



BRANCH LINE

NMRA'S FIRST REGION



Sugar Pine Centennial 2021 Convention Highlights

By Chuck Harmon, MMR

Come to Fresno for the 2021 PCR Convention arriving April 22nd and leaving April 24th. A full schedule of the usual events is planned, including contests, clinics, swap meet, layout tours and op sessions, plus excursions to the Hillcrest and Wahtoke 5" scale railroad and the Yosemite Mountain Sugar Pine Railroad.

The Sugar Pine Centennial 2021 PCR Convention hotel is the Wyndham Garden Fresno Yosemite Airport, 5090 East Clinton Way, Fresno, conveniently located adjacent to the Fresno Yosemite International Airport. This facility offers modern comfortable accommodations and complete convention services under one roof.

Early Registrant Bonus: By the time you read this the time for the drawings may have expired, but just in case you are reading this before December 31, 2020 you could still get in on one of these drawings:

1. Two drawings for a cab ride in a YMSPRR Shay for everyone registered who purchases a ticket for the YMSPRR excursion by December 31, 2020.
2. One drawing for an opportunity to operate the live steam engine at H&WRR (with the help of a qualified engineer) for everyone who registers and purchases a ticket for the H&WRR excursion by December 31, 2020.
3. The BIG one: One drawing for a free YMSPRR excursion ticket, that includes the bus ride, train ride, dinner, and cab ride, (a \$95.00 value) open to everyone who registers by December 31, 2020.

If you haven't registered yet, go to the PCR web site (<http://www.pcrnmra.org/conv2021/registration.html>) and click on Registration, then scroll down to the Online Registration Form, or use the Mail-in Registration Form (find form on page 12).

Frank Markovich, MMR, was our December winner of a cab ride on the YMSPRR! An additional benefit for beating the December 31st deadline is that the "early Bird" registration fee of \$80 expires then and goes up to \$85.00.



Yosemite Mountain Sugar Pine Railroad (Photo by Chuck Harmon)

see "Convention" - page 9

PCR Call Board

Category	Name	Phone	Email
Officers, BOD	President, Chris Palermo	650-208-3150	PCRPREZ@nmra.org
	Vice-President, Frank Markovich, MMR	408-505-2727	frank@frankmarkovich.com
	Treasurer, Bob Osborn	925-519-6016	brakemanbob@yahoo.com
	Secretary, Chip Meriam	530-899-2609	chipmeriam@comcast.net
	Director - Daylight, Ed Merrin	707-542-3620	edmerrin@comcast.net
Administration	Director - Coast, Lisa Gorrell	925-228-4429	snrylisa@gmail.com
	Director - Sierra, Jim Collins	209-566-0935	jimcol51@gmail.com
	Director - RED, Giuseppe Aymar, MMR	707-291-0701	giuseaymar@aol.com
	Manager, Chris Palermo	650-208-3150	PCRPREZ@nmra.org
	Budget and Finance Committee [President, Vice-President and Treasurer]		
	By-laws and Manual Committee, (vacant)		
	Nomination Committee Chair, Dave Connery, MMR	925-735-0134	dgconnery@sbcglobal.net
	Ballot Committee, Jim Provenza	415-472-6715	rrjim@aol.com
	Honors Committee, Ray deBleck	510-521-9778	RaydBCS@aol.com
	Storekeeper, Ted Moes	510-749-7099	ted@tjmoes.com
Membership	Audit Committee, John Houlihan	559-435-0874	oscalejohn@gmail.com
	Historian, Dave Connery, MMR	925-735-0134	dgconnery@sbcglobal.net
	Manager, Doug Wagner	661-589-0391	CarlDW@aol.com
	Member Services, Bob Ferguson	925-228-6833	BobPCRCD@aol.com
	Member Aid, Rod Smith	510-657-3362	Railgeezzer@aol.com
Pubs.	Education (vacant)		
	Special Interests, Seth Neumann	650-965-4687	sneumann@pacbell.net
	Manager, Gus Campagna	707-664-8466	campgus@earthlink.net
	Editor, Chip Meriam	530-899-2609	chipmeriam@comcast.net
	Webmaster, Dave Grenier	408-431-8989	pcrWebmaster@pcrnmra.org
Conv.	Chief Marketing Officer, Pete Birdsong, MMR	859-552-5467	rrpeteb@gmail.com
	Manager, Tom Crawford	510-790-0371	tom@thecrawfordfamily.net
	2021 Fresno, Bill Scott	559-298-7715	spc2021chair@pcrnmra.org
	Walter Mizuno	559-977-8577	spc2021chair@pcrnmra.org
	2022 RED, Cliff & Denni Baumer	707-980-3250	pcr2022conv@gmail.com
Contest	Manager (vacant)		
	Daylight Division, Chuck Harmon, MMR	559-299-4385	harmonsta@yahoo.com
	Coast Division, Jim Eckman	650-996-6728	jim_eckman@roninengineer.com
	Sierra Division, Gary Ray	530-990-1276	Gerber1926@gmail.com
	RED, Giuseppe Aymar	707-291-0701	Giuseaymar@aol.com
AP	Manager, Jack Burgess, MMR	510-797-9557	jack@yosemitevalleyrr.com
	Daylight Division, Dave Grenier	408-431-8989	grenida@pacbell.net
	Coast Division, Earl Girbovan	650-248-9255	egirbovan@netzero.com
	Sierra Division, Dave Bayless	530-613-5784	davebayl@pacbell.net
	RED, Giuseppe Aymar, MMR	707-291-0701	Giuseaymar@aol.com
Daylight	Superintendent, Mike O'Brien	661-654-0748	obsmobile@msn.com
	Clerk / Paymaster, Bob Sexton	559-325-7528	geezerbob5591@sbcglobal.net
	Editor, Chuck Harmon	559-299-4385	harmonsta@yahoo.com
	Contest, Chuck Harmon	559-299-4385	harmonsta@yahoo.com
	Achievement, Dave Grenier	408-431-8989	grenida@pacbell.net
Coast	Membership, Doug Wagner	661-589-0391	CarlDW@aol.com
	Member Aid, Bob Pethoud	559-438-7705	pethoud@comcast.net
	Webmaster, Dave Grenier	408-431-8989	grenida@pacbell.net
	Superintendent, Phil Edholm	408-832-5618	pedholm@pkeconsulting.com
	Clerk, Brian Booth	925-324-2181	carcrazy832@yahoo.com
Sierra	Paymaster, Bob Ferguson	925-228-6833	BobPCRCD@aol.com
	Editor, Pete Birdsong, MMR	859-552-5467	rrpeteb@gmail.com
	Contest, Jim Eckman	650-996-6728	jim_eckman@roninengineer.com
	Achievement, Earl Girbovan	650-248-9255	egirbovan@netzero.com
	Membership, Ronnie LaTorres	510-317-7456	veronicashadlow@yahoo.com
RED	Member Aid, Rod Smith	510-657-3362	Railgeezzer@aol.com
	Webmaster, Pete Birdsong, MMR	859-552-5467	rrpeteb@gmail.com
	Superintendent, Chip Meriam	530-899-2609	chipmeriam@comcast.net
	Clerk, Dave Fryman	925-360-1377	fryperson@hotmail.com
	Paymaster, Steve Folino	916-359-7543	steve@fungusmungusrr.com
RED	Editor, Chip Meriam	530-899-2609	chipmeriam@comcast.net
	Contest, Gary Ray	530-873-0626	gerber1926@gmail.com
	Achievement, Dave Bayless	530-613-5784	davebayl@pacbell.net
	Membership, Jim Collins	209-566-0935	jimcol@charter.net
	Webmaster, Gus Campagna	707-664-8466	campgus@earthlink.net
RED	Superintendent, Scott Lockhart	707-775-9889	scottnl1947@gmail.com
	Clerk / Paymaster, Dave Grundman	707-584-1964	dave_pat_1999@yahoo.com
	Editor, Scott Lockhart	707-775-9889	scottnl1947@gmail.com
	Program, Al Merkrebs	707-953-5358	alm@sonic.net
	Contest, Giuseppe Aymar, MMR	707-291-0701	Giuseaymar@aol.com
RED	Achievement, Giuseppe Aymar, MMR	707-291-0701	Giuseaymar@aol.com
	Membership, Gus Campagna	707-664-8466	campgus@earthlink.net
	Webmaster, Gus Campagna	707-664-8466	campgus@earthlink.net

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Chip Meriam
 2260 Cherry Glenn Court
 Chico, CA 95926
 Phone (530) 899-2609
 e-mail: chipmeriam@comcast.net

All comments about materials contained in the BRANCH LINE should be mailed directly to the PCR Publications Manager, 1915 William Drive, Penngrove, CA94951.

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 2021

APR-MAY-JUN 2021 issue

Articles due by
March 10, 2021

JUL-AUG-SEP 2021 issue

Articles due by
June 10, 2021

OCT-NOV-DEC 2021 issue

Articles due by
September 10, 2021

JAN-FEB-MAR 2022 issue

Articles due by
December 10, 2021

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

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PCR Membership Tracker

<u>Division</u>	<u># Members</u>
Coast	392
Sierra	240
Redwood Empire	120
Daylight	104
Total PCR Members	856

From The President



By Chris Palermo

Autumn Is Now A Memory as we head through winter and toward spring having done several successful online virtual programs recently. On December 2 the vendor Model Train Technology showed its innovative products for car and structure lighting. On December 12 I entertained a group with tales of the Pacific Coast Steamship Company's Alaska tourist business; PCSC owned the Pacific Coast Railway, a fascinating Central Coast narrow-gauge operations. Videos of both are available and links have been sent to you by e-mail in our bulletins. More are coming, and your ideas for these are welcome.

As I write, Hannukah has begun and Christmas is two weeks away. These holidays and others are a magical time of year, even in an extraordinary year like 2020. We have the advantage that trains have a long and positive association with the winter holidays. Although I am a dedicated HO scale modeler with interest in Southern Pacific prototype practices, I can't help but get giddy each December when I retrieve my On30 equipment from storage and set up Bachmann EZ-Track around the Christmas tree. Around Thanksgiving my siblings start asking me when it will be running so they can see it. We "serious" modelers may regard these displays as toylike—but non-hobbyists love them, and you never know when others one of these displays will spur genuine interest in our great hobby. So run your holiday trains without regrets.

In January we're co-sponsoring the annual Bay Area Layout Design and Operations Weekend, a fantastic opportunity to get your layout design questions answered, see great layouts, and operate on them virtually. Every year Seth Neumann and his team do a stellar job of planning and executing this weekend, and I encourage you to participate for at least a few hours, even if operations isn't your "thing". From the design discussions alone, we all can learn tips for planning, expanding, or revising our layouts. If something about the design or running of your layout isn't quite right, don't be afraid to change something and consult with others.

For our virtual programs, we're actively investigating new options in cameras, lighting, shadow boxes and other technology to improve our presentation using existing online platforms. This isn't an easy task as computer bandwidth, server-side compression by the free services, and other factors can work against us, affecting the quality of our presentations. But Earl Girbovan and friends in Coast Division have done some great investigative work in this area and we hope to share the results soon.

