation is needed. A First Place plaque will be awarded to the entry receiving the most popular votes. Note that if you desire, the entry can be judged as part of the diorama category, and this would require a writeup.

This is the perfect opportunity to build that certain kit that's been sitting in the back of your closet. You know the one I mean. Maybe you want to try something in a different scale or gauge. Or a new scenery technique. Here's your chance! No judging, no paperwork, just your creativity. Need additional inspiration? Go to YouTube and check out the huge variety of videos the military and other modelers from around the world have posted. Looking forward to seeing your creativity in Sacramento.



Earl Girbovan
PCR Contest Manager



2022 PCR Honors
Dave Connery, MMR,
Acting PCR Honors Chair

Saturday evening of “Return to the Redwoods” PCR Convention was the venue for the first “in-person” PCR Awards Banquet since the Spring of 2019. The Master of Ceremonies, Paul Weiss, was brilliant in his silver jacket and shoes and moved the awards program along with dignity and skill.

PCR President Frank Markovich presented this year’s Presidents Award to John Abatecola. John was selected for this award based on his exceptional promotion of our hobby and for all the work he did behind the scenes to make the virtual 2021 NMRA National Convention an superb event.



Frank Markovich With John Abatecola
(Cydney George-Abatecola photo)



Walter Mizuno With Ed Merrin

Daylight Division Director Walter Mizuno made a special presentation to Ed Merrin for Ed’s work as Daylight Division Director and then announced the Daylight Member of the Year as Bruce Morden.



Bruce Morden

The Sierra Division Member of the Year Award went to Chip Meriam.

“While there were many enjoyable aspects of the recent “Return To The Redwoods” PCR convention, one of the most rewarding was to see the Sierra Division “Member of the Year” award presented to Chip Meriam (one of the most deserving people imaginable, in this writer’s humble opinion).

From the time he became involved with PCR and the Sierra Division, Chip has always been ready and willing to help whenever and wherever his assistance and expertise were needed. Even though he has served the region well by holding office (a couple of offices, actually) and editing the Branch Line, he’s never abandoned his home division. He has served as Superintendent through a number of unforeseen events, both individual and nationally/globally, and he still kept the region together with virtual meetings on Zoom, while planning toward the future when we could resume in-person meetings. (Oh, and of course, he was also still serving as the Short Line editor.)

Congratulations to Chip on this well-deserved award!”

(Mary C. Moore-Campagna)



Mary C Moore-Campagna With Chip Meriam

Continued on page 39

2022 PCR Honors, ct'd.

Coast Director Lisa Gorrell announce that Eric Moe was the Coast Division Member of the Year and RED Director Giuseppe Aymar presented the RED Member of the Year Award to Convention Co-Chairs Denni and Cliff Baumer.

This years awards is again a beautiful print of an original painting by Mike Kowtowski that was done for the Northwestern Pacific Historical Society and was used with their generous permission. The prints were beautifully matted and framed by Bill Scott and the Brass Awards Plates were etched by Eric Moe.



Cliff and Denni Baumer

This year's prestigious John Allen Memorial Award was presented to Ed Merrin. The award is made to someone who best exemplifies the qualities that made John Allen such an important force in our hobby. The selection is by a committee of all previous John Allen Award Winners and a large group of them were on stage to congratulate Ed on this significant recognition. The Award is a scale harp switch stand on a wood base.



Ed Merrin With Previous John Allen Memorial award Recipients

(left to right) Gus Campagna, Ed Merrin, Lisa Gorrell, Dave Connery, Bill Scott, Giuseppe Aymar, Carol Skold, Pat LaTorres, Steve Skold, Bob Ferguson, Mary C Moore-Campagna



Nicasio Noodlings

News from the Nicasio Northern by Jon Schmidt

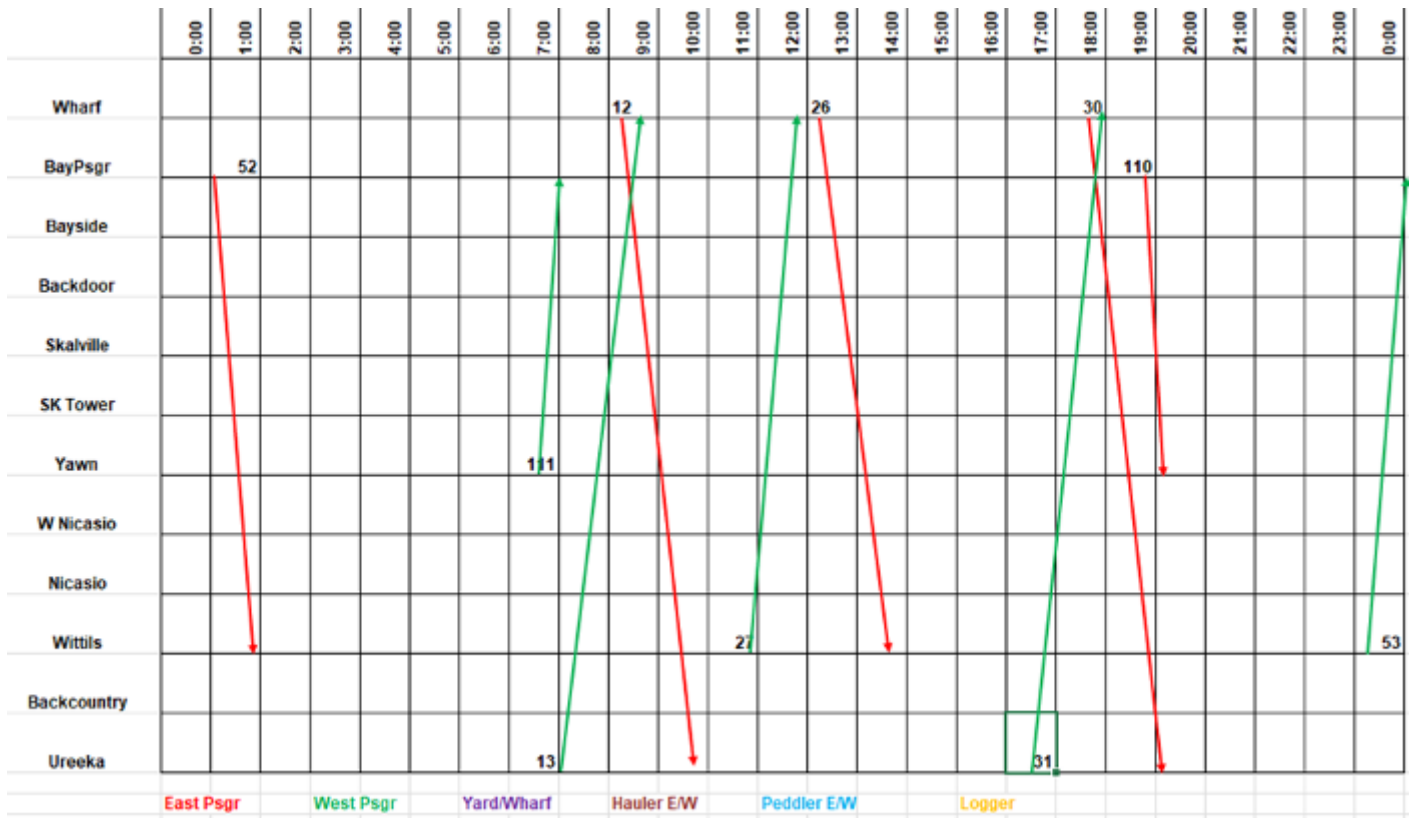
New Operating Scheme (Part III)

