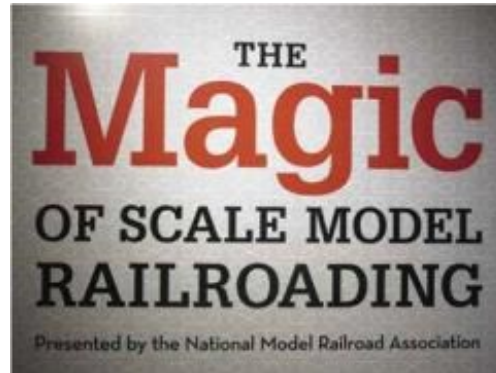


Jan-Feb-Mar 2023



The Sierra Division has made arrangements with the California State Railroad Museum in Sacramento to offer a free admission day on Saturday, February 11 for all NMRA PCR members in good standing. For those of you who haven't visited the NMRA's "The Magic of Scale Model Railroading" exhibit at the museum, this is a great opportunity to see it. Former NMRA President and PCR member Charlie Getz played a key role in making this exhibit happen and he has agreed to be available to give a guided tour or two that day as well as answer questions that you might have about the exhibit.

For those not familiar with the museum, it is open to the public from 10 am to 5 pm and is located at 125 I Street Sacramento CA 95814 at the north end of Old Town Sacramento. The museum is designed to be accessible to persons with disabilities. Paid parking is located in a garage across the street and there are several restaurants located within easy walking distance. Car pooling or travel by train is strongly encouraged. The Sacramento Valley Railroad Station is located one block east of the museum and serves Sacramento Regional Transit Light Rail, Amtrak and Capitol Corridor trains.

If you are interested in taking advantage of this complementary admission offer, please RSVP via e-mail to [Sierra Division Superintendent Dave Putnam](mailto:dave.putnam@sierradivision.org) no later than February 8th. Please use "CSRM RSVP" in the subject line on your RSVP and include your full name and division name (if you know what it is) in the body of the e-mail. Park aides at the museum lobby admission desk will be provided with a list of names for those who've sent RSVPs. No complementary admission will be available to those who fail to RSVP.



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

Branch Line
Deadlines for 2023/24

APR-MAY-JUN 2023 issue

Articles due by
March 10, 2023

JUL-AUG-SEP 2022 issue

Articles due by
June 10, 2023

OCT-NOV-DEC 2022 issue

Articles due by
September 10, 2023

JAN-FEB-MAR 2024 issue

Articles due by
December 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

Some Highlights:

1. Regional Advisory Committee held a meeting and discussed several issues including recruitment. Lots -of discussions on conventions. Lastly, IT issues and a Zoom replacement.
2. West Side reunion and Sierra Seminar were both successful.
3. Lots of in person events and we are almost back to normal.
4. The 2023 convention will have both in person and a online tract.

There will be a vote on one more By-law change.

Proposed change: Currently Article 4 Section 5: “The quorum for any meeting of the Membership shall be thirty-five (35). The quorum for any meeting of the Board of Directors shall be four (4) voting members.”

Proposal to change it to: Section 5. “The quorum for any meeting of the Membership shall be **twenty-five (25)**. The quorum for any meeting of the Board of Directors shall be four (4) voting members.”

You might ask why. Well, the current membership is roughly ½ of what it was when the By-Laws were written. In addition, convention attendance is much less then even 10 years ago. This change is proposed to bring us up to date with current membership.

Hope you all have a great holiday season!

Frank



From The Vice President



Chip Meriam, Vice-President and Branch Line Editor

I’ve always loved red and green lights...

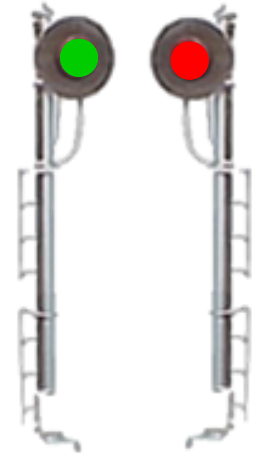
Such are the glows of switch lamps, train order signals, block signals, interlocking signals, and marker lamps.

I distinctly recall, from my childhood, my older brother explaining that “red means curved and green means straight” as he showed me how the controls worked on Lionel remote control turnouts. Now I know better: “green for thru and red for diverging.” Somewhere along the line I also learned that the indications for trailing point turnouts meant “green for approach and red for STOP!” (*I won’t go into the details of how I learned that...*)

At an early age, I also noticed the colors of the Christmas Season favored red and green. It must have been a natural association to tie Christmas lights to the red and green lights of the trains—the Christmas tree lights in a darkened living room, and the train signal lights in a darkened basement.

Now, sixty years later, Christmas and trains remain indelibly linked in my mind and heart. Not because there was a train around the base of the Christmas tree (there wasn’t), but because my older brother gave me the gift of an introduction to this fascinating hobby. Even though he has been gone for sixteen years, I still feel a connection to him, and the red and green lights of Christmas.

If you have a little one around this Christmas, it just might be the perfect time to share the hobby with him or her.



Merry Christmas,



Time is running out to save money on your registration for "Rails By The River 2023". Early Bird fares both for in-person and virtual attendee registration will end in less than one month on January 15th.

Convention Registration



2023 Southern Pacific Historical & Technical Society Convention
Bakersfield, CA



Wednesday, October 25 through Saturday, October 28, 2023

**DoubleTree by Hilton
3100 Camino Del Rio Court
Bakersfield, CA**

Additional information will be available after January 1, 2023

If you are interested in being a presenter, please send an email to sphts@sphts.org with your name and “Bakersfield” in the subject line, and your name and idea for a presentation in the body of the email.

Society Website: <https://sphts.org/>



SOUTHERN PACIFIC HISTORICAL & TECHNICAL SOCIETY

Bakersfield Model Train Show Celebrates Its 29th Anniversary

by Doug Wagner

The Golden Empire Historical and Modeling Society of Bakersfield will be hosting their 29th annual Bakersfield Model Train Show during the first weekend of March - March 4th and 5th. It will be at the Kern County Fairgrounds, 1142 South "P" Street, Bakersfield, California, 93307. Hours of the show are Saturday, March 4th, 10:00 AM – 5:00 PM and Sunday, March 5th, 10:00 AM – 4:00 PM.

There will be 20,000 square feet of operating layouts from Fresno to Los Angeles, and model train vendors from all over California participating in the show. The show will also offer hourly door prizes and a show-ending raffle of a 3' by 6' N scale layout. Winner need not be present to win the N scale layout but must make plans to pick it up from the Golden Empire Historical and Modeling Society.

Admission is \$8.00 for adults aged 13 and older and kids ages 12 and under are admitted FREE. For more information please visit the Golden Empire Historical and Modeling Society's website at www.gehams.club or email Kevin Birkbeck at kevin4strings@gmail.com, or by phone at (661) 496-9514.



Pacific Coast Region, NMRA - Officer Candidate Statements



Frank Markovich – Candidate for PCR President

I took over as President from Chris Palermo when he moved to Austin, Texas, almost immediately after the last election. I have been the PCR President for just under two years. Why am I running is the first question that I should answer. The reason is simple: I want to help promote the hobby, not only with the NMRA but in general. The board has accomplished the following during the past two years under my leadership:

1. Updates to the Manual of Operation. These were needed to bring us up to date on what the PCR actually does, bringing us in compliance with doing online meetings etc.
2. Updated the By-laws. Again, needed.
3. Held the first Online National Convention.

I am Master Model Railroader 514. I have an On3 layout at home and am open a couple of times a year – always for O Scale West. I model a fictional road based on the West Side Lumber Company. I have been building models for over 60 years. I have had articles in the NMRA national magazine (various names, currently *nmra magazine*), *N-Scale Magazine*, and *The Narrow Gauge and Short Line Gazette*.

I took over running the West Side Reunion seven years ago and have worked to revitalize it. The attendance was dwindling when I took over, and now it has about doubled in size. It is a historical and modeling get-together in the spring each year.

Besides the above, I feel that my professional experience can be applied to the PCR. I was a part-time community college instructor for 47 years, an engineer and engineering manager for over 35 years, and an engineering director for 5 years. I managed, at times, anywhere from 4 to 35 individuals from draftsmen, assemblers, technicians, engineers, and other managers. This has given me a broad breadth of experience, not only in dealing with individuals from many backgrounds, but also in business areas such as planning, finance, program management, etc. I can bring that experience to the PCR if elected as President.

The PCR, NMRA, and our hobby in general are facing many challenges. We need to support our current members and work at recruitment of new members. We need to have conventions that are vibrant and present members with clinics that provide both new members with ideas and experienced members with challenges. I know many people don't want to see change, but for our hobby to grow, the PCR we will need to do more outreach events, help the newcomers at every opportunity, and build fellowship in the hobby. I am committed to working as a team on these things.

I will work for you and the organization if elected as PCR President. I would appreciate your vote.



Chip Meriam – Candidate for PCR Vice President

By now, most of you know me as the editor of the *Branch Line*. Perhaps you're aware (or perhaps not) that I also served as the Pacific Coast Region Secretary from 2019 to 2021 and then as Vice-President from 2021 through 2022. During those four years I also served as the Superintendent of the Sierra Division and as the editor of its newsletter, the *Short Line*—a job I've held down since 2015.

There are two things I've experienced during my tenure as a Regional and Divisional volunteer:

- The wondrous opportunity to meet people and establish new and lasting relationships.
- The gratification of serving this fascinating, multi-faceted hobby.

I now have an opportunity to make more new friends and continue to serve the hobby as the Pacific Coast Region Vice-President. I hope you will support me in this endeavor.



The official election of the PCR officers will be held in mid-February. The election will be facilitated by the use of the online election utility, "electionbuddy" and managed by former PCR President, Ed Merrin.

Please be sure to vote.

Membership

Welcome Aboard ! PCR's Newest Members

Member	City, Sate	Date Joined
Coast		
Greg Joksch	Albany, CA	9/22/2022
Scott Schulz	Alameda, CA	10/15/2022
Allan Phillips	San Francisco, CA	10/17/2022
Eric Miller	Martinez, CA	11/4/2022
Sierra		
Adam Swogger	Woodland, CA	10/6/2022
George Carlson	Elk Grove, CA	11/14/2022
Redwood Empire		
Isaac Cruz	Suisun City, CA	11/15/2022
Charles Aumann	Clearlake, CA	11/28/2022

PCR Membership Gauge

November 30, 2012—1,091
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
June 30, 2022—775
July 31, 2022—779
August 31, 2022—775
September 30, 2022—770
October 31, 2022—770
November 30, 2022—769

PCR Membership Tracker

<u>Division</u>	<u># Members</u>
Coast	360
Sierra	222
Redwood Empire	105
Daylight	82
Total PCR Members	769

In Memoriam

Member	City, Sate	Date Joined
Coast		
Bruce Feld	Clayton, CA	6/1/2009
Ronald Schmidt	Portola Valley, CA	3/26/2001



Earl Girbovan, MMR
PCR Contest Manager

The intent of the AP program, and contests in general, is not so much the competition but, rather, a vehicle to improve skills. Very few contest models are built specifically for the contests. Mostly it is modelers just showing off their most recent build. And in many cases, they're just better models.