We held a productive Board of Directors meeting on November 7, 2020 and I look forward to meeting again with the Board as needed this spring and in connection with the 2021 PCR convention at Fresno. We have made some much-needed modernizations to our Manual of Operations relating to conventions, and revision of our detailed Convention Manual continues apace. These documents are key ways that we communicate institutional knowledge to new leaders, so their continued accuracy is important. We also accepted with sadness the resignation of Pat LaTorres as Contest Committee Manager. Pat has held numerous leadership positions in PCR, including President, having devoted thousands of hours to our organization with enthusiasm and attention to detail. He will be sorely missed. Thanks, Pat! At this time, our Contest Chair position is open.

Speaking of our annual convention, the 2021 committee is doing a fantastic job of arranging tours, clinics and other goodies for your consumption. They have also helped us prototype RegFox, our new online registration software, and while there have been bugs, the committee has shown a great spirit of resilience and is helping us be well positioned to complete this convention and do 2022 registration online. Register now if you have not done so! We really need your registrations to avoid a cancellation for "lack of interest." PCR is committed to running a safe convention and the host hotel will be helping us conform to all current county, state and national CDC guidance. If a late cancellation occurs, a full refund of fees is assured. As I write, the US has started shipping the Pfizer vaccine so the light is at the end of the tunnel. In my other hobby, stamp collecting, a large club in St. Louis held its regular show in August, 2020, attended by 37 dealers and several hundred patrons; mask and distance guidelines were observed and there have been no results of problems afterward. So in-person events can be held if government orders permit. Please "think positive" and join us for safe in-person events when local county orders allow it.

We have an election soon and I am standing for a second term as PCR President. I am also one of two candidates for At-Large North America Director, a position on NMRA's national Board of Directors. If elected to that position, I will be required to resign from PCR leadership effective July 11, 2021. Thank you for your past support and if I can assist you in any way, please contact me without hesitation.



From The Vice President



By Frank Markovich, MMR

I want to start by wishing each and every one of you Happy Holidays! I Hope that next year will be one when we can get together again.

I did a "Weathering" clinic with an emphasis on wood and metal. I demonstrated many of the techniques. To do it, I used a studio setup for the audio. Some of the topics I covered were:

1. How to finish wood in layers - paints and stains and when to use.
2. Distressing wood - both with lots of detail and then just quick and easy.
3. Peeling paint - various ways - advantages and disadvantages to each.
5. Metal - this includes rolling stock, vehicles, and detail parts.
6. How to layer on metal. Seems backwards but starting with a basic rust and building on that.
7. Will cover paints, stains, powders, pan Pastels, rusting acids etc. Safety will be stressed.
8. Flattening finishes - the do and don'ts.
9. What we can do now that Floquil is no longer produced.

I will be doing a series on those topics starting with this report.

Driftwood Substitute

Here is a substitute for Floquil Driftwood. I have used it and it is very close if not exact.

Driftwood formula. Its supposed to be a dead ringer for Floquil driftwood!!! Can you imagine 2.5 quarts (yes, I said quarts, not ounces) of Driftwood stain for under 20 bucks??

Start with 1 qt of Sherwin Williams "Pickled White" Interior Wood Oil Stain Wood Classic." Have the following tint added:

W1-20
B1-16
Y3-11
Y1-2

The only requirement is that the Sherwin Williams outlet you get this from must have the computerized mixing setup.

Most wood I used will be weathered. For the exterior I use driftwood. For interior a light stain such as oak or rosewood looks nice. You can use Minwax or similar stains. I still have lots of Floquil stains.

I know that most of you are sheltering like me, so a reminder that achievement judging can be done remotely for all but a few categories. But for those categories, Structures, Cars, and Motive Power, the NMRA will allow some onsite judging Contact me if you're interested.

We won't be able to meet in person until sometime next year. I am hoping that we can meet for the Fresno Convention and, for me, the West Side Reunion and the Sierra Seminar. Then we have the NMRA National.

Thank you and happy modeling!

If you have comments or ideas contact me at frank@frankmarkovich.com Thank you Frank.



An Acronym And A Grab Bag

Let me get the acronym out of the way first because it's been bugging me since sometime in September.

I enjoy college and professional football games during the fall. With a television in my train room, I frequently have a game on while I'm working on various model railroad projects. This season a new bit of nomenclature has arrived in the broadcast booth: "Run-Pass-Option". In keeping with the usual evolution of such terms, the Run-Pass-Option has been distilled to an oft used acronym, "RPO". As you might imagine, every time I hear RPO I envision something entirely different from an athletic quarterback sprinting across the football field. I immediately conjure up a specialized railroad car—the Railway Post Office.

There. Enough of that. Now on to the grab bag.

In the last issue we had a story from new contributor, Jon Schmidt. This time Jon is back with another piece on the building of his Nicasio Northern (see page 28). Immediately following the Nicasio Northern story, Jon has another short piece about a clever way to simulate brakemen.

This is the January-February-March 2021 issue, but it could also be the Doug Wagner issue. You will find Doug in his own "Membership Missives" column on page 7. Doug also appears in "Honors in the Year of the Pandemic" on page 18, and Doug is featured in Dave Connery's column, "Looking Back" on page 26.

Despite the pandemic mitigation measures, the four divisions have been busy these past few months. ZOOM is the new big thing, and it seems as if it may be here to stay. Be sure to check out the Division Reports beginning on page 35.

Be sure to have a look at the feature story on the Sugar Pine Centennial 2021 PCR Convention in Fresno. Take special note of the various drawings for which you will be eligible if you register by December 31. Also note, the Early Bird registration fee discount ends on December 31. Even if you miss the December 31 date, please be sure to register before February 20, when the convention committee must make a decision about moving forward with the convention or cancelling.

Finally, fellow PCR members, I wish you and yours a blessed and joyous holiday season.



Happy Reading!



Chip Meriam, Editor

Membership Missives

by Doug Wagner, PCR Membership Manager



Well, since I am the Membership Department Manager, I guess I should mention something about membership. That's what the folks that pay me for this expect me to do. What, you thought I did this for free?

Anyway, be that as it may, and I doubt if it ever was (those folks old enough will remember that as a quote by the great, Steve Allen—for those not old enough, Google "Steve Allen"), here is your Membership thingee for this issue:

If you change anything related to your NMRA membership contact information, be it your name, mailing address, phone number or email (I just knew he was going to include that dreaded email thing, again!), please contact your division membership manager. Or you can bypass the middleman and make the changes directly on the NMRA's web site. Just please—and pretty please—make someone aware of any contact changes so that we can keep you informed on any events happening in the PCR! OK, that's it for the Membership Department! Now on to more fun stuff!

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

At the time I wrote this article, we were mandated for a 'Stay At Home' #2, or is it #3 (I give up—I've slept since then and have lost track), and

to not even make visits outside of our households. Anyway, the anti-social hermit in me just saw this as another excuse to not go out and, instead, get some more progress done on my layout. One thing about this pandemic—at least for model railroaders—is that we were already equipped and trained for situations just like the one we are currently experiencing. Since we can't get out and can't visit anyone, no one will drop by and take valuable time from your trains! So, while my wife, the schoolteacher, is ZOOMING with all her students, she sure doesn't want me in the house yelling at the dogs in the background so her students can hear some of my more colorful English. She teaches them English—but not that type of English! So, I stroll on out to my layout room to get some necessary work (it's not really work, is it?), accomplished on my layout.

In the last issue of the Branch Line, I had just started construction on Main Street, Porterville, California. I'm still nowhere even close, but Tuesday, December 8th, was the Grand Opening of Paco's Tacos. It was even more appropriate that, as I had my first meal at Pacos Tacos, it was—you guessed it—Taco Tuesday!

IMPORTANT !!!!



Drone View Of Downtown Porterville, CA



This Newest Business Has The Finest Mexican Cuisine in Porterville--
Paco's Tacos

Continued on page 8

Membership ct'd.

The next item to get started on the Main Street project is the used car lot, Dewey, Cheatem & Howe Used Autos, to be established next to the lumber yard. I will have photos of that for the next issue of the Branch Line.



Future Site of Dewey, Cheatem, & Howe Used Cars



In closing, we have been blessed, here in the PCR, to be home to some of the most talented layout builders in the hobby. My layout will never come close to those layouts that I, and I'm sure most of you, have had the pleasure to be able to visit and operate during conventions. But I can't be the only one in the PCR who is constructing a layout. So, I'm going to throw out a challenge to those who are constructing layouts: Let's see some photos of your layout in progress. I mean, you don't want to just see my layout, do you? So, *Branch Line* editor, Chip Meriam, will be more than thrilled to get folks to send him stuff to publish, about their layouts under construction, in the *Branch Line*, aren't you, Chip? [as a matter of fact, YES, Doug...c.m.]

Until next time, may all your signals be green and your trains on time. Time to highball it!

Oh, and I almost forgot, *Feliz Navidad and Prospero Ano Nuevo!*



Welcome Aboard ! PCR's Newest Members		
Member	City, Sate	Date Joined
Neuronal Triathlete	Coast San Jose CA	11/6//2020

Outside Activities at PCR 2021:

Hillcrest and Waatoke Railroad

The Sugar Pine Centennial Convention Committee is planning to take a bunch of us for a ride on the Hillcrest and Waatoke Railroad just north of Reedley, California about a half-hour drive from the hotel. This is a 15" gauge, 5" scale railroad on a tree farm east of Fresno.



In addition to the railroad that you can ride, there are extensive shops where live steam equipment is built, maintained and restored. Many pieces of equipment from Disneyland have come through the Hillcrest shops for restoration. Our trip is planned to be an exclusive activity just for our convention, including a shop tour.

You can learn more about the railroad at their web site (www.hillcrestreedley.com).

The Hillcrest and Waatoke Railroad tour will take place on Wednesday, April 21st, the day before the start of the convention. Participants will need to provide their own transportation to the railroad. Dinner is included with the \$35.00 extra fare.

Hillcrest & Waatoke Railroad
(Photo by Chuck Harmon)

Yosemite Mountain Sugar Pine Railroad

The Yosemite Mt. Sugar Pine Railroad tour will be held on Thursday, April 22nd. A bus will pick up participants at the hotel and return in the evening. The \$95.00 extra fare includes the bus trip, train ride and dinner. This event is limited to 40 people, so get your registration in early. The railroad is located near Fish Camp in the Sierra Nevada. Participants are to take the bus rather than drive.

Non-Rail Hospitality Room:

Non-rail activities will include participation in the Arts and Crafts contest, as well as other categories, a luncheon, the non-rail hospitality room and a shopping tour. The convention committee is hoping that someone will volunteer to coordinate these activities. If you wish to participate as a volunteer at the convention, contact Walter Mizuno at <http://www.pcrnmra.org/conv2021/volunteers.html>.

Clinics:

Clinic chairman, Bruce Morden, presented a list of current clinics. Bob Chaparro plans to present multiple clinics on layout and rolling stock detailing, and citrus operations. Robert Pethoud will cover the basics of steam locomotives and the construction and operation of a portable switching layout. Jeff Johnson's two presentations will cover modeling the Sugar Pine Lumber Company and Minarets & Western Railway, and scratchbuilding / kitbashing when modeling a little-known prototype. Doug Wagner will give a presentation on the Sunset Railway. Bruce Morden's presentations will cover tree modeling and the use of Sanborn Maps for layout design. Seth Neumann will gather SIG members for a roundtable discussion.