Freeing. Very freeing! This quest for a new operating scheme has expanded my horizons as to what's possible. As I have written in my previous Noodlings, there are lots of alternatives to be considered in the design of a new scheme. Now I'm starting to firm up my preferences.

First what I find freeing is not to have to fit a session into a carefully defined complete cycle. My previous scheme started the railroad with all trains in staging or yards and finishing the same way. I've decided that's too limiting and am now going with a continuous 24-hour operating scheme. That means my crews don't have to finish at the end of the day and can just leave their work for the next session. It also means that a new session's crews pick up a railroad that is already in progress. This is much more prototypical.

The Nicasio Northern has passenger trains. The trains connect the ferry service to San Fran with the rest of the railroad. There's also a passenger/mail run to the rail gateway to the rest of the world. I decided to start with a full timetable for those trains. I re-examined what trains might run on a 24-hour schedule and added a midnight set. The trains now include morning and evening commuter to/from the ferry; morning/evening mail to/from Yawn (the gateway to the national rail network); a noon turn for shoppers, and a midnight turn for revelers.

I'm a visual person so I created a string chart for the passenger trains.



This string is not exact, but it's good enough. It shows the trains, and by implication the crews and where there are meets. Since it's only for my rough reference I didn't attempt to show dwell times at stations and other details. There are some very nice Excel spreadsheets which will draw exact string charts from a timetable, but I'm too lazy to use them.

Continued on page 41

Nicasio, ct'd.

Now I have my timetable, based on this passenger scheme. I do use a detailed Excel sheet for my timetable and the results are below.

Eastward (read down)					Westward (read up)							
2nd Cl	1st Cl				NICASIO NORTHERN RAILWAY	1st Cl				2nd Cl		
110	52	30	26	12		13	27	31	53	111		
Evening Mail	Train 52 Nite Rider	Evening Glow	Shopper East	Early Riser		Early Bird	Shopper West	Evening Star	Train 53 Nite Rider	Early Mail		
Psgr	Psgr	Psgr	Psgr	Psgr	Miles	Stations	sidings	Psgr	Psgr	Psgr	Psgr	Psgr
		5:00 PM	11:30 AM	7:30 AM	0.0	San Francisco		8:59 AM	12:24 PM	6:39 PM		
					15.0							
		5:35 PM	12:05 PM	8:05 AM	Y	Bayside Ferry		8:34 AM	11:59 AM	6:04 PM		
		5:45 PM	12:15 PM	8:15 AM	15.0				8:24 AM	11:49 AM	5:54 PM	
					0.0							
6:50 PM	12:08 AM	5:49 PM	12:45 PM	8:19 AM	OY	Bayside Station		8:20 AM	11:45 AM	5:50 PM		
		5:57 PM	12:53 PM	8:27 AM	15.8				8:12 AM	11:37 AM	5:42 PM	12:00 AM
					2.0							
6:53 PM	12:11 AM	6:00 PM	12:56 PM	8:30 AM	FOY	Backdoor		8:09 AM	11:34 AM	5:39 PM	11:57 PM	7:48 AM
					18.6							
					4.0							
					Tunnel 1							
6:57 PM	12:15 AM	6:04 PM	1:00 PM	8:34 AM	Y	Skalville		8:05 AM	11:30 AM	5:35 PM	11:53 PM	7:44 AM
7:02 PM	12:20 AM	6:09 PM	1:05 PM	8:39 AM	22.6			8	8:00 AM	11:25 AM	5:30 PM	11:48 PM
					1.2							
7:03 PM	12:21 AM	6:10 PM	1:06 PM	8:40 AM	OY	SK Tower		7:59 AM	11:24 AM	5:29 PM	11:47 PM	7:38 AM
					23.8							
					9.7							
					Tunnel 2 - Tunnel 3							
	12:39 AM	6:28 PM	1:24 PM	8:58 AM	F	West Nicasio		7:41 AM	11:06 AM	5:11 PM	11:29 PM	
					33.5							
					2.3							
	12:40 AM	6:29 PM	1:25 PM	8:59 AM		Nicasio		7:40 AM	11:05 AM	5:10 PM	11:28 PM	
	12:45 AM	6:34 PM	1:30 PM	9:04 AM	35.8			17	7:35 AM	11:00 AM	5:05 PM	11:23 PM
					2.4							
					Dry Creek Trestle							
	12:50 AM	6:39 PM	1:35 PM	9:09 AM	OY	Wittils		7:30 AM	10:55 AM	5:00 PM	11:18 PM	
		6:59 PM		9:29 AM	38.2			15	7:10 AM		4:40 PM	
					1.6							
		7:09 PM		9:39 AM	Y	Ureeka		7:00 AM		4:30 PM		
					39.8							
					3.3							
7:10 PM					Y	YN Yawn						7:30 AM
					27.1							

Eastward trains are superior to westward trains of the same class.

All trains maximum 5 mph on Dry Creek Trestle.

Continuing the theme of laziness, I decided to make all the other jobs extras. Not on the timetable. This makes it a little more interesting for a dispatcher.

Continued on page 42

Nicasio, ct'd.

Let's talk about the other considerations for the Nicasio:

- I use JMRI operations for car movement. J Ops does a great job of balancing things, but you must take into consideration when trains arrive (JMRI *terminated*) making their cars available for the next job.
- Bayside Yard is the center of the railroad. It's smallish. Four classification tracks and a track that can be used for arrival/departure. A local or manifest will typically exceed the length of a single yard track. I must ensure that there is a continuing balance of cars in and out throughout the day.
- I don't have enough locomotives to handle all the desired jobs *and* cover all the trains in staging.
- Five crew plus an optional dispatcher are optimum for the space.