What does it take to build a better model? One of the key items is something that is almost never talked about in most of the builds: is making mistakes. If you follow the forums and YouTube videos, the modeler seems to have some extraordinary skill where things go together quickly and error free. Time to burst a bubble here, they're all making mistakes as they go along. There's an old American Indian adage that you have to do something three time before you really understand it. Since most of us build "one-ofs", there are bound to be mistakes. Dealing with them in a logical way is a step toward a better model. Another distinguishing feature of better models is details. Some are purchased, and some are made. And there are ways of making small details that ease the process. Let me illustrate these concepts on an S scale hopper car I recently built.

Having access to an original New York Central drawing measuring 2' x 3', I expected the project to go smoothly.



Unfortunately, it didn't start out that way. Here are the hopper sides, built up board by board.



What the photo doesn't show is this is the second set of hopper sides. I misread the drawings and laid out some of the bracing and tie rods incorrectly. These errors would have propagated through other parts of the car, so I elected to simply remake the sides. Remember that adage? Fortunately, the second set of sides turned out OK.

Continued on page 11

Contest Room ct'd.

In planning ahead, the ends had numerous braces and hard to get at areas. To make painting easier, I pre-painted many of the small pieces. Here is an in-progress photo of the hopper end.

The unpainted white angle? After gluing the first one on, I noticed it was crooked, so I removed it and installed a replacement. There were a few more part replacements like this during construction.

Also in this photo are brass top and bottom supports for the brake wheel and staff. This car will be on an operating railroad, so I wanted these parts to be durable. In making small parts like this, the key is not cutting things to the final size until necessary. It's much easier to work with larger parts that have some sort of handle.



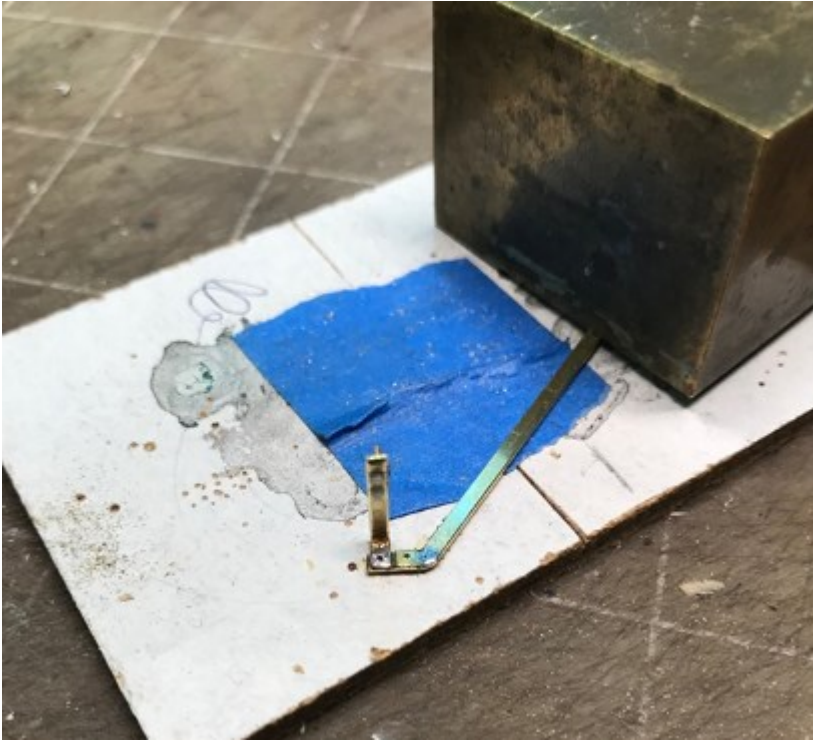
Here is the upper brake support just after soldering.



Note that both the brass bar and the brass rod are of arbitrary length. After soldering and doing a little cleanup with a file, the part can be cut to size.



Continued on page 12



The lower brake staff support was fabricated in a similar manner, keeping a long handle to hold the part. It was then cut to size after cleanup. This is actually the second or third part I made. The first ones didn't fit properly.

I hope this brief overview helps you in your endeavors to build better models. Sometimes it takes a couple of tries to get thing to fit properly. Taking the time correct a fit or make a new part is definitely worth the effort. I look forward to seeing your model at the Rails by the River Convention in Sacramento this coming April.





The Concord Historical Society
and
The San Ramon Valley Branch (SRVB) of the Southern Pacific RR
Historical Model Railroad Layout Group
Present



An N-scale model of the SRVB as it was circa 1914 to 1924



Concord model by Dave Connery



Danville model by Pete Birdsong

SAN RAMON VALLEY BRANCH LINE MODEL RAILROAD

VIEWING TIMES AND DATES: 1-4PM

November 19, 20; December 4, 18; January 15

In conjunction with the inaugural **“CONCORD HISTORY 101”** exhibit

At the Concord Historical Society Museum Exhibit Space

1928 Clayton Rd, Concord CA

www.concordhistorical.org / (925) 827-3380 /

[Concord Historical Society - Home](#) | [Facebook](#)

In 1891 the Southern Pacific Railroad built a branch line from Avon (north of Concord) to San Ramon, and then in 1909 extended the line south to Pleasanton. The railroad served the mostly agricultural interests, lumber, fuel and cement dealers along the branch line, which mostly disappeared when the line was removed in 1978.

A group of local model railroaders (Pete Birdsong, Brian Booth, Dave & Emma Connery, Wayne Floyd, Paul Ingraham, Steve Lane, Mike O’Dorney and Doug Smith) are building an N-Scale (1:160 ratio) model of this line as it existed in 1914 to 1924. The model currently includes the towns and depots at Avon, Concord, Walnut Creek, Danville and San Ramon, and will be continue to include more locations in the future.

This operating model of the important transportation corridor (much of today’s Iron Horse Regional Trail) serving the central Contra Costa area is being accurately modeled based on extensive historical research. Visitors will see realistic models of structures, scenes and trains operated as they once ran through these central points in the local area. The modelers will be available to discuss the railroad, its customers and equipment from the era, and talk about how they are recreating this historic slice in time.

Achievement Program



Achievement Program

By Jack Burgess, MMR, Manager, PCR Achievement Department Association Volunteer

We all enjoy this hobby more because of the numerous volunteers who work on our behalf at the National level, produce our regional conventions, and help out at our divisional meets. All of these people can be referred to as Association Volunteers which is a category under the Achievement Program. Like the other certificates, the full requirements for this category are available on the web at the NMRA site, www.nmra.org. Knowing that this is a category for the Master Model Railroader program might encourage you to volunteer at one of these levels. For those who have already volunteered, submit your paperwork!

The intent of the requirements for Association Volunteer is to reward those modelers who volunteer at the National, Regional, or Divisional level of the NMRA. A total of 60 time units (TUs) are required to satisfy this requirement. There are a number of ways to accrue these credits. For example:

- Active satisfactory service as a National committee member or Chairman of a Regional committee receives 2 TUs per month.
- Active satisfactory service on a Regional committee or Divisional Chairman is good for 1 TU per month.
- Service as a Divisional officer or director is worth 1 TU per month.
- Active satisfactory service as a Division committee or board member equals ½ TU per month.

While these TUs are typical for those given for elected or appointed officials, there are other TUs which are available for volunteer efforts:

- Judges at NMRA sponsored model contests are given 3 TUs per event for judging National contests, 2 TUs for Regional contests, and 1 TU for assisting at Divisional contests.
- Modelers who open their layouts for tours are also eligible for credit at the rate of 3 TUs per day for National, Regional, and Divisional events (with a maximum of 12 TUs for a National convention, 6 TUs for Regional events, and 3 TUs for Divisional events.)
- Individuals who participate in modular layout displays at National, Regional, and Divisional meets are also eligible for 3 TUs per day, with the same maximums as for layout tours.
- Note that there is generally a maximum of 48 TUs of credit for any one National convention, 24 TUs for any one Regional convention, and a maximum of 6 TUs for any one Divisional convention.

There are a number of committees at the Regional level. So what exactly constitutes a “committee?” Basically, just about any office or function that isn’t covered under Association Official. Most other officers in a Division (or Region) are considered Committee Chairmen. For example, if your Division has a person who runs the contest at the monthly meeting, they can be considered the “Contest Committee Manager”. Your local AP representative is a member of the “Region AP Committee” and so on.

Individuals who work just the day of an event (for example, at a Convention registration desk) receive credit for one month’s work as a committee member.

The bottom line—keep track of those hours of service to the hobby! The easiest way to do this is to download a Record Form (available at www.nmra.org) and have it signed by your local AP Chairman at the time or another official. For open house events, you may also be able to use the official Convention Program as verification of your service to the hobby.

Once you have accumulated a total of 60 certified TUs, complete a Statement of Qualifications and submit it along with a copy of your Membership card.

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

Rich Mossholder - Master Builder - Structures, Jon Schmidt - Model Railroad Author

Congratulations Rich and Jon!

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.