Swap Meet:

One of the latest additions to the schedule of convention activities is a swap meet. It will be held at the Wyndham Garden Yosemite Airport Hotel on Friday evening April 23rd from 7 to 9 pm in Terraces A & B. Six foot tables are available for \$10.00 each, limit 2 per registrant. Tables include power and chair. The swap meet is open to convention registrants.

Sugar Pine Centennial 2021 will host a Swap Meet during the convention for all attendees. Any registered attendee can participate in selling off those treasures that only you thought you could love. Here's a chance to convert your surplus railroad inventory to cold, hard cash! (Volunteers Needed)

Swap Meet Rules and Procedures

Sellers will have 30 minutes for set-up and 30 minutes for teardown.

Tables (30" x 72") cost \$10.00 each, limit 2 per person.

Order when registering for the convention or, if already registered, on your personal RegFox account.

Tables will be selected or assigned in the order received.

Limit of 15 tables available.

Bring your own extension cords.

All transactions are the responsibility of the buyer(s) and seller(s). The Sugar Pine Centennial 2021 committee has no involvement with the transactions and will not get involved. Rules are subject to change without notice. By adding a Swap Meet Table to your shopping cart or registration form, you agree to these rules and agree to abide by them.

Continued on page 10

Layout Tours and Op Sessions:

There will be multiple self-driven layout tour opportunities during the convention. These tours provide an excellent opportunity to meet other modelers, and conversations in the car on the way frequently result in lasting friendships.

Here's the current (as of 12/12/2020) list of layouts that will be open for layout tours and/or operating sessions. More will be added, so please check the convention web site.

Belmont Train Group HO
Rob Briney - Sierra, Clovis & Western - HO *
Tom Davis - Southern Pacific - O
Bob Jakl - UP, AT&SF, CB&Q, Katy - O
Jim Niell - SP LA Division/Bakersfield Sub - HO *
Robert Pethoud - Fall Creek Branch - HO (On-site) *
Steve Silva - UP, CN, Milwaukee Road - HO *
Tom Sovulewski - San Joaquin & Sierra Railway - On30 *
Glenn Sutherland - Sierra Railway - HO *

**Op Session Scheduled.*



Mike Osborne - Gemco Local - 2020

Banquet:

The keynote speaker at the banquet will be Mike Osborne, who has served as a switchman and conductor on the Southern Pacific, then on the Union Pacific, in Southern California. Mike was scheduled to speak at one of the recently cancelled railroad conventions and has agreed to bring his fascinating experiences of “workin’ on the railroad” to our banquet on Saturday night, April 25th.

Contests at PCR 2021:

The Sugar Pine Centennial Convention will feature the full spectrum of contests, giving everyone a chance to earn a plaque and Achievement Program points toward becoming a Master Model Railroader. It's important to consider entering at this time of year so you will have time to plan and construct your contest entry or entries. You can find everything you need to know about the PCR contest at the PCR web site, <http://pcrnmra.org/pcr/contest/contest.shtml>.

There are nine model contest categories: Steam Locomotive, Diesel and Other Locomotives, Passenger Car, Freight Car, Caboose, Maintenance of Way, Structures, Displays, and Traction and Self-Propelled Cars. In addition to the model contests there is a Photo contest, a Module contest, and an Arts and Crafts Contest.

Besides the plaque and ribbon awards, any model that garners 87-1/2 points or more receives a Merit Award. For those working toward their Master Model Railroader, 3 Merit Awards are required in the Motive Category, 4 Merit Awards are required in the Car Category, and 6 Merit Awards are required in the Structure Category. See the NMRA web site for more information about the Achievement Program.

Contest Room Schedule (Subject to review and approval)

Thursday 9:00 AM to 5:30 PM Open during lunch break

Friday 9:00 AM to 5:30 PM Open during lunch break

Saturday 9:00 AM until completed

Contest Judging 3:00 PM to 5:30 PM

Contest entry pick-up if judging is completed After dinner to 10:00 PM. No exceptions please!

Convention Shirt:



This year's convention shirt is a 5oz. 65% poly/35% cotton pique, mint green polo shirt with the convention logo embroidered on the left side. It is available in sizes small to 5X and has flat knit collar and cuffs, metal buttons with dyed-to-match plastic rims, double-needle armhole seams and hem, and side vents.

Continued on page 11

Convention Shirt Sizes and Price

SIZE	COST
Small	\$28.00
Medium	\$28.00
Large	\$28.00
XL	\$28.00
2XL	\$30.00
3XL	\$32.00
4XL	\$34.00
5XL	\$36.00

Includes CA state sales tax

Shirts must be ordered by March 31, 2021 and can be picked up at the convention. Order on your mail-in or online registration form or, if already registered, on the Company Store page.

Shirts may also be ordered before the convention directly from the vendor, Daylight Sales (not affiliated with Daylight Division), at prices stated on their website, for shipment to your home prior to the convention. California state sales tax plus \$7.95 for shipping will be added to your order. Arrive at the convention in style wearing this comfortable classic polo, embroidered with the Sugar Pine Centennial 2021 convention logo.

NOTE: Orders placed on RegFox PCR NMRA or on the Company Store page include California state sales tax and shipping to the convention.

Convention Car:

A Convention car is being worked on by Milton SansSoucie, our convention treasurer. Milton is proposing a 3-D printed flat car lettered for the Sugar Pine Lumber Company. (See photo) This will be a limited edition. Price and other details to be announced later.



Volunteers and Contest Judges Needed!

Volunteers are needed to judge and staff the Contest Room to provide security for the entries. Model contest judges earn 2 time units towards their AP Association Volunteer Certificate.

Contact the Contests Chair, Chuck Harmon, or the Volunteer Coordinator, Walter Mizuno to assist in this very important function.

Volunteers are needed for the Swap Meet. If you can spare an hour or two, please let Walter Mizuno know.



REGISTRATION FORM ON NEXT PAGE





Sugar Pine Centennial 2021

PCR/NMRA 2021 Convention
 Hosted by the Daylight Division
 Wyndham Garden
 Fresno Yosemite Airport
 5090 East Clinton Way, Fresno, CA
 April 22—24, 2021

RETURN FORM AND PAYMENT TO:

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Registration Form

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Address		City		State	Zip Code	
Home Phone	E-mail Address			NMRA #		
Registration Type (Please check one)				NMRA Region (if other than PCR)		
<input type="checkbox"/> Model Railroader <input type="checkbox"/> Non-Rail or Spouse <input type="checkbox"/> Youth <input type="checkbox"/> Child <input type="checkbox"/> Day						
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times:						
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other:						
ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)						
Last Name		First Name		Name for Badge		
Registration Type (Please check one)		NMRA #				
<input type="checkbox"/> Model Railroader <input type="checkbox"/> Non-Rail or Spouse <input type="checkbox"/> Youth <input type="checkbox"/> Child <input type="checkbox"/> Day						
Available to Volunteer on <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times:						
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/>						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other:						
FARES: Please fill in QTY and Total				QTY	Unit Cost	Total
Early Bird Registration-Banquet Included (Ends 12:00 AM - at midnight - 12/31/2020)					80.00	
Full Fare Registration-Banquet Included (Begins 12:00:01 AM-01/01/2021)					85.00	
Non-Rail or Spouse Registration(may be modeler)-Banquet Included					65.00	
Youth Registration(12 - 18 years. Must be accompanied by an adult)-Banquet Included					65.00	
Child Registration (Under 12 years. Must be accompanied by an adult) -Banquet Included					30.00	
Day Fare (Saturday Banquet Not Included) <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat (\$30.00 for each day)					30.00	
Saturday Banquet Only (Banquet is included in all fares EXCEPT Day Fares)					30.00	
EXCURSIONS: Please fill in Qty and Total. See convention's website, "Excursions" for full details and info				QTY	Unit Cost	
Hillcrest and Wasatch Railroad Meet & Greet. ADVANCED SECTION Wednesday, April 21, 3 PM to 7 PM					35.00	
Yosemite Mt. Sugar Pine Railroad. Thursday, April 22, 2 PM to 9:30 PM					95.00	
Visit to the Woods. Thursday, April 22, Morning to early afternoon before Yosemite Mt. Sugar Pine Excursion					10.00	
MERCHANDISE: Please fill in QTY and Total. Price includes state sales tax when applicable				QTY	Unit Cost	
Polo Shirt <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL					28.00	
Polo Shirt <input type="checkbox"/> 2XL					30.00	
Polo Shirt <input type="checkbox"/> 3XL					32.00	
Polo Shirt <input type="checkbox"/> 4XL					34.00	
Polo Shirt <input type="checkbox"/> 5XL					36.00	
SWAP MEET: SWAP MEET: Fri, April 23, 7-9 PM. See https://bit.ly/3kqTfo8 for Rules & Procedures.				QTY	Unit Cost	
6' Table (Limit 2 Tables Per Seller/Registrant)					10.00	
Chairs (Limit 2 Chairs Per Seller/Registrant) Check box if you need electricity <input type="checkbox"/> No charge for chairs or elect.					0.00	
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash [Please use RegFox website listed above for credit card payment]					TOTAL:	
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Use your mobile device's scanner to scan the QR code on the left to link to the online registration form so you can register online.

COME. LEARN. SHARE...

MODEL RAILROADING IS OUR PASSION

Have you learned a special technique for your model railroad or while building or weathering some of your rolling stock? Would you like to share some of that learning with other model railroaders? Please consider giving a clinic at a model railroad convention.

Sugar Pine Centennial 2021 Pacific Coast Region Convention will be held in Fresno, CA from Thursday, April 22 through Saturday, April 24, 2021. Bruce Morden, Clinics Chair for the convention, would love to hear from you that you have something to share.



We are planning for a full slate of 22 clinics. There will be two rooms of clinics on Thursday, Friday and Saturday. We are hoping for some hands-on clinics where you can practice your modeling skills or learn some new ones.

Clinics are typically 45 to 50 minutes long. If you have something to share, please contact Bruce at spc2021clinics@pcrnmra.org.



And if you really enjoy giving clinics and want to step up to the next level, the National NMRA Rails to the Bay convention is coming to Santa Clara July 4, 2021-July 10, 2021. Bruce is the clinic chair for the National as well so if you want to practice in Fresno you can present again in Santa Clara. You have more than a year to prepare. For Santa Clara, we are looking for

clinics with a definite prototype flavor so anything about your favorite prototype is fair game. We are planning for over 250 clinics spread over the Sunday to Saturday run of the convention.

If you have an interest in presenting a clinic at Santa Clara, please contact Bruce Morden at bdmorden@sbceo.org

HELPER SERVICE

My name is Mike Hamlin, of the Sierra Division. My brother, a fellow model railroader, recently passed away. He left a large collection of N scale locomotives and rolling stock. Most items are brand new and never used, but they are not in the original boxes. Those that are not brand new were only used when he and his club went to shows.