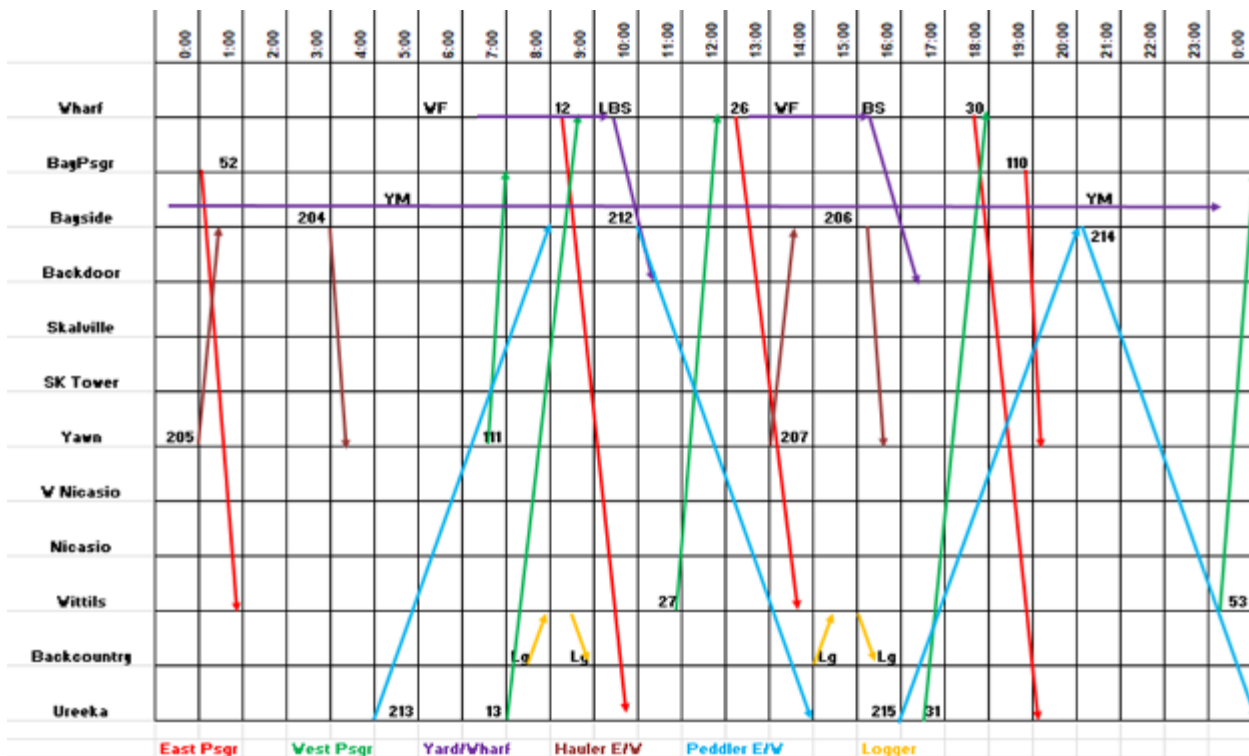
Let's talk about the jobs:

- Yardmaster: Controls the freight yard and runs the yard switcher. Makes and breaks trains.
- Bayside switcher: Switches the wharf area and the local Bayside industries.
- Passenger trains: See the timetable above.
- Manifests to/from Yawn and the outside world (staging). Trains starting with 20*. These are short through runs.
- Locals: Work the rest of the railroad, except for Highland Lumber.
- Highland Lumber RR: Works the Backcountry and the mill trackage in Wittils.

I decided to start that I would schedule the freight jobs into morning and afternoon sets. The yardmaster is an all-day job, but all the other freight jobs are finite and well-defined. They are also controllable within J Ops as to the amount of work they do and the resulting time it would take.

To balance cars and locomotives I decided to make the locals and manifests pairs. During a half-day there would be an arrival and a departure of each train set to/from Bayside Yard. This way the same locomotive can be used for the east/west version of the train. It also makes dispatching simpler with fewer meets. In fact, since extras won't have meets or passes, the dispatching job can become trivial. They simply have to keep out of the way of the first class trains.

To see how these jobs affect the railroad I updated the string chart:



Continued on page 43

To make it more obvious I created another spreadsheet to reflect the scheme and the impact on crews.

Train	E/W	Trn	Call	Eng	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00
52 Psgr-E	E	Psgr	0:00	51	1	1																						
205 Mfest-W	W	Mfest	0:00	10	1																							
Yardmaster	Y	Y	0:00	60	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
204 Mfest-E	E	Mfest	3:00	10			1																					
213 Local-W	W	Local	4:00	27				1	1	1	1	1																
13 Psgr-W	W	Psgr	6:40	58							1	1	1															
Logger AM	L	Log	7:00	33							1	1	1															
111 Psgr-W	W	Psgr	7:15	39							1																	
12 Psgr-E	E	Psgr	7:20	83								1	1	1														
Wharf/BS AM	Y	Y	8:30	39										1	1	1	1											
212 Local-E	E	Local	10:00	27										1	1	1	1	1										
27 Psgr-W	W	Psgr	10:30	51											1	1												
26 Psgr-E	E	Psgr	11:50	51														1	1									
207 Mfest-W	W	Mfest	13:00	17														1										
Logger PM	L	Log	14:00	33														1	1	1								
Wharf/BS PM	Y	Y	14:00	39														1	1	1	1							
206 Mfest-E	E	Mfest	15:00	17														1										
215 Local-W	W	Local	16:00	28																1	1	1	1	1				
31 Psgr-W	W	Psgr	16:15	83																	1	1						
30 Psgr-E	E	Psgr	17:00	58																		1	1					
110 Psgr-E	E	Psgr	18:30	39																			1					
214 Local-E	E	Local	19:00	28																		1	1	1	1	1		
53 Psgr-W	W	Psgr	23:00	51																								1
					3	2	2	2	2	2	5	5	4	4	4	4	5	5	4	4	4	5	5	3	2	2	1	2

The line in yellow is the sum of the column representing active crews. I use the Filter function in Excel to sort the spreadsheet by any column. This view happens to be sorted by departure time (“Call”). I can play with this sheet and add a second crewman to a job to balance the work.

I can also manipulate the speed or advance the clock during a session to get past light periods if I see idle crew.

I have had one test operating session to see how this scheme works. I used a 4 to 1 fast clock, and the complaint that I got was that there wasn’t enough time for the passenger “dance” at the Bayside passenger terminal. (See “Dancing With The Passengers” in [PCR’s Branch Line in the Q2 2021 issue](#) page 22.) There are two solutions: Use a 3 to 1 fast clock, allowing more real time for the switching moves or change the timetable to give the mail trains a more-forgiving schedule. I think I’ll try slowing the clock and see what happens.