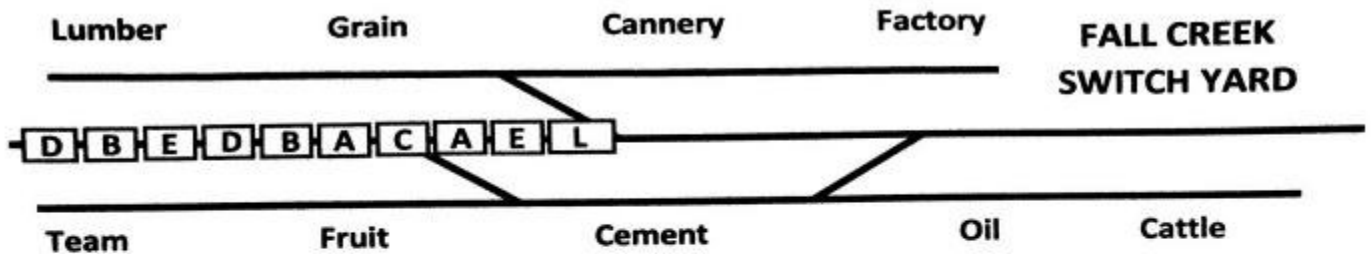




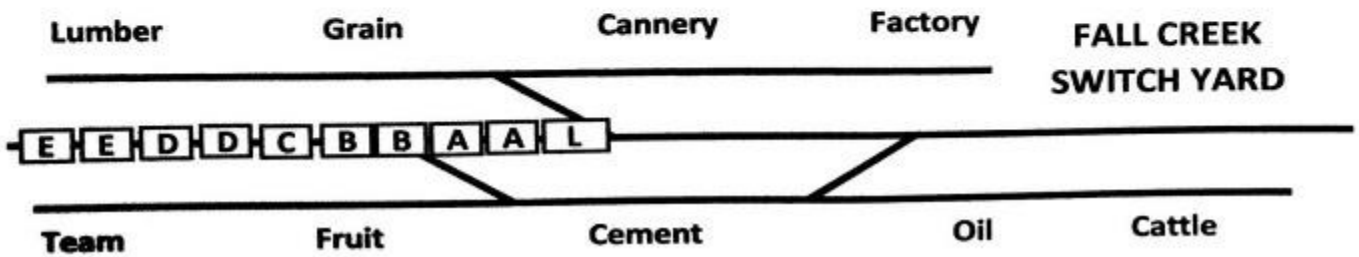
Switching as a Wooden Manipulative Puzzle: 3

Last time we used Fall Creek as a destination, that is, a place where lineside industries require specific cars to be set out for loading/unloading or picked up for transport. For our final article dealing with my wooden manipulative puzzle, we'll use it as a yard for sorting—also known as “blocking”—the cars already in a train.

For this operation, we'll use the letters on the freight cars. Two or three identical cars destined for the same spot at the same industry ought to be coupled together, but any order will suffice. We'll assume an eastward train and we'll use just the main line and the lumber yard spur, in order to utilize the longest possible length of track.



Sort the train using the lumber/grain spur and the main



One important thing to notice is that two tracks are all that is needed to sort for any number of destinations. It actually turns out that it's usually not helpful to have as many tracks as there are destinations. By utilizing only one switch, a brakeman can stand near the switch stand and throw the switch as needed, while the conductor can uncouple wherever he desires.

Take a look at the puzzle. In this situation, L is the locomotive and there is no caboose. The engineer will simply pull some cars from the train clear of the switch, then kick one or more of them onto the lumber yard spur. The conductor decides which cars to pull and kick each time. How does he decide? He will build the train in reverse alphabetical order on the spur, starting with one of the E cars. Which one is placed first will determine how long the whole job will require.

Try the sorting puzzle for yourself, on the wooden puzzle, on some track with model freight cars, or with scraps of paper on the table. You'll find my answer at the end of this article.

Continued on page 16

Answers ct'd.

Before we leave the subject of manipulative materials, here are some of the benefits of building this wooden puzzle:

- Easy to build, small and light, quick to set up, simple to explain, fun to operate
- Replicates all of the operations possible on my Fall Creek Branch portable HO layout
- No stalls; no derailments; no fragile parts to protect; no tiny freight car numbers to read
- No need to learn how the throttle and Kadee couplers work, the uncoupling method, or how to throw the switches
- You may focus only on the task of learning and practicing the switching techniques used by pros
- Accessible to children as young as 3 or 4, yet appealing to all ages



Elijah Pethoud, my youngest grandson, tackling the morning switching

Until next time, feel free to contact me with comments and questions at pethoud@comcast.net

1. Uncouple the E car attached to the locomotive from the A car, pull just the E car and place it on the spur. The reason for that choice is that the other E car is attached to a D car, allowing you to keep them coupled.
2. Uncouple the remaining E car from the B car, pull clear of the switch, and kick the E and D cars onto the spur.
3. Recouple the remaining cars, pull the string clear of the turnout, and kick just the D car onto the spur.
4. Uncouple after the C car, pull it clear of the switch, and kick it onto the spur.
5. Recouple to the remaining cars, which are now in the desired order — BBA— and pull them clear of the switch, then couple to the cars on the spur.
6. Finally, test the couplings and the brakes and you're ready to highball.

My solution to the sorting puzzle



Life on the Fungus & Mungus



Life on the Fungus and Mungus Railroad

By Steve Folino

'Twas the night before Christmas and all through the town... Kent C. Straight, Superintendent, along with his three track foremen P. O'Mally, T. O'Brien, and R. O'Riley and the electrical engineers Kilo Watt and his brother Mega Watt, have been hard at work. Significant progress has been made along the Fungus and Mungus Railroad right-of-way the last couple of months.



We've made significant progress since our last visit. Our trackwork is now 50% complete.

The L-girder benchwork is 100% complete. The joists, risers and plywood support joists are being installed by the track crews as construction reaches each new 24" x 96" section of the right-of-way. These components are individually custom cut for each location depending on the overhang of the plywood over the benchwork, the height of the track above the 46" base level, and the contour of the plywood section. The tallest track elevation on the layout, on the south side of Big Pine Mountain near the Hubert "Hugh" Mungus logging site will be 60" above the floor. The mountain peaks will rise significantly above the tracks.



By adjusting the height of the risers, the track level can be raised above the 46" base level. Three eight foot sections, the 4' x 5' Town of Bedrock and a five foot end piece will be installed over the risers shown here.



The plywood top has been added to the risers and plywood support joists.

The under-layout bus wiring is also 100% complete. Kilo and Mega Watt did an amazing job color coding the twelve DCC sub-districts, the two Digitrax boosters, and the always-on and nighttime-only DC power bus lines. By dividing the layout into twelve separate DCC sub-districts, a short circuit that may occur along one stretch of track won't shut down operations on any of the other sub-districts. The best part is... it all works... and works well. The "night" setting provides lights in many of the buildings, a few lights in the Cloud's Rest yard, a couple of flickering burn barrels, the ash pile, and a hobo campfire complete with harmonica sounds.



Seen here is the heart of the Digitrax DCC system. Visible is the power supply, command station, the laptop running JMRI, and one of the 12-volt DC power supplies.

Continued on page 18

Fungus & Mungus, ct'd.

A Digitrax DCC system is in place and fully operational. It consists of two PS2012E power supplies, one for the DCS210 Command Station and the other for the two DB210 boosters. Attached to the Command Station and boosters are three PM42 power managers, each supplying power to 4 sub-districts. Also attached is a UR93 and two UR92 transmitters to ensure total layout coverage. Spread around the layout are eight of the new UP7 throttle connector panels. Provided for operators to use are two DT500D and two DT602 duplex wireless throttles. For those who prefer to operate a locomotive from their cell phone, a LNWI is installed as well. A five-foot stretch of track near the command station and laptop can be switched from a main to a program track for programming locomotives using the attached laptop running the latest version of JMRI.



A Digitrax power supply providing DCC power to two of the three PM42 units which supply power to 8 of the 12 sub-districts. Also visible are two additional 12-volt DC power supplies.

All eighteen ITT sound modules have been installed with those that will be triggered from a push button on the fascia being fully wired. Those that will be triggered by the AZATRAX MRD1-V Infrared (IR) Train Detectors buried in the track still need to have the Azatrax devices installed and configured. These are designed so that when a train passes over a section of track it triggers an event. That event can be a sound effect like a mine blast or a visual effect like an animated water wheel at the grist mill. Some of the sound effects include the steam donkey at the log loading pad, the sound of the saw in the sawmill, running water in Troubled Creek, the stamp mill at the Leonor mine, the rock crusher at the Ophelia mine, and the sound of a harmonica at the hobo camp, just to name a few. Construction of several hand-laid number five turnouts and a number five+ double crossover have also been started. The frog points have been filed and soldered together and the copper-clad cross ties have been cut to length and gapped. An assortment of Fast Tracks assembly fixtures, PointForm filing tools, StockAid filing tools, a TieBreaker cutting jig, and a Frog Helper are being used. The turnouts are constructed using Micro Engineering code 83 rail.

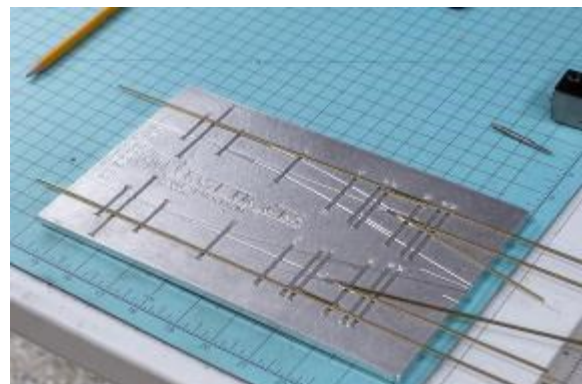
The trackwork is about 50% complete. Just under one hundred twenty feet of mainline track has been laid as well as fourteen SMAIL by Circuitron and six Tortoise by Circuitron switch machines. All the mainline SMAIL switch machines are DCC-enabled and will be able to be operated by a fascia-mounted panel switch with indicator lights, a hand-held Digitrax throttle, or by the PC through the JMRI interface



Two SMAILs and one Tortoise by Circuitron switch machines are wired with toggle switches and LED panel indicator lamps. The SMAILs are DCC enabled and can be controlled from a throttle, by the attached toggle switches and via JMRI.



Hand-laid turnouts are built and adjusted at this workstation. Visible are a number of the Fast Tracks jigs, tools, and supplies.



A pair of number 5 hand-laid turnouts are under construction using a Fast Tracks jig. When completed, these will be installed in the Cloud's Rest yard.

Continued on page 19

Fungus & Mungus, ct'd.

Over the next couple of weeks construction will move to the Cloud's Rest Yard. The yard is only two feet deep but it's thirty-two feet long allowing for plenty of yard switching action during the planned operating sessions. Construction in the yard will be slow-going. There's a ninety-foot DCC-enabled turntable to be installed as well as 18 additional turnouts, an ash pit, an inspection pit, a yard ladder, and a town to plate. I hope to finish all this before the Christmas break.



Risers have been installed for the first 16 feet of the 32' total for the Cloud's Rest yard. Plywood support joists will be added and then topped with plywood.

Upstairs on the hobby bench, work on a ballasted trestle has been completed. To ensure authenticity, I hand-laid the track and added nut, bolt, and washer castings to all the timbers. After construction was finished, I added some black India ink drippings between the rails to simulate oil dripping from the steam locomotives. This trestle will be used to span the Little Indian Creek on the layout. Next up on the hobby bench will be a wigwam sawdust burner for the Hugh Mungus Lumber Co. Sawmill at the base of Big Pine Mountain.