Available for sale are:

1. Over 40 new and used DCC locomotives; including 25 BNSF, 10 UP, and a few assorted SP
2. Over 200 rolling stock; including over 100 box cars; 25 tank cars; 28 stack well cars; 50 covered hopper cars; misc flat cars with pipe loads; gondola cars; and trailer cars
3. Over 100 passenger cars; including California Zephyr, Amtrak car haulers; 40 Amtrak cars (including sleepers, dining, coach, dome, and baggage cars);
4. SP Daylight set, including locomotive w/17 cars
5. UP Excursion train, including locomotives, B units and 19 cars

I am currently working on a spread sheet with exact items and pricing.

If interested, call 530-515-3560 or email at Hamlin@snowcrest.net and ask for prices. If you call, leave a voicemail, as I screen calls from unknown numbers, and I will call you back.



Achievement Program



Achievement Program - Getting Started

By Jack Burgess, MMR, Manager, PCR Achievement Department

Getting started in the Achievement Program can sometimes be confusing. However, a good first step is to download the general requirements from the NMRA.org website for each of the Achievement Program categories. This will give you an overview of the program and the basic requirements for each certificate. Note that there are eleven different AP categories and that a modeler must only meet the qualifications for seven certificates in order to achieve the goal of Master Model Railroader. Of the seven certificates, you must receive at least one from each of four main categories shown below:

Railroad Equipment

- Master Builder - Motive Power
- Master Builder - Cars

Railroad Scenery

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

Railroad Construction and Operation

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

Service to the Hobby and NMRA Members

- Association Official
- Association Volunteer
- Model Railroad Author

Improve your modeling with a few sheets of paper.

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

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

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If you have held an office at the National, Regional, or Divisional level, you should first look at the requirements for Association Official; you may already qualify! If you haven't been an official but you have been a contest judge or had your layout open for organized tours during a NMRA event, check the requirements for Association Volunteer. You might find that you need only to document your past efforts to get credit for these efforts.

Assuming that you have a layout, next take a close look at the requirements for:

- Model Railroad Engineer - Civil
- Master Builder - Scenery
- Master Builder - Electrical

The requirements for Civil are varied but will be covered by many typical layouts. One of the requirements is to construct a certain amount of track (50 linear feet in HO for example). The track must be complete with ballast, drainage facilities, roadbed profile, etc. The layout must include at least six different features such as a passing track, spur, cross-over, turntable, grade change, etc. Again, many layouts will easily meet this particular requirement. Scratch built scale models of any three items such as a turnout, crossover, double crossover, crossing, etc.

For Scenery, if you are in HO scale, you need to only complete 32 square feet of scenery to meet the basic requirements for this certificate....that is the equivalent of a 4 ft. x8 ft. layout.

Next, I suggest making a list of those certificates for which you think that you might already, at least partially, satisfy. For each AP certificate, jot down what you have already done and what still needs to be done to satisfy the requirements. Maybe you already have much more than 50 of prefab track completed on your layout and it has several spurs, a couple of sidings, and a turntable.

Continued on page 16

Achievement Program ct'd.

In fact, you can count five different track features on the layout and you only need one more. You realize that you have been meaning to finish that crossover you need and now know that, if you moved it up on your "To Do" list, you would complete the requirements for *Model Engineer – Civil*.

If you have entered any NMRA judged modeling contests in the past, dig out your old score sheets. If you received at least 87½ points for a model that you built, that model will count toward the Master Builder certificates. Note that virtual judging can be done for Civil, Scenery, and Electrical but Motive Power, Cars, and Structure must be judged in person.

Once you have completed the requirements for an AP category, complete the Statement of Qualifications (SOQ) and send it to your Division AP Chairman and you are on your way.

Coast Division Superintendent Phil Edholm of Pleasanton has been awarded a Golden Spike. Congratulations Phil!

I am also pleased to announce the following Certificate of Achievement awards since my last column in the Branch Line:

Dave Adams - Master Builder - Scenery

Robert Osborn - Model Railroad Engineer - Civil

Congratulations Dave and Robert.

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.



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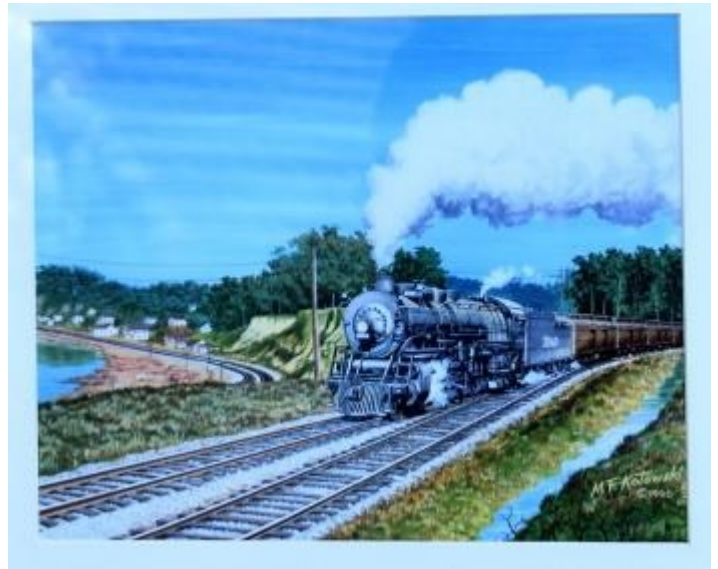
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Honors in the Year of the Pandemic

Dave Connery, MMR, Acting Honors Manager

Nothing is quite normal this year, but PCR is thrilled to recognize members who have contributed to everyone's enjoyment of our hobby. Although we were unable to hold our Annual Awards Banquet, the stunning awards have been presented to the following very deserving members. Special thanks go to **Mike Kowtowski** who provided his amazing art work, this year a drawing of an AT&SF steam locomotive skirting the edge of the San Francisco Bay near Pinole, California. The beautiful and professional matting and framing was again done by Bill Scott.



Daylight Division Member of the Year went to **Dave Grenier**, RED Member of the Year to **Al Merkrebs**, Sierra Member of the Year to **Jim Collins** and Coast Member of the Year to **Ronnie LaTorres**. The PCR Member of the Year (President's Award) went to **Earl Girbovan**.

This year the John Allen Award was presented to **Doug Wagner**. This award is decided on by all those who have previously received this very prestigious recognition and pays homage to John Allen, who was an active member of the PCR and is one of the icons of our hobby. It recognizes modelers who have made contributions to our hobby much as John Allen himself did. Special thanks to **Ray Davis** for his help in preparing several years of John Allen Awards



Doug Wagner - John Allen Memorial Award



Earl Girbovan - Pacific Coast Region
Member Of The Year

Continued on page 19



**Ronnie LaTorres - Coast Division
Member Of The Year**



**Dave Grenier - Daylight Division
Member Of The Year**



**Al Merkrebs - Redwood Empire Division
Member Of The Year**



**Jim Collins - Sierra Division
Member Of The Year**

These honorees did not get a chance to be in front of us during a formal presentation so next time you see them or talk with them please congratulate them on their noteworthy recognition and thank them for all they do for all of us.



The Answers Are Out There

By Robert Pethoud

Superheaters



There was a time, not that long ago, when a train wasn't a train unless it had a steam locomotive on one end and a caboose on the other. On my model railroad I still enforce the caboose rule, but I've relaxed the locomotive rule to allow a few early internal combustion types. Still, there's no denying the esthetic appeal of that clever invention that earned the moniker "choo-choo." To increase the popularity of this legendary motive power, it might help to teach the younger generations something about how these engines functioned. To that end I've created a clinic to explain what the various parts of a steam locomotive are, how they work, and how the "iron horse" evolved over time. I hope to present the clinic at Sugar Pine Centennial, the 2021 PCR convention in Fresno, and again at Rails by the Bay, the NMRA national convention in Santa Clara a few months later. What follows is an excerpt from that clinic to give you a sense of what to expect.

The hallmark of modern steam engines, the superheater became standard equipment on road power after about 1910. It's interesting, though, that superheating steam in a locomotive was tried by Richard Trevithick in 1828. As water in a locomotive boils, steam collects in the upper part of the boiler shell. This steam is at the same temperature as the water and, of course, at boiler pressure. The steam is said to be saturated, and any decrease in temperature or pressure will cause some of the steam to condense to water.

Superheating means reheating the steam after it is collected in the dry pipe. In practice, the superheater is located in the smokebox and boiler tubes: some of the upper boiler tubes are made larger than normal, renamed "flues," and U-shaped tubes from the superheater header are placed inside. On its way to the cylinders, the steam detours through these superheater tubes. The steam that emerges from the superheater is at the same pressure it was before, but it is at a higher temperature, between 200° and 400° hotter. It will not condense if the temperature is lowered slightly and more useful work can be obtained from superheated than from saturated steam.

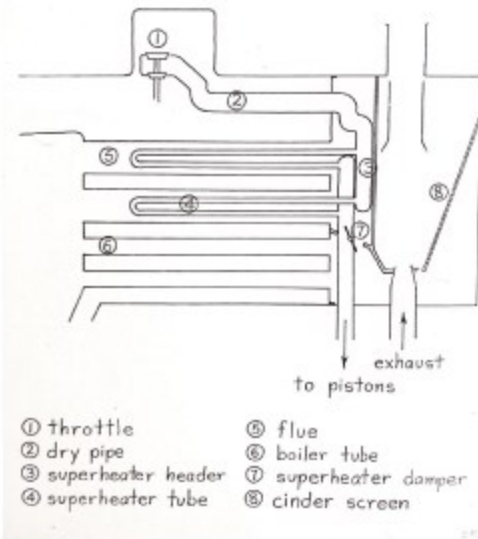
Being at a higher temperature but the same pressure, a given weight of steam occupies a larger volume than it did before superheating (remember $PV = nrT$ from your high school chemistry class). This makes it possible to get greater tractive effort—pulling force—at the same speed, or greater speed at the same tractive effort as compared to saturated steam. Here's how: the greater volume of steam available can be used to fill the cylinder at each stroke of the piston instead of being cut off early. The steam doesn't expand as much in the cylinder, so its average pressure is closer to boiler pressure, the force on the piston is greater, thus the tractive effort is higher.

Or, the steam can be cut off at the same point as before, resulting in the same tractive effort, but the greater volume of steam available means that the locomotive can go faster without danger of using the steam faster than it is produced.

In an attempt to get more work out of saturated steam, compound engines used the steam twice by exhausting it from one cylinder into another cylinder before letting it go up the stack. After the steam expanded once in the first—high pressure—set of cylinders, its pressure was less and its volume was greater. Getting this greater volume of steam admitted to and later exhausted from the large low-pressure cylinders took time, making compound engines chronically slow. Superheating made compounding obsolete, as more work could be gotten out of the steam with no decrease in attainable speed.

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

SUPERHEATER



Pacific Coast Region SIG Report

by Seth Neumann



Pacific Coast Region SIG Report for 4th Quarter 2020

We have been not been able to hold regular op sessions due to the Pandemic, but we have had some SIG activities via Zoom conferences. The Operations SIG has been holding clinics and layout tours every other Sunday afternoon at 1:00 PM, see <https://www.opsig.org/Virtual> for topics and meeting information. LDSIG is holding Zooms on a more-or-less monthly schedule, the most recent being Byron Henderson's "Make Only New Mistakes."