The plan is to run the next operating session, observe how it goes, and tweak the plan. And repeat...



Looking Back

by Dave Connery, MMR, PCR Historian

Voices – An Interview with Seth Neumann



Seth remembers his introduction to model railroading, like so many of us, with a gift of a Lionel 0-27 set for the holidays. He recalls it was a Jersey Central RS-3 and a little steamer that was set up on a piece of plywood over some saw horses in the basement of their house in Englewood, New Jersey. It had a couple of switches, so Seth was introduced to facing point and trailing point switching moves — and maybe there was a siding for a meet or run-around. He remembers the automated milk loading dock that would scatter milk cans all over the place as a part of this railroad. Seth thinks his father was a bit of a rail fan. During World War II he worked at the Philadelphia Navy Yard as a Chemical Engineer building water distillation systems, and he was familiar with steam and water handling systems. Seth suspects his dad was a bit of a Pennsylvania RR fan – as in later years Seth seemed to have known about Pennsy things and it must have come from his dad. When Seth was 11 the family moved to Los Angeles where they had no basement. Seth has no idea what happened to that Lionel set.

At the time, they lived in Sherman Oaks where Seth attended Van Nuys High School, graduating in 1968. From there he went on to UC Riverside. That whole “Inland Empire” was laced with branch line tracks but that was not a top priority for Seth at the time. He transferred to Stanford in January of 1970. While at Stanford Seth had been hacking with phones at the college radio station (KZSU), and upon graduation Seth got a job with a business selling Japanese business phone systems. He wound up spending most of the rest of his career in the enterprise side of phone systems. He ran most of the Call Center business for Northern Telecom and founded a couple of start-ups. He eventually ended up working for the local telephone operating company and when they did some down-sizing in 2008, Seth took the opportunity to retire from full time work.

Seth got back into the hobby in 1987 as a result of a gag holiday present. Seth and his wife, Lori, were chatting about what they would like for their October birthdays and Hanukah/Christmas. Lori said she had always wanted a train set as a young girl. About that time Seth needed some miniature item from a craft store for a home project, and while there he spotted a Bachmann HO starter set on sale, which he purchased mostly as a joke. They set it up, had some fun with it, and Lori lost interest. But Seth thought he could do something with it and the rest, as they say, “is history.” Eventually Seth replaced the snap track with flex track and found a published track plan that looked interesting and he built that. This was a great opportunity to experiment with techniques for scenery and structures, enabled him to get things going in a hurry, and introduced Seth to what was possible and started the journey. At about this point Seth discovered The Train Shop, found out about the NMRA, and then learned of a Coast Division Meet at Buchser Junior High School in Santa Clara. That was Seth’s introduction to the PCR, and none of this would have happened without that. Immediately he met people who were full of information, eager to help, and able to point to resources or lend a hand if needed. PCR had home layout tours, and those were fantastic because you got to see what other modelers were doing, saw some ideas you would like to try, and some you wouldn’t. In the process Seth also found out who lived near him, so it was great for networking.

Seth’s current layout is located in an addition to their home in Mountain View. It is one of the must-see and must-operate layouts in the Bay Area. Seth originally called it the Union Pacific in Niles Canyon but when his friend, Harry Wong of Railroad Model Craftsman, was reviewing an article, Harry pointed out that Seth was really modeling the Union Pacific Oakland Subdivision so it became the UP Oakland Sub. From the name people expect an urban layout but it is nothing of the sort. In the late 1980’s Seth was working for a subsidiary of Pacific Bell with his office near San Jose Airport while his boss’s office was in Walnut Creek. In his job Seth traveled between those two locations several times a week and became enamored with the area as he passed by the tracks heading through the beautiful Niles Canyon and alongside I-680. This was the ex-WP 1st Sub and now the UP Oakland Sub. In addition, there was the Niles Canyon Railway operating on the former SP line to Tracy. It seemed like a wonderful area to model. It was nearby, easy to research, and there was an interesting mix of traffic with the Niles Canyon Railway offering an opportunity to run some historic equipment. You had two railroads running within 100 yards of each other through the scenic canyon, a rarity here in the west. The location provided this scenically beautiful Niles Canyon and the highly developed and industrialized area of Newark/Fremont on the west end and Pleasanton on the east. So there was a good mix of scenic running with nearby switching opportunities, all without it being a gimmick.

Today the layout has basic scenery everywhere. Some areas could use a refresh and, where Seth has made changes, there needs to be some reworking of the scenery. There are still a couple of mock-ups and those structures need to be completed. There are a few places where his amazing team of Earl Girbovan, Peter Parkinson, and Rich Brennan have told him some of the original structures are no longer up to Seth’s standards and need to be redone.

Continued on page 45

Looking Back ct'd.

Over the years there have been lots of modelers who have contributed. Very notably, David Parks and Rich Fortin along with a huge supporting cast. Operationally, Seth added signals and CTC about ten years ago and it has worked well. He often uses his layout as a test-bed for new products he has built for his company, Model Railroad Control Systems, to assure their compatibility with existing systems and with Dr. Bruce Chubb's CMRI system. The operating scheme has evolved a bit as Seth has had the opportunity to talk with railroaders who actually worked the prototype trains that now run on his layout.

Seth has been very involved with the two most popular Special Interest Groups (SIG's) within the NMRA. In many respects these two groups (Layout Design SIG and the Operations SIG) feed off each other. Each was the brain child of a visionary who provided major leadership to the group on an Ad Hoc basis until the groups grew to the point where they were beginning to have major implications on their founders' taxes. The solution was to establish a formal legal organization. It happened first in the LD SIG, where Doug Gurin had been running the SIG out of his spare bedroom for nearly ten years and realized, he needed some help. At the time (1990's) Seth had become locally involved, finding the group to be an incredibly useful bunch of fellow modelers. Seth's first SIG meet was at the late Gene Martin's house in Los Gatos in 1993 with 10 people in the living room. In 1998 Seth agreed to host a meeting of the local group in his newly completed layout room, expecting about 40 people. The turnout proved to be a huge group, twice what was expected, and by 2001 Seth began organizing the annual Bay Area SIG Meets. In 2002 the SIG guys reached out to Seth. He was soon involved in creating a legal framework for the SIG and ended up as one of the SIG Directors. A year or so later the same thing happened within the Ops SIG. When the leader, Bill Jewett, suddenly passed away, the new person realized he needed some formal organization, so he asked the guys involved with the LD SIG if they would be willing to help the OPS SIG through the same process. Seth got very involved, and in the end served as a Director of the OPS SIG until about 2013. Both SIGS have great newsletters, the OPS SIG's serves somewhat as a community Bulletin Board, providing notices of "public" events while providing both useful articles on operations topics and promoting networking. The LD SIG magazine tends to be a bit more theoretical.