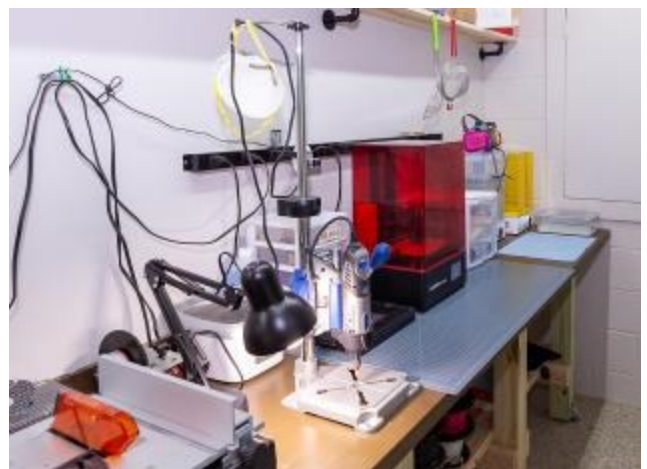
Well, that's it for this quarter. The Dover Family – Ben Dover, Ilene Dover, and little Trip Dover – along with the staff at Logging Camp 4 – Ida Baker, Chris P. Baker and the flunkies, Betty Jo, Bobbie Jo, and Billie Jo – wish you all a Merry Christmas... and if you do somehow get coal in your stocking... all the better!



The current plan is to have all the track and turnouts laid in place and wired by the end of January so that a couple of shake-down, troubleshooting operating sessions can be held in February to work out any of the kinks and to ensure that everything operates properly. Next up... I'll be going through all the structures that were removed from the version four layout in Sacramento, repairing any damage that occurred during removal, packing, shipping, and unpacking. I'll add some additional weathering, lighting, and details before placing them on the layout pending the start of terraforming.



A track-cleaning train prepares to depart for another run around the completed portion of the layout.



The "Maker's Bench" where a very busy 3D resin printer has been churning out detail parts for the layout.

A Night Watchman's Tale

'Twas the night before Christmas and across the pike
Not a locomotive was running not even the ol' Mike.

Their fireboxes cold, their ashes all dumped;
There was nary a car in the yard to be humped.

The railyard was quiet, nary a sound could be heard;
In the dark of the night nothing did stir.

A flurry of snow is expected tonight;
I'd better hurry, the old pot belly to light.

As the moon rose so high in the sky that night
I knew that everything would soon be alright.

I had just settled into the old watchman's chair;
It soon would be Christmas and I had not a care.

When out in the yard, there arose such a clatter,
I sprang from the shanty to see what was the matter.

Away to the window I flew like a rocket,
Tripped over the cat, pulled the lamp from its socket.

When what to my cautious eyes did appear
But an old hobo looking for some Christmas cheer.

A little old man so tired and worn,
The look on his face was very forlorn.

In his thread bare coat he shivered so hard,
Many nights had he spent in the back of the yard.

I invited him into the shanty so warm,
Twas better than sleeping on the train's platform.

I offered him coffee so hot and so strong;
The pot on the stove won't last very long.

In the back of the shanty, on a cot so warm,
He did spend the night away from the storm.

When Christmas morning had come, with the sun so bright,
I checked to make sure the hobo was alright.

Instead of the hobo a note I did find;
The hobo had thanked me for being so kind.

And there on the cot was a package so nice;
It couldn't be for me; I had to check twice.

Inside I did find a new coat and a cap,
Along with some gloves and a throw for my lap.

The note was from Santa, a message of cheer:
Merry Christmas to all and a Happy New Year!



Contributed by Steve Folino



Pacific Coast Region SIG Report

by Seth Neumann



We'll be holding the 2023 Bay Area PCR/SIG meet (not "OPSIG" – OPSIG does not want its name on meets due to liability concerns!) Saturday and Sunday February 4-5, 2023. We will be offering this event as a hybrid, so you can join us at the Golden State Railroad Museum (East Bay Club) at 900-A Dornan Dr, Richmond, CA 94801 (in person seating is limited so sign up early), Watch the PCR email list (pcr-nmra@groups.io) and our website:http://vasonabranch.com/ba_meet/index.html#attendance for updates. We'll have 4 clinics:

David Parks -- automated trains using JMRI

Mark Amfahr - Yard ops -- western style

Dave Clemens -- New layout design

Robert Leachman - PFE operations

and a challenge/panel discussion ("British Style Exhibition Layout") Saturday, which will be streamed live and available to members on a Zoom call so all can participate in Q&A. We will have tours Saturday evening close to the venue and Op Sessions on Sunday. The layout visits and ops will in-person only. In-person attendees will be asked to show proof of vaccination and may be requested to mask at the host's discretion.

We are working on a prototype tour Friday afternoon, followed by a no-host dinner in the Richmond area. Details to follow.

As noted last quarter, National visiting operations meets are back, including a few at non-traditional times (most of these have a particular weekend every other year). The Desert Ops (Phoenix) and Prairie Rail (Kansas City) groups held excellent meets in October. I expect to see events falling back into pre-pandemic schedules in 2023, including our own BayRails in March. 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.

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.

The "Texas Express" national convention will be held in Grapevine (DFW airport) August 20-26. Both LDSIG and OPSIG (as well as other SIGS: CMRI, American Civil War RRs, Women in Model Railroading) will participating. OPSIG is working with local FreMo-N modelers to provide Operations in the convention hall (hopefully the SIG Room) organized by the Operations Roadshow group, as was done in St. Louis.



Tales of the Santa Cruz Northern

By: Jim Providenza

The Log Train

Woe be the poor soul who gets The Log Train. It's all Beroldingen's fault, you see. Now, you have to understand that Linton von Beroldingen and I have been best friends for over three and a half decades. We were introduced at an early WinterRail – it has been all downhill ever since. Linton grew up in the Santa Cruz Mountains – and I have been going to our family cabin in those mountains all my life. So, we both have an affinity for redwoods and an interest in logging railroads. Beroldingen Lumber Co. has been a steady customer of the SCN for most of the railroad's existence. Any number of unlucky crew members can attest to the 'joy' of doubling the hill with the log loads and the nail-biting efforts to pull and spot the log dump track with 36 twitchy cars wrapped around a couple of curves.

The power for The Log Train, a pair of mismatched Alco and Baldwin switchers, never seem to play well together, no matter how much management says they have been fine tuned since the last session. But the real pain has always come from the really poor trucks under the horribly undermaintained skels, ancient cut down gons from several manufacturers and eviscerated Athearn 'blue box' flats Beroldingen Lumber uses.

For some number of years SCN management has been after the Fall Creek & Alba RR (wholly owned subsidiary of B L Co.) to do a wholesale replacement of the trucks on The Log Train – to no avail. Promises, promises...

Finally, SCN management took matters into its own hand and procured 40 pairs of AccuRail trucks fitted with Intermountain wheelsets. 'Previously owned' of course (and with much thanks to Paul Weiss who was doing a major standardization of rolling stock on his CVinNCA). Linton, being out of excuses, came down to San Rafael one morning; we completed the work in a bit under 3 hours. Having cut down some dead bottle brush in the back yard I even had some new, larger logs for The Log Train!

However, now that the trucks were replaced, I no longer had any excuse myself for not detailing the cars up to SCN layout standards... Follow along on the journey!

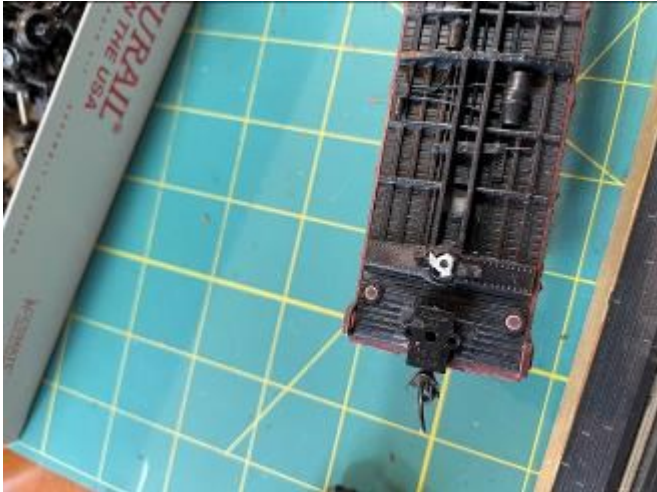


Beroldingen Himself, in the process of replacing a set of trucks on an old Athearn flat with Kadee coupler height gauges at the ready.



Center and right, trucks ready for installation. At left is one of the very old Mantua / Tyco / AHM gons with Kadee No 5 and coupler box installed. Just visible on the left is styrene glued into the body bolster so the new trucks can be mounted with 2-56 screws.

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Many of the gons had trucks that snap fit into the body bolsters. Several had holes in the bolster that would accept Evergreen Styrene Models #224 1/8" styrene tube without modification. Two had larger holes that required shimming to center the tube, like this one.



One of the cut down gon's with 'new used' trucks, Kadee brake wheel, A Line stirrup steps, and new grab irons. Cut lever not visible, but there.



An Athearn gon in need of cut levers and vertical brake staff / wheel.



And now to the skels! These were identified by Reynold De Jager after one of my Instagram / Facebook posts as old Cliff Line kits. The dozen cars were mostly missing their brake cylinders, triple valves and air reservoirs; besides new trucks they also needed stirrup steps and cut levers. Because the replacement brake gear is out in the open, I will eventually add brake levers, rods, and piping. Here are 5 of the dozen skels lined up for basic detailing... the white plastic pieces are ESM 2x4 cut to form stub side sills along the edges of the end platforms.

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Tales of the SCN ct'd.



Drilling the 2x4 styrene for stirrup steps... I marked and drilled two holes in each 2x4 piece with a #74 bit to accept A Line #29000 Style A stirrup steps. Look closely at the photo. The first sill piece, which I marked with a black dot, is being used as a pattern for marking the rest.



One of the skels with 'basic operating model' details – stirrup steps, brake wheel, cut levers, brake cylinder, air reservoir and triple valve are all in place. Brake rods and air lines will come later in the next level of upgrading the cars.



Loaded Log Train ready for a test run over the railroad. Any car that fails the road test will return to the shop for corrective action.

There is only one problem with all this – some of the trees B L Co. is now logging are so large they won't fit between the Detail Associates log bunks. I'm on the hunt for several of the old MDC 30' flats...

Now if I can only get Beroldingen to tell me how these cars should be numbered!