The Bay Area PCR/LD/OP/SIG meet (yes OPSIG is back onboard!) will be held virtually on the traditional last weekend in January (Jan 30-31 2021). Details and registration form are at <http://www.pcrnmra.org/sigs/>. We'll have 7 clinics, a design challenge based on the WP in San Jose and a panel. Sunday we'll have virtual layout tours, each section about 30 minutes followed by a 15 minute "Meet the Owner" Q&A. We're also going to have at least one virtual Op Session/

Rails by the Bay 2021 in Santa Clara planning continues, and we will have as much of a SIG program of tours and Ops as we can. Please get in touch if you would like to help!

Seth Neumann



Rails By The Bay – NMRA 2021 National Convention

July 4-11, 2021

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- Host hotel – Santa Clara Marriott. Ample meeting room and SIG space. Discounted room block opens soon.
- Niles Canyon Railway, Roaring Camp & Big Trees narrow gauge, & SP narrow gauge to ride
- Great local attractions and tours like Santa Cruz mountain wineries, Filoli estate, Levi's Stadium and more



Tales of the Santa Cruz Northern

By: Jim Providenza

Cement Head

I guess it would not surprise too many of you to admit that I like cement. Cement mills, cement covered hoppers, cement traffic...

Touring Santa Cruz Portland Cement at Davenport with the plant manager when it was owned by RMC / Lonestar, cars being loaded at Monolith Cement down in Tehachapi, 70-some SP cement hoppers being dragged up the grade at Sand Cut heading for Bakersfield, again another train of cement topping the grade at Altamont, in bunches waiting to be unloaded at the Lehigh Portland Cement reload in Hayward – memories and modeling.

It has now been several decades (!) since I completed the 10+ year project of converting and upgrading the old MDC PS-2 model into the cars that run over the SCN in the Cementipede. Decades even since I finished work on the cement plant at San Vicente (Eeeck!)

But interests like this never really die. And they create connections, if we are so inclined. About 15 years ago I had the opportunity to visit my friend and SP modeler Laurie Woodley in New Zealand. As a surprise I brought him two of the SP cement cars I had worked on – one kept as a PS-2 but with much upgraded detail, the other modified to become an ACF manufactured car with its distinctive square hatches. Both were lettered in schemes that were not commercially available. I had not expected anything in return, but Laurie insisted I take two of his stock MDC cars home with me. I wonder how many MDC covered hoppers have made it twice across the Pacific?

World travelers both, the original MDC PS-2 covered hopper car with its red lettering stands in stark comparison to the future ACF which is now significantly shorter. The center rib of the all new ribs completely hides the joint where the two halves of the car were glued back together.



I had no urgent need for the cars and they went up on the shelf, a tangible reminder of friendship whenever I came across them...

Fast forward several decades and move the focus to the Northeastern states. Invited, help create a model version of the Central Vermont. Model it as close to prototype as you can. Research and incorporate prototype track arrangements and the prototype industries they served. Hmmm, we have two readi-mix plants to serve on this version of the CV Southern Division. The question arises – where does the cement to make the concrete come from? How about the Pennsylvania ‘cement belt’ in the Lehigh Valley. Morning Sun’s Trackage around the Pennsylvania Cement District by Mike Bednar and Ken Bealer give a good look at the several dozen cement mills and the seven railroads that served them.

But this fine book only whetted the appetite, especially when it came to figuring out how this cement would get to the Montville and Norwich on the CV. After a bit of work with the NMRA reprint of the Jan. 1953 Official Railroad Equipment Register I had some basic information. The entries for the railroads involved provided two types of data. Most obvious, from the listings of cars I was able to get a good idea of the car numbers of the covered hoppers from a given road would be likely to show up on the CV.

Continued on page 23

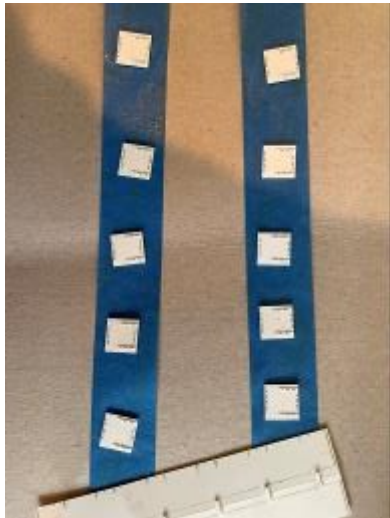
Tales of the SCN ct'd.

Further digging, and with a bit of knowledge about specifications of the cars from different manufacturers I was able to tell what cars these were. Example: if you find a listing for a 35 foot exterior length covered hopper with a capacity of 1958 cubic feet, the car was either built by American Car and Foundry or is a clone built by another car builder. If you find a car with a capacity of 2003 cubic feet – it's a Pullman Standard PS-2.

Secondly, at the end of each railroad's listing there is a list of all the interchanges that railroad maintains with other railroads. Critical stuff if you are interested in having good route information on car cards or waybills.

Some anomalies, discrepancies and contradictions appeared. Which leads to Jerry Dziedzic. Jerry is now probably best known as the 'On Operation' columnist for MR. But Jerry is a long time 'cement head' as he terms it, and has told me that I am clearly one as well. Jerry gave a clinic titled 'Let's Rock' at the NMRA national convention in Philadelphia in 2006. I had a copy of the PowerPoint Jerry had given me when I asked him after his presentation. I reviewed it before I fired off my first email. Alas, more information, but more questions too. One email exchange became several, became a month's worth, continues... And much more information has been acquired. A number of cement cars from several of the Anthracite Roads, so called, have been put into service, among them the Lehigh and New England, the Lehigh Valley, and the Northampton and Bath. Waybill information has been generated in a much larger spreadsheet for use on the CV.

But the final third of Jerry's clinic kept coming back to me – his description, photos and diagrams of how he cut up and kitbashed a MDC covered hopper into an early ACF covered hopper – the 32' exterior length, 1790 cubic foot capacity car. My mouth watered. It would be a more extensive kitbash than the ones I had done for the Cementipede, but hey, it would only be one car. And I had Laurie's cars waiting in the wings.



Hatches and roof – This particular group of cement hoppers on the DL&W had ten hatches, not the normal (after WWII) eight. Even if the Detail Associates #6212 square hatches were available, they would differ in size and details from what these cars had. With Archer Fine Transfer rivets adding 22 rivets per hatch was not quite as onerous as it would have been in the past.



DL&W originally painted its cement hoppers black. Not the best choice as can be seen as DL&W 19525 reflects some 15 years of constant labor in cement service.

And that is how DLW 19525 came to be. It has traveled something like once around the world, had a complete makeover and lost 3 feet in length out of its middle in the process, changed color and carrier and now is in its third home, Paul Weiss' CV in NCA, ready for revenue service, touching friends all along the way.



MULTI-SCALE MODELING

By Ed Loizeaux

This column will present examples in which products from several different scales are used in a realistic and plausible scene. These examples come from my own layout, but photos and stories of your multi-scale modeling would be appreciated. Send them to: Loizeaux@SBCGlobal.net

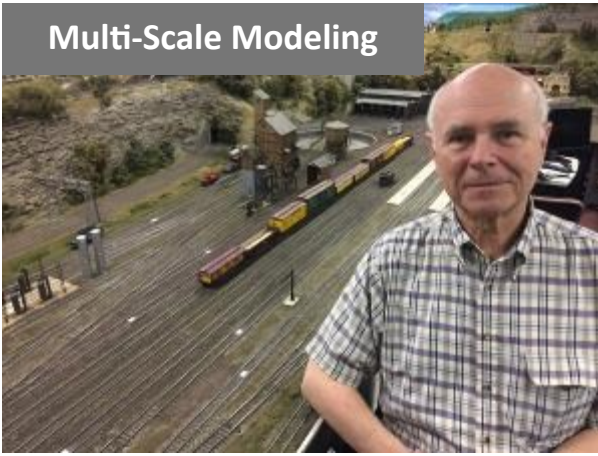
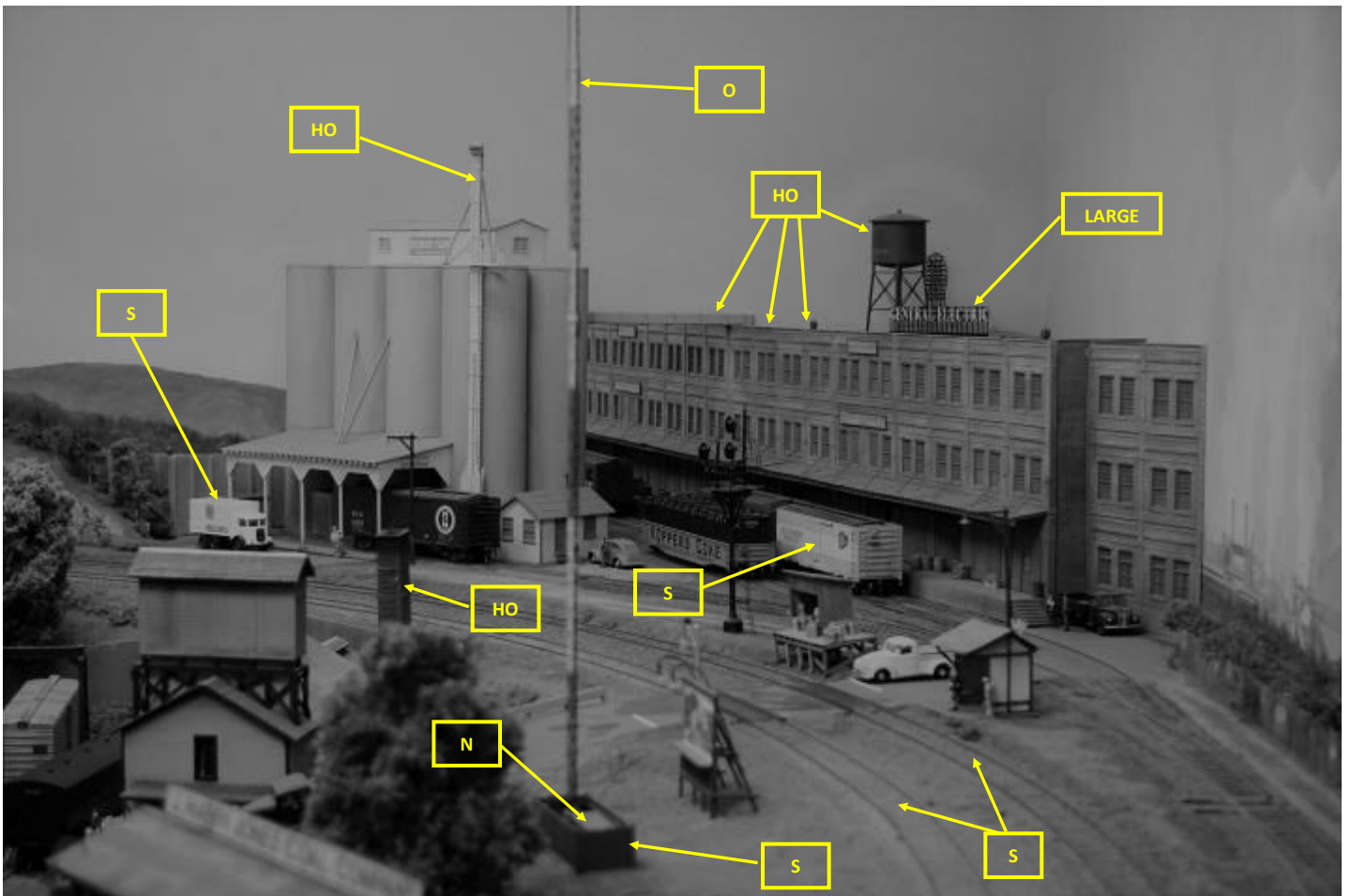