Seth Neumann

A series of premier operating events have grown up in various parts of the country. Here locally it is called BayRails, originally organized by Seth, Jim Providenza, Ray deBlieck, Larry Altbaum, and Bill Kaufman. The local guys were a bit envious of those in the Mid-west where the different groups were physically close enough that the Kansas City, St. Louis, Chicago and Milwaukee guys could all drive to one another's city for a full weekend of "Ops 'til you Drop" – the distances here in the west were just too great to allow that. It was hoped that a similar three-day meet in several areas on an every-other-year basis could develop. Seth thinks they have been successful with the Western Oregon group, SoundRail in Seattle/Tacoma, VanRail in Vancouver, B.C., Desert Ops in Phoenix, and So Cal Ops on top of the existing 24-hour programs at the La Mesa Club, and Lee Nicholas' Great Basin Getaway in the Salt Lake City area. These events have provided Seth with a great deal of pleasure. In a normal year he probably attends one of these events every other month. Locally there is Bay-Rails, aimed at visiting operators from other areas, the PCR convention which lands in the Bay Area regularly and normally features a program of layout operating sessions, and then in January is the SIG meet – sponsored by the LD SIG. At the local SIG Meet the group encourages modelers who are new to operations to come and get involved and have a good time in a non-critical environment to learn about operations.

The above sounds like Seth was primarily involved in the OPS SIG but in truth it is the LD SIG that has always been most attractive to Seth. He has served for many years as one of their Directors and was President for 4 years. In that group each director usually takes on some specific responsibility or project, such as Publications. In addition, the big activity each year is the NMRA National Convention.

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Looking Back ct'd.

The LD SIG is a bit different from the OPS SIG, more than just promoting activities the SIG tries to provide a forum and seeks new ideas and creative thinking around various layout design issues. As a result, many of the articles in the LD Journal are much too edgy to ever get accepted for publication in *Model Railroader* or even *Railroad Model Craftsman*.

Back in the 1990s Jim Providenza had written a series of articles on his Santa Cruz Northern layout, which had a big impact on Seth. It turned on some lights regarding what an operating layout could become, beyond just some track with motorized trains running around. Later, around 2000, Seth heard Jim talking about how he wanted to get away from radio dispatching (prior to about 1985 radio was not considered reliable enough to handle potentially life threatening situations on the railroads) and move to real Time Table & Train Order (TTTO) operations but needed a phone system to do it right. Seth had just the right background and agreed to help Jim with a phone system for his layout. This started Seth building phone systems for other model railroaders.

At the Toronto Convention in 2002 Seth over heard someone pontificating on how he would build a phone system for a model railroad. Seth entered the conversation and suggested a much better approach. Soon he had the attention of everyone in the room asking for more information. Thus, at the Seattle Convention in 2004, Seth provided his first "Phones for Ops" clinic on model railroad phone systems. Modelers were also very interested in signaling systems for their model railroad. Seth was working to integrate Dr. Chubb's CMRI system into what he was building. About 2010, Chuck Catania was working on the same problems, especially signaling systems and train order-board systems. Working alongside each other on several layouts, and chatting about approaches to these signal systems, led to Chuck and Seth starting Model Railroad Control Systems (MRCS). They began to realize the phone and CCT board systems Seth was working on, and the signal system Chuck was building, were part of the same system on a layout. They developed what they termed the CP (Control Point) Node. They developed several boards that would serve their needs and, through a CMRI discussion group, their solution gained a lot of popularity. They then started producing several products under the MRCS name in the 2014-15 time-frame. Unfortunately, Chuck suddenly passed away in 2019 and Seth has found that producing cool model railroad operations things is not as much fun without Chuck. However, the designs are good and people still want them, so the company continues producing those products and it has been successful.

Seth encourages everyone to get involved, to attend activities, meet people, and seek new ideas and ways of doing things. Sign up to help the Division or Region – it is a great way to meet people, some of whom will likely become lifelong friends. He points out that you will get more from it than you put in. "Go for the content and stay for the friendships". In 2013 Seth received the PCR Presidents Award, in 2014 he was awarded the prestigious John Allen Memorial Award and in 2016 he was Coast Division Member of the Year. You will usually see a SIG report by Seth in these very pages of the *Branch Line*. Thank you Seth for all you have done for us in this great hobby!





Come join us at the 2022 Pacific Southwest Region Model Railroad Convention in beautiful San Diego, California!

The convention will be hosted by the San Diego Division of the National Model Railroad Association on Sept. 7th to 11th, 2022.

The opening event of the convention will be at the famous San Diego Model Railroad Museum, Located in Balboa Park. We will have a presentation there and refreshments.



Layout Tours: The San Diego area has some excellent layouts to visit. Descriptions and pictures of the layouts offered for touring are available at the convention website: psrconvention.org/BackOnTrack2022

There will also be operations sessions held at many of the layouts which will give you an opportunity to run trains under the guidance of expert model railroaders.



Prototype Tours: One of the feature prototype tours will be at the Pasha car loading facility which is the largest on the west coast. We will also have tours of the Pacific Southwest Railway Museum in Campo, California, the BNSF Railroad Yard, the San Diego Trolley Yard and Maintenance Facility, The Poway Midland Railroad (and more).

Clinics: Our own NMRA Manager of Standards and Conformance, Pete Steinmetz, has put together an excellent array of clinics including topics of The History of the San Diego Trolleys, Special Effects with Arduinos, Dead Rail, Store Fronts and Interiors, Modeling with Balsa Foam, Animation, Freight Loads and others to be announced.



Awards Banquet Speaker: "Shotgun" Tom Kelly. Tom is a famous radio announcer and TV personality who's father was a railroad engineer in San Diego. Tom is a member of the San Diego Model Railroad Association as well as the NMRA. Tom is a very entertaining speaker. He has won two Emmys and has a star on the Hollywood Walk of Fame.

Additional events and exhibits: Hobo Auction, Swap Meet, Achievement Program Judging, Contests and Modular Layout Displays

Convention Location: Four Points Sheraton Hotel, 8110, Aero Drive, San Diego, CA 92123

Sign up today at our convention website: psrconvention.org/BackOnTrack2022



The Coast Division has had a great 2022 so far. We kicked off with the Niles Canyon Railway Tour and hosted our first auction in two years in May.