Nicasio Noodlings

News from the Nicasio Northern by Jon Schmidt

Layouts require electricity. No matter whether you are running with DC or DCC, signals or turnout controls, or simply lighting, you will have to run wires. This article documents some of my thoughts on do's and don'ts for layout wiring. It reflects my experiences with the my Nicasio Northern and with the Central Vermont. Disclaimer: I am not an electrical engineer, so many of my comments may be arguable.

I've wired the NN twice. The Great Tectonic Shift gave me the opportunity for a complete redo. The CV continues to change, and we continue to refine its electrical. The principles we initially established continue to work and result in very reliable operation of both railroads.

AC: If you have the luxury of starting with an empty room you can start with the AC mains, the 110 volt house wiring. On the Nicasio, I was able to run 2 AC circuits around the layout space. I use one circuit just for tools, and the other circuit for the layout. Around the room there are a series of receptacles: the left half of each receptacle is for the trains, the right set is for tools. There's a switch box easily accessible to turn on either or both circuits.

I'm a believer in positive as well as negative status indicators. The last set of receptacles in the NN's room has two nightlights, easily seen from the doorway. They will tell me if the room power (layout, or tools) is on or off. The CV has a lighted AC power switch for track power, and a small box near the door which has 4 (soon to be 5) LEDs which light when the track boosters are powered up. It's a great reminder if something isn't turned off in the CV's (30' by 40' plus an annex) layout area.



Cable support: Any large layout will have a lot of wires: Track power, DC for lighting, controls for turnouts, wires for signaling, etc. If you are in the state of planning or building the benchwork, plan on how you will be routing and supporting the wires which will be needed. There will be a lot of them, so it makes sense to figure out where they will run and how they get strung. It always makes sense to make the wiring accessible and traceable.



Like this?



Or this?

Continued on page 26

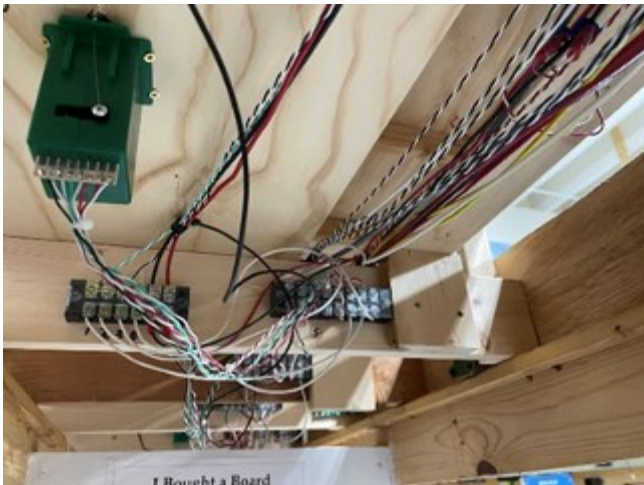
A model railroad “cable way” can be whatever works for you.

- For a very large layout a true cable channel might be appropriate. This is a metal or wooden tray built into the underside of the railroad. Cables lay in the channel and are fully supported.

- Open benchwork with stringers which allow running wires across or through the benchwork will work. You will need to make sure that free-hanging spaces aren't so long that they are pulling on the wires. You don't want to stress connections on the layout and have them fail by being pulled.



Wire basket cable way.



Typical hang under the bench.



Using D-ring holder and ties.

- Cable clamps come in a variety of sizes and shapes. We've used them extensively on the CV as the wiring has grown all by itself and in many cases has taken the shortest and most convenient (for the cable puller) path. The clamps judiciously applied will protect and de-stress the cables and connections. I recommend that you use clamps that use a screw to connect to the benchwork versus adhesive-based. Adhesives dry out and don't take stressing very well.



- Cable ties: I recommend that you buy cable ties in bulk. A package of 1,000 4-inch ties is less than \$10. They are indispensable for turning a disparate batch of wires into a somewhat neat bundle. Using lots of cable ties will also relieve stress on wiring since all the wires in the bundle will share the weight.



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Wires: You will need a lot of wire for a large layout. I strongly recommend that you make a plan and set standards for your wiring. Those standards include function-based wire gauge, color, type, and packaging. Some of the standards we have set for the CV are:

- DCC trunks from the boosters (power block) to the set of breakers for each track block is 14 AWG Red/Yellow pair.
- DCC power from the breaker to the track is 18 AWG Red/White pair.
- DC power to the layout for lighting, turnout control, signaling, and effects is Red/Black pair, and the trunk from the power supplies to the layout is 10 AWG. We had to upgrade it from 14 AWG since there was a large current draw (above 15 amps) and the resulting voltage drop was consequential.
- Drops from the rails to DCC track power is typically 22 AWG Red/White twisted pair.
- Various other functions such as signaling will use other colors of light AWG twisted pair. In some areas we are using CAT 5 or 6 cabling, not because we need the electrical characteristics of CAT 5/6, but because we need the convenience of 8-conductor cabling.

Labels: All wires need clean, easy to understand labels. We started with a spreadsheet listing all of the major electrical components in the layout room and their interconnects. Each interconnect has a code which uniquely identifies it. When we actually ran the wires, we used marker cable ties every 5 to 10 feet to identify the cable. Marker cable ties also label each end of the cable.



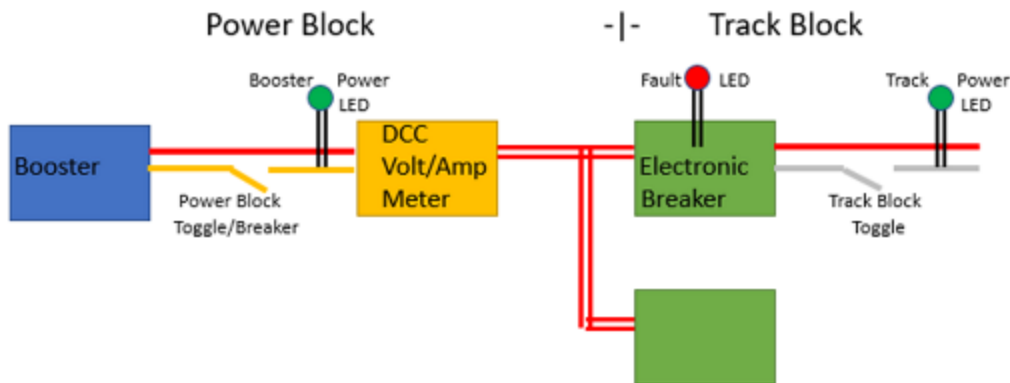
Sequence	Code	Location	Fed By	Colors	Description
2.0.0	MO-SP	Montville			Surge protector
2.0.1	TO-power	Montville	MO-SP		12V 1A DC power for TO signals & detection
2.0.2	clock power	Montville	MO-SP		9v AC power for clocks
2.0.30	MO-T-nce	Montville	MO-SP		NCE power supply
2.0.31	MO-C-nce	Montville	MO-T-nce		NCE control box
2.0.32	MO-RRamp	Montville	MO-C-nce		RRampMeter panel & 5amp breaker
2.0.33	Cntl-CA-MV	Montville		flat grey	NCE control cable CA-MV & blk grnd
2.1.01	MV-Bus	Montville	MV-RRamp	Red/Yel 14/2	Track power bus

A sample of our Excel electrical inventory sheet.

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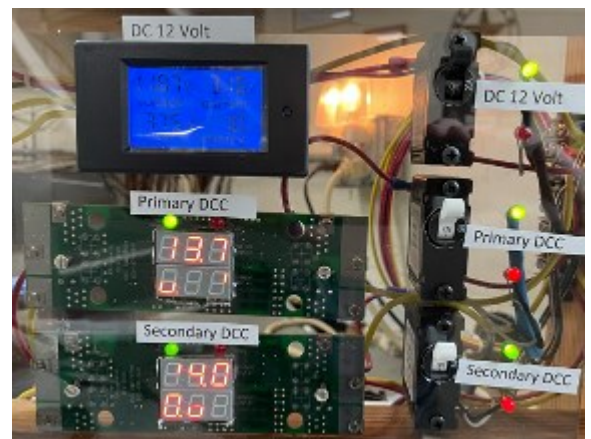
Booster Placement: The design for the CV was to fill the 30 x 40 foot room. I was concerned about the length of the DCC signal being sent around the room. DCC is a shaped signal and is subject to attenuation as it moves away from its source. For that reason I wanted to minimize the distance the DCC signal had to travel in the wiring. I decided to install the boosters in the four corners of the room. We use NCE on the CV and the control and cab busses would be able to connect all the boosters comfortably. Distributing the boosters this way kept the longest DCC signal at around 20 feet.

Distributing the boosters had another effect. For each booster we added an external circuit breaker and a RRAmpMeter. These are visible and accessible from the layout aisle. Operators can easily confirm that power is available, answering the question “Is there a short?” If our members need to work on the railroad they all know how to turn off the track power in their area using the breaker and confirm that it is off.



DC Power: We have two 12 volt 30 amp DC power supplies on the CV. One is used primarily for the layout lighting. The other is used for layout signaling, turnout control, and similar functions. We separated the two DC systems so that there wouldn't be any undue “noise” from lighting affecting logic boards. Each power supply has an external breaker/switch and a volt-amp meter constantly displaying the DC power status.

The power panel for the NN shown to the right shows the DC meter, breaker, and LEDs and the two sets of RRAmpmeters, breakers, and LEDs for the two DCC boosters.



Continued on page 29

Track Blocks: Each power block is further subdivided into a series of track blocks. Each track block is protected by an electronic DCC circuit breaker. We use the PSX series from DCC Specialties. A lot of them. They are distributed around the railroad. This gives us good protection and effective granularity during operating sessions. A derailment or a train running a switch will only affect a small section of the railroad.

Positive and Negative: I believe in providing both positive and negative feedback to the operators. For each track block, there is a mini panel located in the fascia near the track being protected by the PSX. The mini panel includes both a green and a red LED. Green shows track power. Red shows the status of the PSX and normally is lighted only in the case of a short. It makes it very easy to determine with a glance at the local mini panel why a locomotive has stopped.

The mini panel also includes a power switch which will turn off the track power for that block. This makes it very easy to isolate the cause of a short. It is also easy to identify cross-block wiring mistakes by manipulating the block power for adjacent blocks.

Taps: There are many techniques for connecting the drops from the rails to the local block track bus. I recommend quick-disconnect T-Tap connectors. These connectors use a tap crimped around the target wire, and a standard spade connector to plug into the tap. It is a very quick install, and we have not had any failures to my knowledge. It is much faster than soldering a connection.

On more than one occasion I have needed to trace a short caused by mis-wiring. Using these quick-disconnect devices I could easily totally disconnect a rail section until I found the offending connection. This would not have been possible with wired or other connection techniques.