Photo: Michael Kotowski

Here is an interesting industrial scene complete with products labeled as N, HO, S and O (see next page). Naturally, the track (Shinohara) and rolling stock (brass, plastic and scratch), vehicles and figures (Artista) are all S scale. The large red brick warehouse is kit-bashed from a few Walther's Cornerstone series HO structures. Any HO structure with large windows can be successfully used in S simply by replacing the people door with an S scale equivalent and making a foundation from 3/4" plywood which conveniently matches the height of freight car floors for easy loading/unloading. Signs and awing were added for a bit of uniqueness. Other Walther's products include some grain elevator details on the mustard-colored tubular flour storage facility scratch built from sewer pipe. Other HO items include an Atlas water tank on the roof, roof vents, square red brick chimney (smoke smudge on top) and boxes/barrels/crates on the loading dock. The sole O scale product is the large vertical radio transmission tower which is slightly out of focus. Actually, there are two of them mounted one on top of the other. No, that is not considered OO scale. The N scale product is a small silver truck body at the base of the transmission tower which contains the electronics for making the red lights flash on/off. The fence around the truck is either S or O – forgot which. The GENERAL ELECTRIC sign is "large" which means whatever you want it to mean. It looked decent and so I used it. Everyone really likes the GE sign except those who retired from WESTINGHOUSE. The mirror is 1:1 scale as you can clearly see.

Continued on page 25



Looking Back

by Dave Connery, MMR, PCR Historian
Voices – An Interview with Doug Wagner

Doug's first memory of trains goes back to 1958-59 when he was 5 or 6 years old. At that time, the family lived on a farm south of Wasco. Nearby was a potato shed that had a stub siding. In those days there were a lot of potatoes growing in that area. The Santa Fe had an S-2 switcher assigned to Wasco and in the summer when the locomotive arrived with empty cars or for pick-ups, Doug would be out there watching, as it was only about 75 feet from their front door. The crews would often ask Doug's mom if it was OK for Doug to ride with them while they did the switching (times have certainly changed from those days). Doug attributes these early rides in the locomotive cab and having a chance to blow the horn as the start of his interest in railroading and then model railroading.

In the mid-1970's, when Doug got a full time job, he built his first layout while living in an apartment. In those years, he moved around a lot and model railroading got set aside until his marriage in the mid-1980's. It was then that he and his wife bought their present home with a three-car-garage and his wife pointed out that there was room in the garage for him to build his model railroad layout. Doug has been an N-scale modeler ever since then, which he points out is being a glutton for punishment. But equipment like OptiVISORS[®] make working with really small objects possible. He has been working on the layout for about 30 years and finished the last of the track work a couple of summers ago.

Doug has been a member of the Golden Empire Historical and Modeling Society (GEHAMS) since 1987. The club is what helped Doug get back active in the model railroad hobby. At that time, they were just forming the club and Doug saw a poster advertising it at B&F Hobbies (Al Sandrini). In January of 1987 they had their first meeting – the same month Doug moved into his current home. Doug attributes his slow progress on his home layout to the fact that he often worked Tuesday nights and Saturdays on the club layout and that used up all his model railroading energy for so many years. Doug especially enjoys the comradery of the club members, having friends that understand the allure of model railroading, and club members who are knowledgeable Santa Fe modelers and historians who help Doug with his planning. He developed many of his modeling skills while working on the layout at the club. With the recent club shut down, due to the Corona Virus, Doug has had an opportunity to begin serious work on scenery and structures for his home layout. *[Editor's note: See progress photos in the October 2020 issue as well as on pages 7 & 8 in this issue.]*

Originally Doug planned to feature the Modesto and Empire Traction (M&ET) railroad on his layout but in 2009 he realized that a better fit for his interests was a branch line of the Santa Fe (he had a lot of AT&SF equipment) and that has become the focus of his modeling ever since. His timeframe is the transition era 1948-1953, which allows him to run both steam and diesel locomotives (he remembers the zebra striped locomotives and those are some of his favorites). As a member of the Santa Fe Modeling and Historical Society he read an article in their newsletter about Santa Fe's Porterville-Orosi Branch, which includes the towns of Porterville, Exeter, and Lindsey (olive capital of the world). While almost nothing is left of this branch, Doug was able to get a copy of the Sanborn Maps from Jim Lancaster. These maps have enabled Doug to know what industries were served along the branch. Doug is planning to start car card operations by early next year (2021). He wants to keep it simple so people can enjoy the experience. If he were doing it over, he would narrow his bench-work from 24" to about 12" and have all the structures behind the track, so he would not have to be reaching over things to get to the equipment.

Looking Back



Continued on page 27

Looking Back ct'd.

Doug has been a member of the NMRA and PCR since 1994. His first Daylight Division Meet was at the Air Force Museum at Atwater (he remembers they had great hamburgers there!) and then they visited Rudy von Pritzwitz's house at the end of the meet. That was while Chuck Harmon was Superintendent.

Doug has served Daylight Division as Superintendent, Paymaster-Clerk, and Newsletter Editor. He held several of these positions simultaneously. Doug has been Chairman for two PCR Conventions (1997 and 2017 – both in Bakersfield), Registrar for 2008 in Fresno and 2014 in San Luis Obispo, and is again Registrar for the 2021 in Fresno. Doug has served as PCR Director from Daylight for two terms and is now the PCR Membership Manager, a job he has had for about 15 years, since when Gene Mayer was PCR President. In this position he gets the NMRA membership reports (new members, delinquent members, etc.) and distributes these monthly to the four Division Membership Managers. Doug has this position in Daylight, where he sends welcome and reminder notes to members. He also makes regular reports to the PCR Board of Directors on membership status and membership issues at their twice-yearly meetings. The part of the job Doug would like to find someone else to do is the “handshaking and inviting people to join” part that he feels he is not very good at.

In 2015 Doug was Daylight Division Member of the Year and he is the recipient of the prestigious John Allen Award in 2020. Doug finds it disappointing that young people today do not have the interest in railroads and model railroading because they do not have the exposure to railroads that many of us had when we were kids. At the club, people come by and are very interested in what the members have created and spend hours being shown around but then they don't come back to get involved. Today people are not joining organizations, they don't like the paperwork and standards involved in groups and find their social needs met in on-line sites. An example of a membership concern is the “three strikes and you are out” for people wanting to check out the organization. Doug understands the “why” and agrees with it, but it is impossible to maintain the type of records necessary to fully manage this rule, which is frustrating. One idea Doug likes is the one suggested by Giuseppe Aymar to try to have a joint convention with either PSR or PNR every other year – somewhat reducing the pressure on the same small cadre of workers to put on this large annual event. Doug feels this strongly because he has long been one of the stalwart workers in Daylight and PCR that have carried the load for all of us.



Doug At Home In His Train Room



Nicasio Noodlings

News from the Nicasio Northern

By Jon Schmidt

The Great Tectonic Shift

It seems that more and more of the country is “earthquake country.” There’s a “whole lotta shakin’ going on.” My Nicasio Northern Railway is set in the epicenter of earthquake country, California. Northern California to be exact. This is an area of the world where the land is in constant motion. “Fault creep” and the occasional real shake remind us of where we live.

The Nicasio Northern is a freelance “rails in the mud” 1920’s era pike servicing earthquake country. Conceptually it runs from the San Francisco Bay to the north California woods. Think of a cross between the North Pacific Coast and the Northwestern Pacific. It’s point to point, with the Yawn staging representing the connection to the rest of the continental railroad network, and the town of Highland as the terminus in the north woods. I’ve often said that the railroad was originally built straight and level, but the land moves, so if tangents are no longer tangent, and level track isn’t, it’s not the fault of the builders.

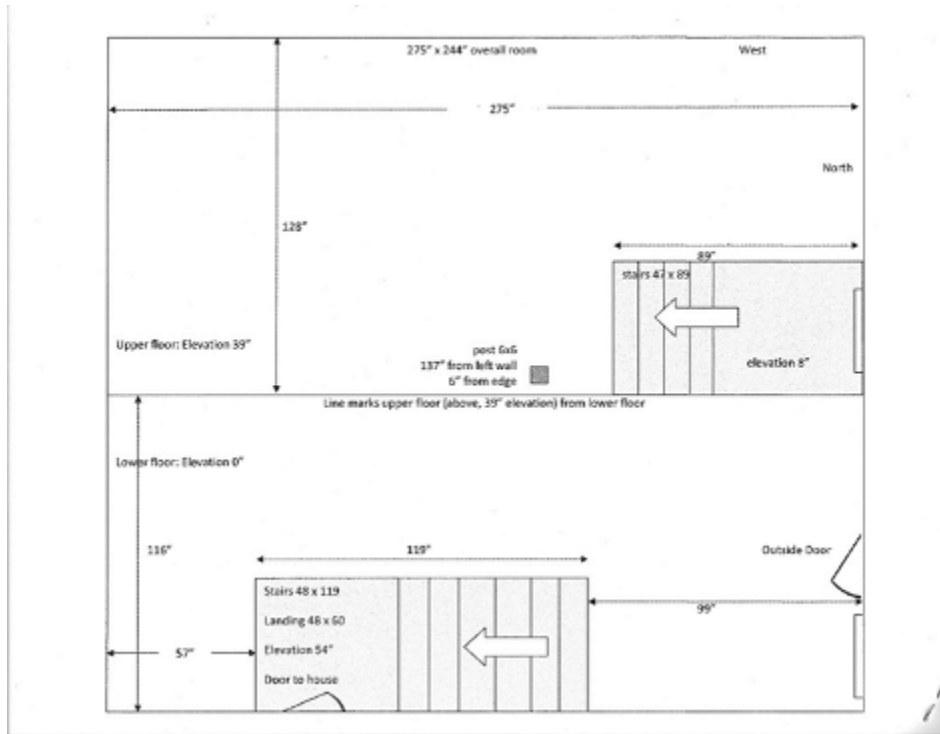
The Nicasio was built for operation. It’s an around-the-wall pike with a central peninsula. Well, not quite around-the-wall. It’s in a California basement, under the garage, on a steep hillside.