May Coast Auction

The May auction was a great return. We started with a clinic on installing DCC decoders in a Athearn Blue Box locomotive and proceeded to an auction. The decoder clinic was hands on for a smaller group and feature David Gibbons on his experiences in fitting decoders into older HO diesels.



The auctions featured almost 300 items and was a great return. We are planning another auction in December.



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Bay Area Prototype Modelers

The PCR sponsored the Bay Area Prototype Modelers meet in Richmond in June. It was a great meet with some amazing prototype models. As one BAPM member said, “BAPM members are not just rivet counters, they measure the diameter of the rivets!” Visit the [BAPM web site](#) for more details about the organization.



Virtual Events Going Forward

We are continuing our bi-weekly Coast Virtual events on Saturday mornings. For the rest of the summer and into the fall a number of the clinicians from the POCCR convention will be reprising their convention clinics on our weekly events. Details on the event can be found on the PCR web page. The planned dates are: 7/16, 7/30, 8/13, 8/27, 9/10, 9/24, 10/8.

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Volunteers

We have both existing and new volunteers stepping up to roles that were either becoming available before or during the pandemic. This is allowing us to begin to drive new programs and activities. I would especially like to thank Bob Gardyne for getting the newsletter together, and to David Gibbons, Jere Ingram, Earl Girbovan, Brian Booth, and Craig Matoza for helping drive the upcoming events and activities this year.

In each area we are working to make the Coast Division a great place to be a member. Jere and Craig are focused on the auction in December, let them know if you would like to help. David and Brian are focusing on Clinics and Layout Tours. In both areas we are focused to building a database of members with either a clinic to do or a layout to host. The goal is to create an ongoing data base for the coast of clinics and layouts that can be included in our events. Of course, Earl is working with Frank Markovic to accelerate the NMRA Achievement Program in the Coast Division.

2024 PCR Convention

We are beginning the panning for the 2024 PCR Convention to be hosted by the Coast. Earl Girbovan and Phil Edholm will be the Co-Chairs. If you are interested in participating, please contact one of us.

Future Coast Events

We are scheduling Coast Division events for the rest of the year, including virtual events. Mark your calendars to participate and attend the upcoming events.

- **South Bay Meet September 25th at SBHRS**

We will have a South Bay meet September 25th at the South Bay Historical Railroad Society depot building in Santa Clara. The morning activities will include multiple clinics, a judged/AP graded model contest, and unjudged model displays. We will identify a local group lunch location suggestion for a social luncheon. In the afternoon we are planning 6 or more layout tours in the South Bay Area.

- **Auction in December**

We are planning to have another Coast Auction in early December. Because of Elks venue pricing, we are seeking an alternative venue for this auction. It is especially important to look at municipal facilities and other less commercial options. If your town/county/? has a library, senior center, school, or other facility that we can use, please contact me. We can quickly identify if a facility has the space/layout required for our auction events.

Looking Forward

The rest of 2022 is fairly well defined. IN 2023 we plan to have both multiple auctions as well as meets in the division that feature local modelers and layouts. We are also planning for field trips in 2023 and intended to have at least one or two trips to great railroad locations for the Coast members.



Daylight Division Report

By Milton Sans Souce and
Doug Wagner



Saturday, May 14th, in Fresno, the Daylight Division held their first in-person event/meet in 2 years! The meeting was held at Papi's Mex Grill, with the meet getting started at 8:45 AM with a No-Host breakfast. Yes, they do serve breakfast! We had 15 total folks attend, with 3 of those being visitors.



Everyone seems to be enjoying their breakfast before the start of the events of the May 14th Daylight event/meet in Fresno

The Meeting was opened with welcome and layout tour info from Steve Lowe and Mike O'Brian, via ZOOM, from his hospital room.

There were three 2 presentations, with the first one given by Steve Lowe on "Model Railroading Ideas for Travel". The second presentation was given by Robert Pethoud "Model Railroad in the Guest Bedroom" and "Freight Switching as a Wooden Manipulative Puzzle."

The winners of the "My favorite Model Contest" were:

- 1ST Steve Lowe
- 2ND Neil Fernbaugh
- 3RD Doug Wagner



3 Southern Pacific SD9's rumble over the Kern River on Steve Lowe's Tehachapi Loop themed N scale layout.

The door prizes were won by:

- Ambroid Kit – Tom Sciara
- Passenger car kit – Mike O'Brian (who attended via ZOOM)
- \$25.00 Shell Gas Card – Brewster Bird (who attended via ZOOM)
- \$50.00 Central Coast Trains Gift Certificate - Neil Fernbaugh
-

The White Elephant Sale was cancelled due to lack of time. The meeting was adjourned at 12:00 PM, for the layout tours, which included:

- Chuck Harmon, MMR®, San Joaquin Central (HO).
- Rob Briney, Clovis, Sierra & Western (HO), featuring great prototype fidelity on this locally themed layout.
- Robert and Sylvia Pethoud, Fall Creek Branch (HO), get inspired by the super-detail and endless enjoyment that can be achieved on a portable layout. Featured in the March 2016 issue of Model Railroader magazine.
- Fresno Model Railroad Club (HO, N, O), enjoy the two fine HO scale layouts, plus N scale and an O scale 3-rail layout in the historic Southern Pacific Selma Depot.
- The Belmont Train Group (HO), A great multi-level layout, featuring modern equipment running in long trains on long mainline runs.
- Steve Lowe (N) Tehachapi Pass-inspired layout

We want to thank Steve Lowe for organizing this much-needed event/meet and to all the layout owners, who allowed us to invade their layouts!



A Southern Pacific switcher getting ready to set out some cars at industries, on Rob Briney's, Clovis, Sierra & Western, HO layout.

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Daylight Division, ct'd.

Future events/meets for the Daylight Division will be Saturday, August 27th , at The Historic Kingsburg Southern Pacific Railroad Depot, in Kingsburg.

And for the Daylight Division's Fall Meet, the event/meet will be Saturday, October 8th, on the same weekend of the Central Coast Railroad Festival, which occurs from October 7th to 9th. We will be having a lunch get together at the A-Town Diner, in Atascadero, from 11:00 AM to 1:00 PM. The A-Town Diner is just a few blocks from Central Coast Trains, which makes it REAL convenient for the winner of the \$50 Gift Certificate, from Central Coast Trains! Since there will be several Daylight Division and PCR members already there for the Railroad Festival, we just figured it would be convenient to take a lunch break from Saturday's events to get together and meet one another again, rather than on the screen through a ZOOM meeting! Since we know all of you are more interested in taking in the events being offered at the Central Coast Railroad Festival, we figured this meet would just be a little get together for members, have lunch and maybe a chance to win the \$50 Gift Certificate, from Central Coast Trains. And if we have some extra time, we may even have a White Elephant auction!