Take action: After you have read this article you might want to implement some of the ideas. The easiest is to buy some cable ties and tie your loose cables together. That will “neaten up” all those hanging wires. Use cable markers to identify what those wires are. Where a set of wires come into a terminal block, tie them together. That will lessen the stress on any individual connection. Next, buy some cable clamps and place them around the layout to lift hanging wires. Again, this will lessen the stress on connections. Reliability will increase.

Summary: There are many ways to wire a model railroad. Make a plan and follow it. Documentation is mandatory. You can always expect the unexpected to happen, and you can prepare for it. Wiring can look like a pile of spaghetti, or it can be neat and orderly. It’s hard to keep it neat and orderly. However, with the proper design and documentation the electrical part of your railroad can be reliable and easily maintained.

Happy Railroading!

References:

Central Vermont Railway in Northern California: <https://www.cvrailroad.com/>

Other articles from Jon: <http://nnrwy.trxnndesign.com/>



Looking Back

by Dave Connery, MMR, PCR Historian

Voices – An Interview with Jim Provedenza

Jim's earliest memory of model trains was when he was a young kid with a Lionel train running around the Christmas tree in the family home in Burlingame. By the age of twelve Jim had become interested in HO when his Cub Scout troop visited one of the boys father's "Plywood Pacific" layout. It had a long trestle with a brass Shay running over it. Jim was smitten, but his parents said, "If you get straight A's on your Report Card you can get an HO train set." Jim had one A, but he soon was into HO modeling with a Tyco 0-4-0, a caboose and several used boxcars. At this time Jim also got into model cars but he maintained his interest in model trains. By his mid-to-late teens, Jim and his brother John were building an HO layout in part of the garage. In college there wasn't a great deal of opportunity to do much model railroading but eventually, in an apartment during his senior year, Jim tried his hand in HOn3—which he found ran very poorly in those days. And exceeded his skill level, so his interest returned to HO standard gauge.

In his senior year in college and in Law School Jim became very interested in the South Pacific Coast, as he would often travel south on Hwy 17 toward Santa Cruz and a family cabin in the redwoods near Watsonville. Jim explored most of the route of the South Pacific Coast but since he was not prepared to deal with the limitations of narrow gauge, he ultimately developed the concept of the standard gauge Santa Cruz Northern (SCN). By early 1977 Jim was living in a two-bedroom apartment in Hayward and he started building the first iteration of the SCN. During this period Jim was strictly a Lone Wolf Modeler, having attended an NMRA National in 1981 in San Mateo but not meeting many local modelers. Jim had become an NMRA Life Member in his early 20s.

A fellow Union City police officer and modeler, Jim Nelson, convinced Jim to come with him to Oregon and meet railroader and modeler, Rick Kang, whose layout was the Vegetable Northern. Rick (who was a major influence on Jim's approach to modeling and who sadly recently passed away) was an SP train dispatcher and really into prototype operations on his model railroad. This led to a long and close friendship with Rick and to friendships with another SP dispatcher Steve "Breezy" Gust, SP engineer and author Tom Dill, and Dave Clune, another SP engineer and On3 modeler. All had an impact on Jim's ideas of operation.

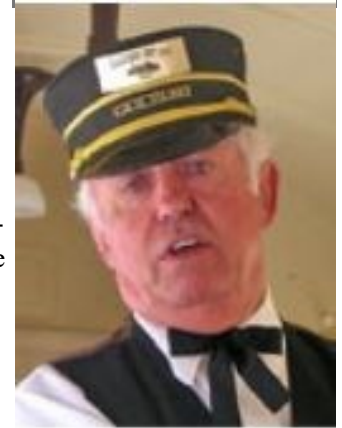
This increase in interest in prototypical operation occurred about the same time Allen McClellan was writing his series of articles on his V&O Railroad in *Railroad Model Craftsman*. Of course, Jim read John Armstrong's "Track Planning for Realistic Operations" and all of this exponentially increased Jim's desire to use these concepts on the SCN, which by this time (1978) was operational. Jim was divorced at this point and had his daughter, Erica, living with him every other weekend. Her bed was actually under the layout and thus the town of E. Rica was added to the layout. She really earned the right to that distinction.

In 1983 Jim bought a house in Livermore and the SCN was taken apart in the Hayward apartment and rebuilt in its new home. In Livermore, Erica came to live with Jim full time. Jim married Terri in 1986. He is blessed that Terri and Erica have become close friends. Jim has two children with Terri (Mike and Susan) and everyone in the family gets along wonderfully. Erica has a daughter, Catherine, so Jim now has a granddaughter in high school.

While in Livermore Jim got involved with a round-robin group of very impressive modelers: Dick Roberts, MMR, Steve Cavanaugh, Rod Romano, Dave Biondi, a young Troy Montemayor, and Brad Lloyd. Jim was able to get his layout back in operation in four to five months after the move to Livermore. In 1984 he began planning for rebuilding the SCN in a 20' by 20' area, the average space of a typical two-car garage. By 1986 work was under way building this expanded layout. Mac Street Yard to West San Jose and on to E. Rica was in operation within 6 months.

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Looking Back



Looking Back ct'd.

The layout was built with the idea that at some point it would be moved.. It was designed in sections (but not modular). In 1988 Jim and Terri did in fact move to their present home in San Rafael. It took only 40 hours to take the layout apart and about 120 hours to reassemble the SCN in its new garage in Marin County.

Once in the new home, Jim visited Gunning's Hobbies and asked if there were other model railroaders around. He was directed to Scott Kew and soon was a part of a round-robin group. About a year later, Jim made a presentation on Car Cards and Way Bills at a PCR Convention and RED Meet. Bill Kaufman attended the clinic, realized they lived in the same city, and introduced himself to Jim. Bill joined the round-robin and was there along with Morgan Trotter (BNSF and SMART), Past PCR President Ed Merrin, Bob Curtis, and Bill Horstmeyer. At the time, the SCN was one of the few layouts designed specifically for operations and built and operated by sound prototype principles. The SCN mainline was completed by 1990 but there was always more to be done. Jim's in-laws lived in Lindsay, so Jim took needed materials down when he and Terri went for their regular visits. He used any free time to build the yard at Fallon. When complete he brought it back to San Rafael and installed it. In 1990 Jim's friend Laurie Woodly from New Zealand was visiting and they held a special operating session in his honor. Jim had met Laurie through Rick Kang and through Laurie he met Paul Hobbs, with whom he is still a good friend. Over the years Jim has hosted four to six SCN operating sessions per year. He attends op sessions on other's layouts locally and around the country.

Jim has been a member of the Layout Design SIG since 1989 or 1990. He hosted the 3rd and 5th local meets after attending the 2nd meet at Michael Stimac's. These eventually grew to become the annual January PCR/SIG meet. Jim joined the OpSIG after Bill Jewett resurrected it in the early 1990's. At the Atlanta NMRA Convention in 1994 Jim was asked to take the leadership role for both the Layout Design SIG and the RPM displays. At that convention Jim met with the NMRA BOD – many on the board saw no value in having Special Interest Groups. Jim was there advocating for the SIGs and today, as you look around a PCR or NMRA Convention, most of the key players are active SIG members. Jim served as the Operations SIG coordinator for both the 2000 and 2011 NMRA Conventions.

Over the years Jim has played an influential role in a number of PCR activities. In 1996 he was chairman of the PCR 'In the Lap of Luxury' convention in San Rafael. Jim also co-chaired the joint PCR-PNR Convention with Ed Liesse held in Medford, Oregon in 2012. Jim has helped on three NMRA Conventions: 2000 in San Jose, 2011 held in Sacramento, and 2021 held virtually from Santa Clara. In addition, Jim has served as the PCR Photograph Contest Chair and continues as the PCR Ballot Chair. One thing Jim found fascinating as he worked on the 1996 convention was how running a large volunteer function included nearly all the typical people issues you experience in a work setting, but with volunteers you often needed to use a completely different set of techniques for getting things done. He especially enjoyed going out and sitting down and chatting with groups of modelers about why they should register for the convention and what was going to be special in 1996. There are some real joys of managing volunteer groups. The Medford Convention showed that so much could be done without monthly sit down meetings. That whole convention was organized and coordinated with a single face-to-face meeting and then phone calls, e-mails and notes.

Things constantly change in the hobby and, thus, on a layout. The original SCN layout was operated with Alphatronics and General Electric Astrac systems. In 1994 Jim moved to DCC, selecting the Lenz system. It was Lenz that donated their DCC technology and standards to the NMRA for application in North America. The product line remained strong for over 20 years. Jim used radio CVP throttles with his Lenz system. When Debbie Ames retired and closed Lenz, agency support of the line disappeared in the USA. Jim switched to NCE about 5 years ago and is very happy with his new system. Jim recalls writing the original Lenz / DCC product review for RMC and in those days you could not fit the smallest decoder in a typical hood unit – how things have changed. Jim recently bought a Proto Throttle made by Iowa Scaled Engineering and finds it an amazing experience running a train with this new product. It is expensive but like all new technology it may one day be the standard for the industry as it greatly enhances the experience of running a locomotive. He would like to go in and rewrite the chapter he wrote in the Op SIG Compendium to include a discussion of how the Proto Throttle changes the experience for a locomotive engineer.

Jim has been a virtual fount of articles over the years. Many focused on realistic operations or freight car modeling. He wrote a seminal series, "Realistic Operations," with co-author Rick Kang in the 1990's and has presented his Realistic Operations clinic at local, regional and national levels. On his own layout, Jim started out with Direct Traffic Control. To Jim, this system encompassed too many layers of unreality: a fictitious series of blocks overlaid on a freelanced railroad with fictitious place names. So, Jim moved to Track Warrants. He and Bill Kaufman developed the short form track warrant which has been used on a number of model railroads. Track Warrant Control is easy to learn, easy to use, prototypically correct and well suited to modern day modelers use – much better than a "Mother May I" system. Jim calls it 'the Prototype Railroader's Gift to Model Railroad Operators.

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Looking Back ct'd.

Jim has been fascinated by Time Table & Train Order operations for years. Just prior to the 2000 NMRA Convention, and despite his enthusiasm for Track Warrant Control, Jim switched to TT&TO operations on the SCN. The first Timetable did not last even one Operating Session and the next Timetable lasted a session or two. But by timetable 5 or 6 things had settled down. Today most changes in the Timetable occur when something changes on the railroad itself.