1: Panorama of the railroad

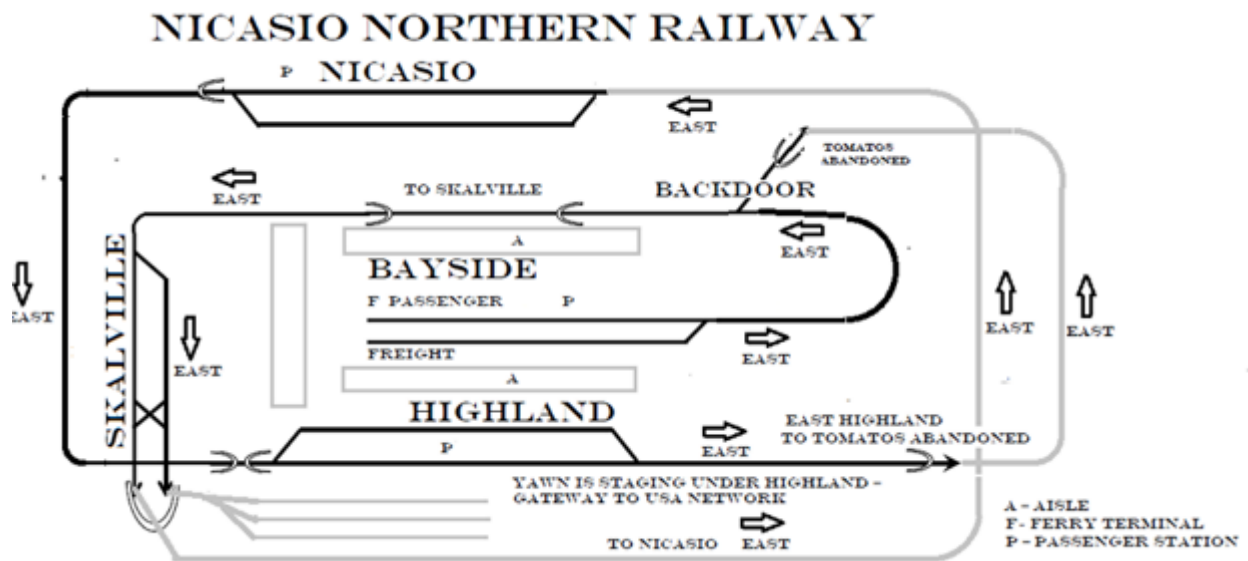
One side of the pike is edged by a 39-inch difference in floor levels. That difference in levels results in a space that consists of two 11 by 21 foot spaces. The good news is that the difference in elevations in the floor resulted in a built-in duck-under to get to the railroad. A short set of stairs up from the lower floor goes under the benchwork to get to the railroad. The room is diagrammed on the next page.

Continued on page 29



2: Floor plan of the room.

The operators work in two aisles, one on each side of the central peninsula. Our usual crew consists of five plus me. Yardmaster and switcher in Bayside yard on one side of the peninsula. Wharf switcher and passenger operations on the other side of the peninsula. The towns of Backdoor, Skalville, Nicasio, and Highland are on the periphery. Yawn staging is under Highland.



3: Overall railroad schematic.

Continued on page 30

The Nicasio is a busy railroad: Six 1st-class passenger trains, two 2nd-class mail trains, and local and through freights. This means a lot of work and fun for our operators. Unfortunately, the design of the room and benchwork resulted in 28 inch aisles in the narrow areas. This is uncomfortably tight. Crews working the wharf and crews working the town of Nicasio are working back to back. Same for Highland versus Bayside yard. Getting past each other is awkward. Something needed to be done.

We focused on moving into the space over the lower section of floor in the room. If we took the Highland/Yawn benchwork which is 24 inches wide and somehow moved it out over the lower section of the room we could gain 24 inches of floor space. Space we can use for aisles. A plan began to take shape. Conceptually and facetiously we decided to declare that “The Great Tectonic Shift” had occurred and shut down the railroad while we redesigned and rebuilt.

There were two “fault zones:” Highland/Yawn would have to go away completely and be redesigned and rebuilt. The central peninsula, Bayside, would shift 12 inches toward where Highland was. This adds 12 inches to the aisle between the Wharf (on the peninsula) and Nicasio. And the new Highland/Yawn would be over the lower floor, adding 12 inches to the aisle between Bayside (on the peninsula).



4: Working the old railroad: Highland in the foreground.

Continued on page 31

What were the design criteria for the new Highland and associated benchwork?

1. The supporting benchwork must be solidly built. It must be solid enough to stand up to operators leaning against it without motion. It should also house workbench and storage space.
2. The railroad at Highland will be 30 inches wide.
3. The railroad must take advantage of the south wall.
4. The lower level staging would be double-ended.
5. Both upper and lower levels would have wyes for turning trains for restaging.

We had lots of discussion about how to build the “cantilevered” new section. Should we suspend it from the ceiling? Should we use some kind of truss, supported only from the end wall anchors? Or should we use our tried and true L-girder benchwork and support it from below? We decided the L-girder approach was the best and would be the most solid. It would give us the stability so that operators bumping it or leaning against it would not cause movement on the railroad.

We designed the supports such that existing bookcases and workbenches would fit comfortably between the uprights.



5: L-girders and supports for new Highland



6: Finished area under Highland

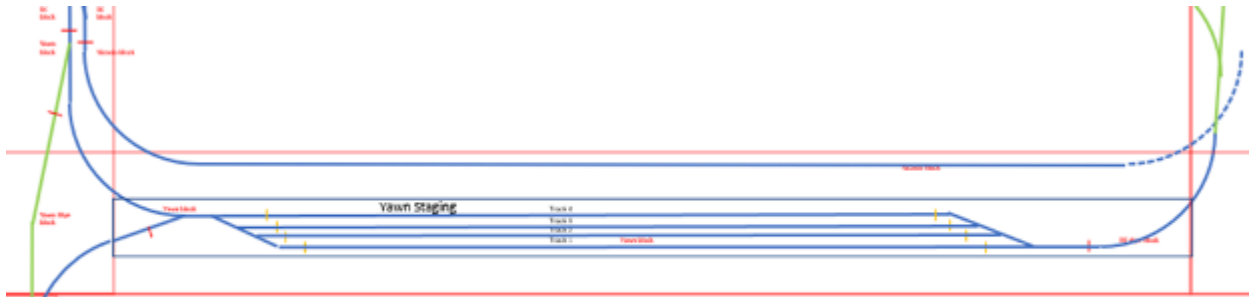


7: "Earthquake fault" separates Bayside (looking north)

Continued on page 32

The benchwork is now in for the complete railroad. The west wall railroad containing Nicasio is basically untouched. The north side connector between the peninsula of Bayside and Nicasio has been lengthened. The south side containing Skalville has been lengthened to connect to the new construction. The east side new construction for Highland/Yawn is now in place.

Designing Yawn staging solved several issues that had been bugging me over the years. Yawn is intended to represent the connection to the outside world. As someone famous once said, "You can't have too much staging." Yawn now has 4 long staging tracks, double-ended, workable simultaneously from each end. On the south end it is connected to Skalville. On the north end, it is connected to Bayside. Each end has a wye built in.



Yawn staging: The extension to the left is the wye extending across the south wall for a usable wye.



8: South wall: Lower is Yawn wye, upper is Ureeka staging

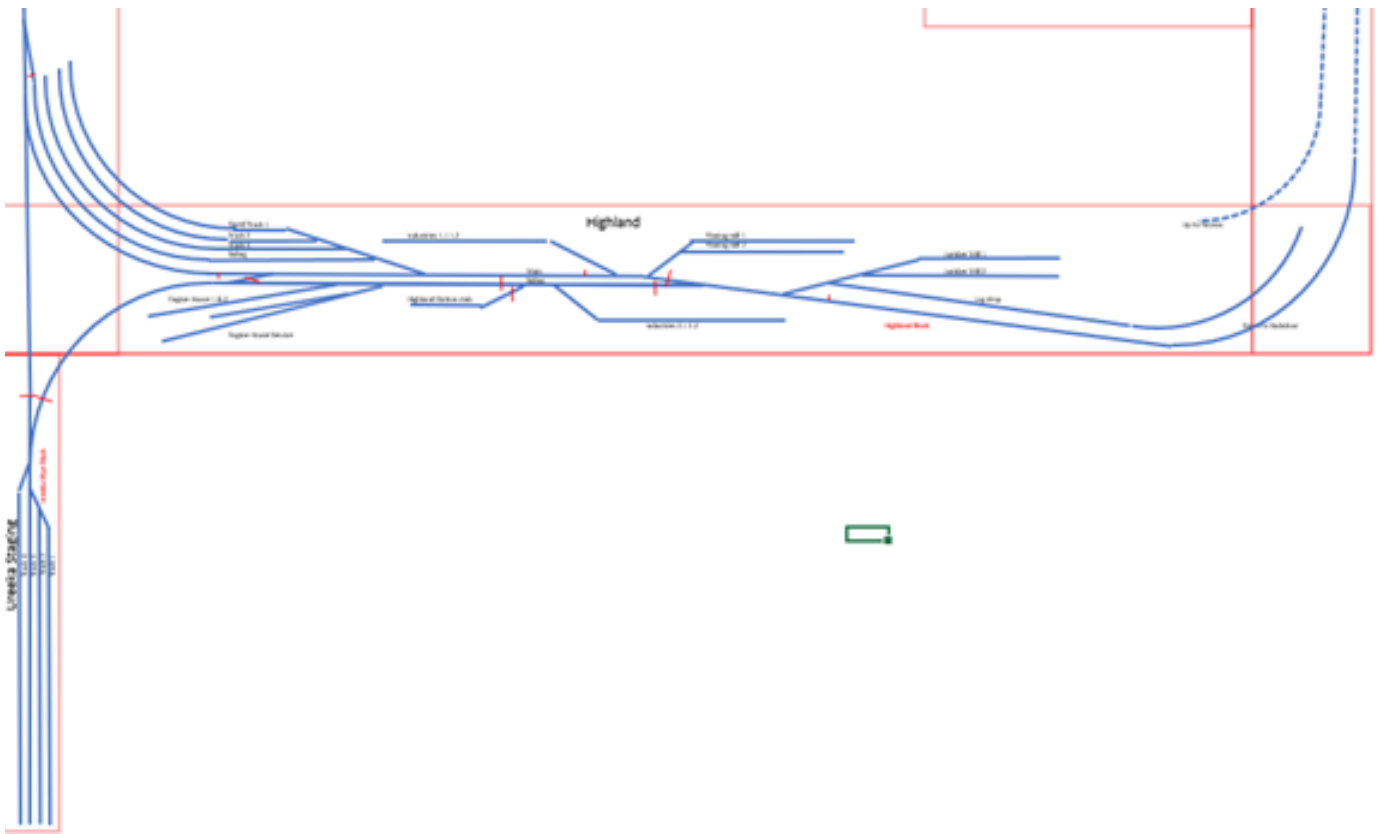
I designed the electrical for Yawn such that it could have activity from each end simultaneously. Any track that wasn't reachable via the turnout setting would power off. Here's the panel.



9: Panel for Yawn

Continued on page 33

The last part to be built, once I confirmed that all the trackwork at Yawn was as fault-free as I could make it, was the upper level of Highland and staging at Ureeka (apologies). The good news is that the town of Highland can be comfortably worked by an operator from the layout area floor. The bad news is that the staging at Ureeka is about 8 feet up. See figure 8.