Both events are still in the planning stages, so be sure to keep up-to-date of these two Daylight Division events/meets by visiting the Daylight Division's web site's, Next Daylight Meet page, at <http://www.pcrnmra.org/daylight/nextmeet.html>

Well, that's it for now. We hope everyone has a safe and happy summer and may all your signals be green!



Redwood Empire Division Report

by Paul Weiss

As others do in this issue, allow me to pile on with my thanks and congratulations to the team that put on the successful convention our division hosted in Rohnert Park! The team was lead by Denni and Clif Baumer who nailed it. Attendees all had great fun. A legion of additional volunteers helped make it all go. Even yours truly had a small part to play as MC of the closing banquet. If you weren't there you missed my fashion statement, and that's probably for the best!



Normally, I report here on RED news but this past quarter was all about the convention for the RED.. I will happily yield space to more useful and readable convention reports herein.

We resume "normal" future planning. Our next event is scheduled for August when we hope an in person picnic can be arranged for our division and others, from beyond, who want to join us. Announcements to follow.

Thanks again for a fine convention, everybody. We hand the "baton" off now and look forward to seeing you in Sacramento next year!



Sierra Division Report

by Chip Meriam



Colusa Shasta Division



Sierra Division Members Were The Guests of Walt and Carolyn Schedler on Saturday, May 14. The first portion of our quarterly meet was a morning operating session at Walt’s Colusa Shasta Division, which is a recreation of the Southern Pacific from Gerber to Dunsmuir, Klamath Falls, and beyond. (see maps at the left). Remarkably, this lengthy main line has been sculpted to fit in the Schedler’s attic. We’re not sure exactly how many levels comprise this layout, but we are aware of at least four!



In the Crew Lounge Before Operations Begin. Perry Hunt (facing camera) Models the Custom Shirt Worn By The Regular Crew Members.

The session began with final job assignments and orientation for the crew members. The Colusa Shasta Division has a dedicated crew, but on this day the “amateurs” were allowed on the property as well.

The session ran from 9:30 AM until about 11:45 AM when the “call to beans” went out from Carolyn Schedler, the chief cook. We were all treated to grilled hamburgers with all the requisite condiments, bags of assorted chips, and cold drinks. It was a warm day, so we made good use of tables and chairs in the shady area of Walt and Carolyn’s side yard.



Walt Looks On As David Fryman Tends to a Small Problem



A Rare Quiet Moment At Dunsmuir



“Beans” At Noon



Welcome Shade

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Sierra Division, ct'd.



MAP OF WALT'S ATTIC

For those of us who were able to go, there was a self-guided tour of a huge layout inside a 2,400 square foot, purpose-built, building in the Yuba City area. The two overview photos show only a portion of what's inside the building, but serve to illustrate the enormity of this project.



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 (so far)
- Layout tours organized by 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

- Clinicians and presenters
- Country Store Help
- General Help During the Convention













Chip Meriam

Chip Meriam
Sierra Division Superintendent
2023 Convention Co - Chair
chipmeriam@comcast.net













Time Table

Calendar

	<p>July 29, 2022 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP</p> <p>The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.</p> <p>Fares: • \$5.00 Adults • \$3.00 Seniors & Children (6-12 yrs) • Children under 6: FREE</p> <p>For information call: (925) 937-1888 Visit our website: wcmrs.org Like us on Facebook: www.facebook.com/wcmrs</p>
	<p>August 7 - 13, 2022 - Gateway 2022 NMRRA National Convention and National Train Show, Marriott Grand Hotel, St. Louis, 800 Washington Ave, St. Louis, Missouri, USA • MAP</p> <p>Registration now open and includes free admittance to the National Train Show and one self-drive tour. See website for more details.</p>
	<p>August 13, 2022 - Sierra Division - In-person Meet. To be determined.</p>
	<p>August 20, 2022, Redwood Empire Division Picnic. Location to be determined.</p>
	<p>August 26, 2022 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP</p> <p>The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.</p> <p>Fares: • \$5.00 Adults • \$3.00 Seniors & Children (6-12 yrs) • Children under 6: FREE</p> <p>For information call: (925) 937-1888 Visit our website: wcmrs.org Like us on Facebook: www.facebook.com/wcmrs</p>
	<p>August 27, 2022 - 9:30 am, Daylight Division Summer Meet</p> <p style="text-align: right;">Historic Kingsburg Southern Pacific Depot 1495 California Street Kingsburg, California MAP</p> <p>See the Daylight Division website for the full agenda.</p>
	<p>September 7 - 11, 2022 - Back on Track in 2022 NMRRA Pacific Southwest Region 2022 Convention, presented by San Diego Division, Four Points by Sheraton San Diego, 8110 Aero Drive, San Diego, CA • MAP</p>
	<p>September 10, 2022 - Sierra Division - 10:30 AM Online Meet. For information contact Lou Anderson at louand@stf.net</p>
	<p>September 11, 2022 - 10:00 am to 4:00 pm, Model Railroad Open House, Crockett Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. • MAP</p> <p>All proceeds from this Open House will be donated to the Crockett Carquinez Fire Department.</p> <p>Come visit this HO scale tri-level 36' x 60' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Our walk-around model railroad allows you to closely follow a train as it traverses the railroad from Oakland to Sparks.</p> <p>Admission: \$5.00; children under 16 free when accompanied by an adult. Info: dinetalee@stbcplabf.net</p>
	<p>September 17 & 18, 2022 - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP</p> <p>The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.</p> <p>Fares: • \$5.00 Adults • \$3.00 Seniors & Children (6-12 yrs) • Children under 6: FREE</p> <p>For information call: (925) 937-1888 Visit our website: wcmrs.org Like us on Facebook: www.facebook.com/wcmrs</p>

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Time Table, ct'd.