The first big change was when the railroad crossed over the garage door back in the early 2000's, adding another station and visible upper level staging. Another big change occurred 5 years ago when Jim convinced Terri that he could span the doorway to the kitchen using a lift-pivot style bridge without impacting the family. He re-laid all the track on the helix and extended the helix ½ turn so that trains now entered and exited the helix headed in the same direction – west is now always to the left. At the same time Seth Neumann and Chuck Catania of Model Railroad Control Systems designed and built a CTC interlocking for SP Crossing; Scott Kew donated the SP style signals and additional staging was added to SP Crossing for a second passenger train, the Del Monte. The E. Rica / Laurel Agent-Operator's office with the new CTC control moved inside the helix. This entire set of changes took about 2 ½ years to complete.

The SCN is not Jim's only passion. Years ago, *Model Railroader* had an article on narrow gauge railroads. A photo of Sandy River and Rangeley Lakes (SR&RL) 0-4-4 #5 crossing an embankment grabbed Jim's attention. Jim has always had an interest in narrow gauge and the large size of 1:20.3 provided a way to have very reliable operation with a dead rail system. By putting battery power and radio control in the locomotive it was possible to eliminate the tenuous contact between wheel and rail. The hill in Jim's backyard provided the opportunity to raise the track level up off a flat surface. Jim started thinking and planning for this excursion into large scale "extra narrow gauge" beginning in 2004. Construction started in 2007 using 30mm to represent 2' gauge in that scale. This very unusual scale / gauge combination (Proto 20.3n2) meant Jim had to develop his own standards adapted from the NMRA Proto 20.3n3 standards. He could use the NMRA O gauge for laying basic track but had to develop his own standards gauge for turnouts. He has to turn down the treads and flanges on his wheel sets. The flanges are near the depth of an HO flange on a large scale wheel. This project has led into many new areas for Jim, for example 3-D printing of journal boxes, blacksmithing as he turns the wheel flanges, the milling of the scale lumber for freight cars, radio control, and on board battery power installation—to name a few.

The main station on the railroad is Strong, Maine, modeled in about half the (scale) length of the prototype. Jim currently has two locomotives, SR&RL #9 and #24. The #24 started as a Bachmann 2-8-0 and Jim rebuilt it converting it from a 45mm track gauge 2-8-0 to a 30mm track gauge 2-6-2. Jim is currently aiming his work on the SR&RL toward the National Garden Railway Convention in the Bay Area in 2023. Having a prototype has a lot going for it – you do not need to figure out what to build, just how to build what was there – a very different situation from the proto-freelanced SCN. With the SCN nearly complete (it has been completed several times over the past 20 years) Jim finds this second modeling effort enough different to be a fun challenge. Nothing was off the shelf on the SR&RL so everything needs to be either scratch built or kit bashed – which adds to the fun.

Modeling in the new scale has led Jim to ask, "To what level of detail can I model?" and the realization that when you change scale the answer changes. In the larger scale it is possible to build at a much greater detail level, so the concept of "Good Enough" needs to change. And as your skills improve you need to constantly keep raising the bar. In large scale, Jim finds he can model actual individual people that were on the SR&RL back in the day.

Jim still finds plenty to work on with the SCN. Recently he went through and added ACI labels to most of his cars (on the prototype they never actually placarded every car). A long term project is the powering of all switch frogs with Tam Valley Depot Frog Juicers. The most recent project is the upgrading of Jim's log train. PCR member and logging expert Jim Zeek told Jim it would take a 30 car log train to keep a mill the size he has modeled in logs. Jim only has room for a 17 car train, but that is still 34 cars. Jim has recently replaced the trucks, added cut levers, stirrup steps and upgraded brake gear on all the cars, and has harvested new and larger logs from a Bottle Brush in his backyard to provide larger loads. (*Editor's note: see Jim's story about the log train on page 22.*)

Jim has been recognized for his contributions in the hobby on numerous occasions. He was awarded the Bill Jewett award about 12- 15 years ago for his contribution to the Op SIG. In 1997 he received the Redwood Empire Division Member of the Year Award, in 2013 he was awarded the PCR President's Award and in 2014 he received the very prestigious John Allen Memorial Award.

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Looking Back ct'd.

Jim's Santa Cruz Northern was featured in an Allen Keller video in 2000. In 2021 a well done video by John Abatacola / TSG Multimedia on Jim and his layout was added to YouTube. Jim has been very generous in his time helping others. Over the years, his imprint has been emplaced on several other layouts. Including in this list are of course other members of the round-robin groups Jim has been in. In the past Jim built many of the coal tipples and loaders on Gary Segal's EK Division layout in Santa Barbara, worked on Rod Romano's first layout in Livermore, and Michael Stimac's Philadelphia Terminal Division in Pacifica. Jim has worked often with Bill Kaufman on his State Belt Railroad, and he is currently working on Paul Weiss' Central Vermont layout, where he is developing a database of prototype car routing along with building two steam era engine terminals. Pushing our skills past boundaries is always important to Jim, whether you do it alone on your layout or through working with others on different layouts. Helping others on interesting projects, improving your own skill sets and knowledge and sharing are important elements of Jim's participation in the hobby.



The hobby is certainly one of lifelong learning. Jim especially enjoys sharing what he has learned and developed with others and feels this is one of the critical elements that makes our hobby so special. Recently Jim has been learning how “keep alive” circuits and how high capacity capacitors can be used with DCC decoders in our locomotives.

Jim regularly “bench marks” where he is with his layout. He is currently awaiting the arrival of Rapido's new Santa Fe Refrigerator Dispatch mechanical refrigerator cars. Jim expects them to set a new bar for reefers on the SCN. Once they are on the layout other cars will need to be either retired or upgraded to the level of the new arrivals.





We will plan on our 2023 schedule beginning with 1/7/23 as our first virtual Saturday Meet after the holidays.

• **2023 Physical Event Locations**

We are seeking locations to do a physical event (without an auction) at locations in the region. Unless there is a change, for a Winter Meet (in February 2023), the goal is to do the East Bay (Pleasanton to Concord), and a Fall meet (September) on the SF Peninsula. Our challenge is not having a facility that charges. If you have potential access to a facility for one of those events, please contact Phil Edholm or Brian Booth. A church, library, school, or model club would be a great option. We really need two rooms for clinics as well as an area for models/ displays.

Coast YouTube Channel Links

Coast video and hybrid meetings are available on the Coast YouTube channel.

- Coast YouTube channel main page - https://www.youtube.com/channel/CpKgBn_Dcaf1gOA8nGvWDGQ
- <https://www.youtube.com/playlist?list=PLA57UgqNHvYTVRMIDAndru91wFwTSFHe8> is to a playlist of all recorded Coast eClinics.





In Person, Zoom, or Hybrid?

Model railroading activities have started to return to normal.

Many of the shows that were cancelled during COVID have returned as in-person events. Many recent conventions and shows had good attendance, but still lower than pre-COVID numbers. The Daylight Division numbers have not been as good as hoped.

During the lockdown, many of us took to devoting more time to completing modeling projects that had been put off due to lack of time. Many of our meetings moved to virtual meetings, where many of us became Zoom experts. We, in the Daylight Division were no different than the rest of the population. We began meeting by Zoom and continue to do so. Our return to in-person meetings began last May with a hybrid meeting where some of our members joined by Zoom. We learned how to do hybrid meetings. Our next meeting originating from the Historic Kingsburg Depot was also hybrid. We learned a bit from our first meeting and made some changes. An improvement, but we still need to change a few things to make the experience better for all the attendees.

A new budget item for the region is to allocate funding for Zoom subscriptions to support another avenue for interaction and camaraderie among its members. There is a debate going on in the planning of our next meeting in the spring. We are planning another hybrid event. My personal preference is to hold the meeting in-person, but for various reasons, Zoom offers many advantages over in-person meetings such as time, money, and gas savings. During the SPC 2021 PCR convention, held entirely online, many attendees remarked that had it not been for Zoom, they would not have attended an actual in-person convention because of distance, cost, or a medical disability prohibiting lengthy trips. We did have attendees from New Zealand, Canada, and the UK, who otherwise would not have attended.

We are planning to make better use of regional tools to publicize the upcoming events including the use of Constant Contact.



Redwood Empire Division Report

by Paul Weiss



The Redwood Empire Division enjoyed a return to our traditional roots with our first in person Meet since the pandemic. My confession: I hadn't ever been to one and, because it was the first of its kind in so long, I had doubts about how well attended it would be. In fact, we had a robust turnout, some terrific modeling projects that were the show and tell, and perhaps least exciting was a lengthy presentation by me about our Central Vermont in Northern California project. No rotten tomatoes were thrown... which I attribute to the strict "no food in the main ballroom" rule at Monroe Hall. That said we did enjoy lunch together too... in the kitchen/dining area!

This was a landmark Meet in another way too, it was our first HYBRID MEET where viewers from afar could "zoom in". Getting this initiative off the ground at all was a matter of great pride for us... we did get numerous zoom attendees and two of them even won door prizes. This helped us affirm our commitment to doing more HYBRIDS. However, technical difficulties did plague us despite much preparation and a dress rehearsal conducted by the staff. My camerawork was deemed as lacking, rightfully so I'm sure, and the call both went dead for a while and suffered some audio challenges despite the microphones we had tried to use and successfully auditioned. I mention these shortcomings to honestly concede that while we delivered a useful product, it is clearly needing even more careful attention to get it just right. Bear with us! Innovation requires making mistakes and learning from them. RED will have a robust hybrid offering in the year ahead, and already some ideas to improve are being executed.

It's obvious that model railroad events and video conferencing will go hand in hand for as far out as we can all see. I hope you will join us next time (late February) and take full advantage of the excellent offering that other regions and individual modelers have been hosting throughout our Region and beyond.