	<p>September 30, 2022 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larley Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP</p> <p>The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.</p> <p>Fees: • \$5.00 Adults • \$3.00 Seniors & Children (6-12 yrs) • Children under 6: FREE</p> <p>For information call: (925) 937-1889 Visit our website: wcmrs.org Like us on Facebook: www.facebook.com/wcmrs</p>
	<p>October 1, 2022 - West Side Reunions presents the 33rd Annual Logging & Mining Modeler's Convention at the Sonora Senior Center, 540 Greenley Road, Sonora, CA. (MAP)</p> <p>Join us for the all-day event, including clinics, contests, and dealer sales area. See the website for details on vendor tables. Admission is \$25.00 in advance or \$35.00 at the door (this year your spouse is included). Dealer tables are available for \$35.00 for the first table, which includes one pass. Each addition 8' table is \$10.00. Each additional person at your table(s) is \$25.00 for their pass. Please reserve your tables early.</p> <p>See the website for new information!</p> <p>Contact: Frank Markovick, E-mail: frank@frankmarkovick.com, Phone: (408) 505-2727.</p>
	<p>October 2, 2022 - 8:30 am, Sierra Seminar, Sonora Senior Center, 540 Greenley Road, Sonora, CA. (MAP)</p> <ul style="list-style-type: none"> • Presentations on the history and modeling of the Sierra and other Tuolumne County railroads • Free tables for related displays and for sale items • Warm fellowship, free coffee, water, donuts and interesting discussions • Pizza lunch included for \$15 in advance or \$20 at the door • Plus much more. <p>Contact Glenn Sutherland at glennsutherland@gsi.net for more information.</p>
	<p>October 8, 2022 - 11:00 am to 1:00 pm, Daylight Division Fall Meet</p> <p style="text-align: right;">A-Town Diner 7305 El Camino Real Atascadero, California MAP</p> <p>See the Daylight Division website for the full agenda.</p>
	<p>October 7 - 9, 2022 - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA. Hosted by San Luis Obispo Railroad Museum, 1948 Santa Barbara Avenue, San Luis Obispo, CA. MAP</p>
	<p>October 8, 2022 - Sierra Division - In-person Meet. To be determined.</p>
	<p>October 15-16, 2022 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. • MAP</p> <p>Come visit this HO scale tri-level 35' x 67' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Our walk-around model railroad allows you to closely follow a train as it traverses the railroad from Oakland to Sparks.</p> <p>Admission: \$5.00, children under 16 free when accompanied by an adult. Info: zanzateassan@sbcglobal.net</p>
	<p>November 19, 2022 - 11:00 am, Redwood Empire Division Fall Meet, held online via Zoom.</p>
	<p>December 10-11, 2022 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society, 645 Loring Ave (across from C&H Sugar), Crockett, CA. • MAP</p> <p>Come visit this HO scale tri-level 35' x 67' model railroad depicting the Southern Pacific/Union Pacific railroad as it traverses California from Oakland, California through the picturesque East Bay before climbing through the dramatic scenery of the Sierra Nevada mountains to Sparks, Nevada. Our walk-around model railroad allows you to closely follow a train as it traverses the railroad from Oakland to Sparks.</p> <p>Admission: \$5.00, children under 16 free when accompanied by an adult. Info: zanzateassan@sbcglobal.net</p>
	<p>December 25, 2022 - MERRY CHRISTMAS</p>



August 7 - 15, 2022
 Marriott Grand Hotel, St. Louis
 800 Washington Ave
 St. Louis, MO USA



April 26 - April 30, 2023
 Courtyard by Marriott
 1782 Tribute Road
 Sacramento, CA



August 22 - 25, 2023
 Gaylord Texan Hotel
 1501 Gaylord Trail
 Grapevine, TX

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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: ecarnegie@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 / 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: kenatttr@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

Web: www.pleasantonmodellrr.org/index.html

Amador County Model Railroad Museum

The ACMRRM is located at 13828 Gold Mine Road, #1, Pine Grove, CA. Gold Mine Road intersects with Hwy 88 in Pine Grove. Our non-profit association is open to the public from 10 AM to 5 PM, Friday through Sunday during Winter months and Wednesday through Sunday during the Summer. Work sessions are held every Tuesday starting at 10 AM. Our scenic DCC HO-scale layout depicts the lumber and gold mining history of Amador County. Operations include the Amador Central short line as well as the railroads of California's Central Valley including terminals at Stockton and Sacramento. Contact: Robert Piety, 209-296-3587 email rdpiety@sbcglobal.net

Antioch Model Railroad Club

The Black Diamond Lines is an HO Club located at 425 Fulton Shipyard Rd, Antioch. The BDL has been in continuous operation since 1981. We meet Tues. (work night) & Fri., 6:00pm to 8:00pm. Visitors can always find trains running every Friday club night. For more information, e-mail info@blackdiamondlines.com or visit us on the web at www.blackdiamondlines.com and we can be found on Facebook and YouTube.

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalers

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

California Central Model RR Club

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

Carquinez Model Railroad Society

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

Coastal Valley Lines Model Railroad Club of Sonoma County, LTD

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

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

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Golden Empire Historical & Modeling Society

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

Golden State Model Railroad Museum – East Bay Model Engineers Society

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

Humboldt Bay & Eureka Model Railroad Club

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

Monterey & Salinas Valley Railroad Museum

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

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

www.msvrr.org
info@msvrr.org

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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

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 or email info@slomra.org.

Silicon Valley Lines

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

Siskiyou Model Railroad Club

Currently we are meeting at a member's home on the first Thursday evening of the month. Contact Tom Brass as 530-842-4921 Currently a few members have been getting together on Tuesday mornings for various activities.

South Bay Historical Railroad Society

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

Sonoma Short Line (SSL)

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

South Coast Society of Model Engineers

The club consists of enthusiasts of all scales and prototypes living in the Santa Barbara area, and has a collection of railroad books and videos for loan to members. The club has no layout but activities include weekly operations and work sessions at member layouts, as well as occasional club field trips. We meet every 3rd Tues. at 7:30 PM, at Woodglen Hall, 3010 Foothill Road, Santa Barbara. Junior members welcome. Contact: Secretary David Kuehn, email: davidkuehn@cox.net. Facebook: <http://www.facebook.com/group.php?gid=163470062239>

The Tidewater Southern MRC Inc. & Tidewater Southern Railway Historical Society Inc.

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

Tri-city Society of Model Engineers

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

Enjoy the fellowship and learning experiences of a club near you

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

IMPORTANT !!!!



Continued on page 63

Walnut Creek Model Railroad Society The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open on last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$3.00 for 6-12 and seniors over 60 and \$5.00 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder); Web: www.WCMRS.org. "Like Us" on Facebook (www.facebook.com/wcmrs). Please refer to www.wcmrs.org for the dates and times of our Annual, Weekend and Friday evening shows .

West Bay Model Railroad Association

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

Enjoy the fellowship and learning experiences of a club near you



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

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

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

Just contact our editor, Chip Meriam, at:

chipmeriam@comcast.net

We're looking forward to hearing from you!





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 Green Frog Productions
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 K.I.S.S. Method
 LaBelle Woodworking
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Logic Rail Technologies
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 Mine Mount Models
 Miniprints
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 Model Railroad Benchwork
 Model Train Catalogue
 Modelers Decals & Paint
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