**Ballast Load For An SP&S Hart Convertible Ballast Car
Dave Turner - R.E.D. Fall Meet**



**Rolling Stock Need Not Bankrupt You
Verne Alexander - R.E.D. Fall Meet**

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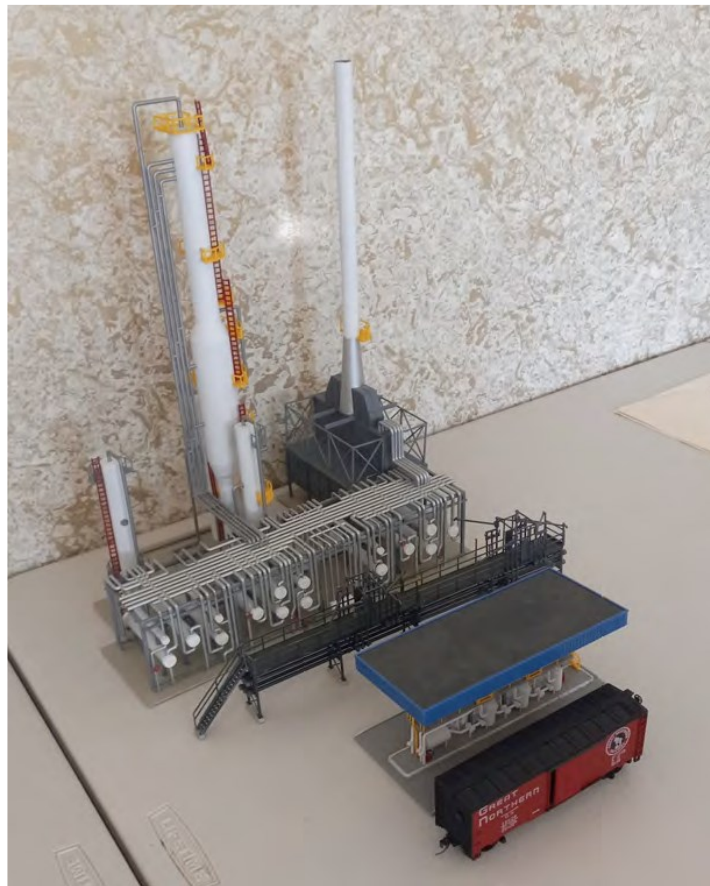


Portola Station As It Was In 1952
Ron Kaiser - R.E.D. Fall Meet



Prints From William Henry Jackson's Rocky Mountain Railroad Album: "Steam and Steel Across the Great Divide."

Steve Skold - R.E.D. Fall Meet



Rail-Side Industries
Dave Grundman - R.E.D. Fall Meet



Sierra Division Report

by Chip Meriam

Orland, CA Was The Place To Be on Saturday, November 12. Mike Hamlin hosted the Sierra Division in-person meet in Orland on that day, and it was a fabulous event. The first stop was Mike's home, featuring a G scale garden railroad in the center of his circular driveway, an HO scale layout in a separate outbuilding, and a furry, four-footed welcoming committee named "Frozen."



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Sierra Division, ct'd.

The next stop was Mike's neighbor, Juston Cheney. Juston is into trains in a big way (literally). There is a G scale railroad suspended from the ceiling of his family room. Juston custom built the cabinet-quality hangers and roadbed. He is also constructing an N scale model railroad in the basement.



Juston's second (or third) hobby is restoration and operation of prototype track speeders. He has two in his shop (shown in photos) and another one stored for future restoration.



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Sierra Division, ct'd.

Our third step was another N scale layout in Dusty Lefdal's basement. The layout is in various stages of construction, and he was happy to have us visit and offer advice.



Our final stop was the Glenn County Fairgrounds, where we were treated to a train ride on the Orland, Newville, and Pacific narrow gauge excursion railroad. The ON&P is operational during the Glenn County Fair in May, as well as various other special events throughout the year. We departed from the passenger platform adjacent to the preserved Southern Pacific depot, rode around the fairgrounds, and came to a stop at a shaded picnic area where Mike Hamlin was busily preparing a tri-tip barbecue lunch for all of us.

Following lunch, we were able to tour the inside of the depot, where the agent's office and living quarters have been preserved just as they were when the depot was closed. The depot is a treasure-trove of artifacts from a bygone era.

Later in the afternoon, we held our business meeting and contest inside the depot as well.



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MODELING CONTEST



1st Place, Model - Walt Schedler



2nd Place, Model - Chip Meriam



3rd Place, Model - Lou Anderson



1st Place, Photo- Walt Schedler



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
- 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
2023 Convention Co - Chair
chipmeriam@comcast.net











pcrnmra.org/conv2023/



Time Table

Calendar

	<p>December 25, 2022 -</p>
 	<p>December 30, 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>Fees:</p> <ul style="list-style-type: none"> • \$5.00 Adults • \$3.00 Seniors & Children (6-12 yrs) • Children under 6: FREE <p>For information call: (925) 937-1888 Visit our website: wcmrs.org Like us on Facebook: www.facebook.com/wcmrs</p> <p>January 15, 2023 - 1:00 - 4 pm. The San Ramon Valley Branch (SRVB) of the Southern Pacific Railroad Historical Model Railroad Layout Group, present an N-scale model of the SRVB as it was circa 1914 to 1924 at the new Concord Historical Society Museum Exhibit Space, 1928 Clayton Road, Concord, CA. MAP</p> <p>Built by PCR members Pete Bidsong, Brian Booth, Dave & Emma Connery, Wayne Floyd, Paul Ingraham, Steve Lane, Mike O'Donay, and Doug Smith, the model currently includes the towns and depots at Avon, Concord, Walnut Creek, Danville and San Ramon, and will be continued to include more locations in the future. (FLYER)</p> <p>This operating model of the important transportation corridor (much of today's Iron Horse Regional Trail) serving the central Contra Costa area is being accurately modeled based on extensive historical research. Visitors will see realistic models of structures, scenes and trains operated as they once ran through these central points in the local area. The modelers will be available to discuss the railroad, its customers and equipment from the era, and talk about how they are recreating this historic slice in time.</p>
	<p>January 28 - 29, 2023 - 10:00 am to 4:00 pm, Great Train Show, Cal Expo, 1600 Exposition Blvd, Sacramento, CA. • MAP</p> <p>Show Highlights:</p> <ul style="list-style-type: none"> • 2 PACKED BUILDINGS, full of dealers with ALL sizes & Scales! • 350+ Tables of trains for sale and exhibitors from across the country! • Dealers with everything imaginable for trains & Model Railroading! • Engines, Rolling Stock, DVD's, Hats, Scenery Material, Track, Trees, Decals, T-Shirts, Books, Magazines, Tools, Lionel, DCC, Thomas, New, Used, Collectible, Everything Trains! • Operating Model Railroads in a variety of Sizes & Scales! • Door Prizes! • Plus Much, Much More!
	<p>February 11, 2023 1:30 PM - Special Visit Accommodations at the California State Railroad Museum - 125 I Street, Sacramento</p> <p>The Sierra Division has made arrangements with the California State Railroad Museum in Sacramento to offer a free admission day on Saturday, February 11 for all NMRA PCR members in good standing. For those of you who haven't visited the NMRA's "The Magic of Scale Model Railroading" exhibit at the museum, this is a great opportunity to see it. Former NMRA President and PCR member Charlie Getz played a key role in making this exhibit happen and he has agreed to be available to give a guided tour or two that day as well as answer questions that you might have about the exhibit. If you are interested in taking advantage of this complementary admission offer, please RSVP via e-mail to Sierra Division Superintendent Dave Putnam no later than February 8th. Please use "CSRM RSVP" in the subject line on your RSVP and include your full name and division name (if you know what it is) in the body of the e-mail. Park aides at the museum lobby admission desk will be provided with a list of names for those who've sent RSVPs. No complementary admission will be available to those who fail to RSVP.</p>
	<p>March 25 - 26, 2023 - 10:00 am to 4:00 pm, San Mateo County Event Center, 1346 Saratoga Drive, San Mateo, CA 94403. • MAP</p> <p>Show Highlights:</p> <ul style="list-style-type: none"> • PACKED BUILDING, full of dealers with ALL sizes & Scales! • 350+ Tables of trains for sale and exhibitors from across the country! • Dealers with everything imaginable for trains & Model Railroading! • Engines, Rolling Stock, DVD's, Hats, Scenery Material, Track, Trees, Decals, T-Shirts, Books, Magazines, Tools, Lionel, DCC, Thomas, New, Used, Collectible, Everything Trains! • Operating Model Railroads in a variety of Sizes & Scales! • Door Prizes! • Plus Much, Much More!
	<p>April 26 - 30, 2023 - Rails by the River 2023, Joint PCR/FRRS 2023 Convention, Courtyard by Marriott Sacramento Cal Expo, 1782 Tribute Rd, Sacramento, CA 95815. • MAP</p>
	<p>August 20 - 26, 2023 - Texas Express 2023, NMRA National Convention, Hosted by Lone Star Region, Convention Hotel: Gaylord Texan, 1501 Gaylord Trail, Grapevine, Texas, USA • MAP</p>



January 28 - 29, 2023 - 10:00 am to 4:00 pm, [Great Train Show](#), Cal Expo, 1600 Exposition Blvd, Sacramento, CA.

March 25 - 26, 2023 - 10:00 am to 4:00 pm, San Mateo County Event Center, 1346 Saratoga Drive, San Mateo, CA 94403

Show Highlights:

2 PACKED BUILDINGS, full of dealers with ALL sizes & Scales!

350+ Tables of trains for sale and exhibitors from across the country!

Dealers with everything imaginable for trains & Model Railroading!

Engines, Rolling Stock, DVD's, Hats, Scenery Material, Track, Trees, Decals, T-Shirts, Books, Magazines, Tools, Lionel, DCC, Thomas, New, Used, Collectible, Everything Trains!

Operating Model Railroads in a variety of Sizes & Scales!

Door Prizes!

Plus Much, Much More!

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Time Table, ct'd.



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



August 4 - 11, 2024
The Westin Long Beach
333 E. Ocean Blvd.
Long Beach, CA



Monthly Activities

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

First Saturday 10:00 AM / San Leandro Historical Railway Society (HO, O, G), Monthly meeting / 1302 Orchard Ave, San Leandro, CA / Eugene 510-963-2985 / Info: info@slhrs.org.

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

First Saturday 12:30 PM / European Train Enthusiasts (ETE) Sacramento Chapter (HO, HOM, N) 3600 J Street, Sacramento, CA. (entrance from 36th Street near East Sacramento YMCA). Social and H0 layout running 12:30 to 2:00 PM, then program/show and tell, followed by 2:30 PM business meeting. / Contact: Dusan Petras (650) 300-9504 or Jim Fischer (916) 965-7117, e-mail: dusanpetras@aol.com / See the website for additional information: www.ete.org.

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

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

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

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

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

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

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

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

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

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

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

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

Third Wednesday 8:00 PM / West Bay Model Railroad Association, Monthly Business Meeting, 1090 Merrill Street, Menlo Park, CA / e-mail westbaylines@gmail.com

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

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

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

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

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



Enjoy the fellowship and learning experiences of a club near you

Alameda County Central Railroad Society

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

Contact: Gary Lewis 925-455-8135

Email: glslewis@comcast.net

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.

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

Continued on page 49

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.

South Coast Society of Model Engineers

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

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

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

Tri-city Society of Model Engineers

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

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



IMPORTANT !!!!

Continued on page 50

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.

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

Just contact our editor, Chip Meriam, at:

chipmeriam@comcast.net

We're looking forward to hearing from you!





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