That's the story of the Nicasio Northern's Great Tectonic Shift. Scenery is going in. I'm working on the operating scheme (TT&TO). We're looking forward to our next operating session, whenever it may be.

Stay safe!



Brakeman with a Grip!

By Jon Schmidt

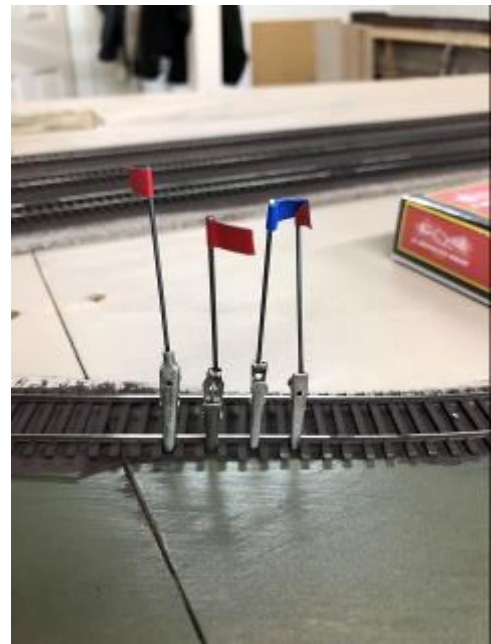
We modelers seem to use anything for a brakeman or flagman on our model railroads. I've seen really nice miniature depictions of persons in action poses. I've seen pieces of colored cardboard or plastic magnetic markers. For holding a car or a string of cars I've seen everything from an eraser or track cleaning pad, a piece of sponge, a piece of bamboo stick, or whatever. Lots of creative solutions, some of which are effective, some not.

Holding cars is a challenge on the Nicasio Northern. I model Northern California, freelance, with a "rails in the mud" kind of feeling. One of the things that the prototype had to contend with in NorCal is that the land moves. Earthquakes are one thing. Storms are another. The geology of the land ensures that a lot of water will change the "lay of the land." The Northwestern Pacific, part of the inspiration for the Nicasio Northern, even had what they referred to as "mud glaciers" to contend with. The rails moved, in some places continuously, with or without rain. Kept the MOW crews busy.

The Nicasio Northern is not flat by design. So what can I do on the Nicasio to hold cars? I needed something that would work for road crews to hold their train while switching. I needed something to hold cars on spurs that weren't quite level.

My solution is shown at the right. It's a simple alligator (or crocodile) clip, available from any electronics shop or online, with a length of piano wire for a mast, and a piece of tape for the flag. In use, the clip grips the rail with a strong enough grip to hold a string of cars. Use a red flag for a brakeman. Use a blue flag to protect workmen under or around a set of cars.

This design will work in any scale. The differences between scales are only in the size of the alligator clip to grip the rail, the length of the mast, and the size of the flag.



From Phil Edholm



As I sat down to write this report I had the feeling I was in groundhog day. Every day seems the same as the last. Clearly the grip of the coronavirus pandemic is not loosening for the remainder of the year. The national NMRA has indicated that there will be no sanctioned NMRA events in the remainder of 2020. We look forward to 2021. But what makes my days different is the modeling projects I am doing. And based on what we have seen in our Coast division Virtual Events, there is lots of great modeling going on in the Coast Division. To see what is happening in the division, join our Saturday events, the next will be 11/21 at 7 PM. You should be receiving regular emails from me about the timing and content of our events. All of the events and clinics are available on the Coast Division YouTube channel here:

https://www.youtube.com/channel/UCpKgBn_DcaflgOA8nGvWDGQ If you are not receiving emails, please contact Bob Ferguson or myself to get your correct email in the NMRA directory. I want to do a big shout out to our members and their support through the pandemic. The Coast Division had almost 100% NMRA membership renewals in the latest reports. In October we had a 94% renewal rate. NMRA membership is important both for your own enjoyment, but also for the overall activities and efforts to support the hobby. Thanks to everyone who renewed recently!!!!

Division Congratulations

The NMRA Achievement Program is an ideal way to both hone your model railroad skills and be recognized for your efforts. Dave Adams has been busy with his modeling efforts, recently he achieved both the Chief Dispatcher and Model Rail Author AP Certificates. Huge congratulations to Dave and all the best for completing more certificates on his path to MMR. Fran Foley has been working hard using 3D printing to create a range of On30 critter models he sells under the Foley Locomotive Car Shops brand. Two of his kits were recently reviewed in the Narrow Gauge Gazette. Both reviews were very complimentary of the overall design, the clean parts and assembly, the completed products and the final unit operation. I have a couple of Fran's kits (on my future projects shelf) and the design and detail are excellent. I am looking forward to completing them. You can find out more about Fran and his models on his Facebook page <https://www.facebook.com/Foley-Locomotive-Car-Shops-863206290712324/>

Conventions

I know talking about conventions when we are worried about going out seems a bit strange, but we are hopeful that by April we will be in a much better place. That is when the PCR "Highball to the Coast" convention in Fresno is scheduled for April 21-24, 2021. Seewhat is in store on this video <https://www.youtube.com/watch?v=-IfWHPfmv94&t=21s> The convention is celebrating the centennial of the Sugar Pine Railroad and will feature an exciting excursion into the Sierras to the narrow-gauge railroad. <http://www.pcrnmra.org/conv2021/excursions.html> 22 clinics will be featured; a number are already planned. During the discussion on Saturday, The convention is going as planned, with full refunds if there is a cancellation. One key point is that unless there are at least 100 sign-ups by February 20, 2021 the convention will be cancelled. The \$80 early bird rate for the convention is available until December 31st but sign up as soon as you can. <http://www.pcrnmra.org/conv2021/index.html> The NMRA Convention in Santa Clara is going strong. If you are interested in volunteering, please contact Chris Palermo.

Thoughts

While we have been apart for the last months physically, it seems the model railroading community is coming together virtually and growing. If you have friends that are not participating in the NMRA events, ask them to join one of our Saturday events. This is a great opportunity to see how being part of a community can enhance model railroading. For those of you that have missed our events, we miss you as well. While having an open house is fun and a great way to share your work, doing a presentation in a Coast Division event allows a great dialog and focus that is generally missed in a layout tour. Doing a virtual layout tour or clinic is a great way to get started in sharing your accomplishments. Until we "see" each other again (in a couple of weeks at a virtual event) or until we can be together in person, may both your modeling and your health be top notch. While we are apart physically, we can be together virtually and all learn and grow though sharing our experiences and modeling successes.

Phil



It's been a hectic year for everybody. Many of us have had our daily routines upset and life is topsy turvy.... So... First and foremost, I would like to wish everyone a happy Christmas and a Merry New Year.... I hope next year will be better for all and your families

In case you missed it.. Congratulations to Doug Wagner on being selected as winner of the prestigious John Allen award.. Doug is well deserved of the award with all his work and time he has given over the past years to the Division and the NMRA..

Also, I would like to recognize John Houlihan for his Service to the Division.. John has decided for personal reasons that its time for him to step away from the limelight of offering his time to the Division and post his resignation from his current duties.. So, with that.. I would like to tip my hat to John and Doug..... like many others, these two gentlemen have worn many different hats during his tenure as a NMRA member..

... THANK YOU for your service to the Division.

We have converted over to ZOOM for the most part to present our quarterly meetings. On average attendance has stayed even with past non-c-19 years.. and we will continue to do the ZOOM meetings until further notice... please keep an eye out in Daylight Division publication for updates concerning future meetings and other affiliated NMRA groups with their virtual meetings and get together.. There is something happening almost every weekend for model railroaders and lots during the week.

see our website <http://www.pcrnmra.org/daylight/nextmeet.html> for more info..

Our next scheduled Daylight ZOOM meeting is set for February 2021: discussions will include...

Working on updating the Division BYLAWS to be more consistent to current times i.e..

Digital meetings Getting more members involved by filling open positions

Sugar Pine Centennial 2021 PCR Convention April 22 – 24, 2021 • Fresno, California Website: www.pcrnmra.org/conv2021	Rails By The Bay 2021 NMRA National Convention July 4 – 11, 2021 • Santa Clara, California Website: NMRA2021.com
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The
up-

coming 2021 Conventions...

Doug Wagner will be giving a presentation titled,

"A Look At The Southern Pacific's McKittrick Branch And The Sunset Railway—Then and Now". These two branch lines, which are located in western Kern County, was to connect the vast oil fields, located in western Kern County, to Bakersfield, for shipment of the oil to other locations. While Doug was still active with the Kern County Fire Department, and was stationed in western Kern County, he began researching the locations of the 2 branch lines. Doug was able to access areas that were not open to the general public, but as a firefighter, he was able to pretty much following the lines, that were not visible to the general public. Doug put together this presentation to show The Sunset Railway and McKittrick branches as they looked in the early 1900's to what they look like now.

One last item which is very important ... is that each one of us in the upcoming year need to help promote the hobby to our younger crowd.. suggestions and ideas are welcome to bring younger people to model railroading. One easy one that could be accomplished is by coordinating with various schools, and kid oriented organizations, to share your experiences thru online presentations, virtual layout tours to show off what can be accomplished in this hobby... just about all kids have a cell phone, notepad or some device that they have access to. Having access to ZOOM is a great way to spread our knowledge around.

Cordially and Happy Holidays

Mike OBrien DD-Supt



The Fall 2020 RED meeting took place online, Saturday, November 21st. Twenty-five RED members attended the Zoom meeting. A big thanks to Al Merkrebs for hosting the meeting and the meeting emcee, Ed Merrin. The theme of the meeting was a virtual Show & Tell. Before Show & Tell, Denni Baumer updated us on the 2022 PCR Convention activities. Bruce Morden showed a presentation on the 2021 PCR Convention scheduled for April 22 -24 in Fresno, CA. He also talked about the 2021 NMRA convention, Rails by the Bay, scheduled for July 4 -11 in Santa Clara, CA. The Bay Area Layout Design and Operations meet will occur online the weekend of January 30 and 31, 2021. The meeting is sponsored by the PCR Layout Design Special Interest Group and the Operations Special Interest Group. Detailed information about all of the events can be found on pages 5 & 6. We had a great Show & Tell session with a wide variety of model railroad activities represented. There were also a few impromptu Show & Tell presentations during the members introduction.

Verne Alexander

Weed Sprayer Tender from a V&T prototype model. This model is an early, very crude one, and in terrible shape when purchased used. No trucks, no couplers, broken parts, missing parts and glue globs. No weight, no window glazing and no way to get inside the cab. Weight solved by pouring lead shot into the underframe and gluing it in. Lettering scraped off and repainted the body. I modified the windows, mullions and stirrup steps. The windows were glazed with Testor's clear parts cement, a new product to me (part number 3515). Still to do: find a new screw for the truck on the cab end; redo the coupler pockets to accept KD whisker couplers, brass castings here and there for marker and work lighting; a wooden box that supposedly covers a pump and the hoses connect to the weed sprayer; fabricate a cover for the small filling dome, the large manway and, expansion dome. Finally, paint the new parts, letter the car and weather it. The finished model will still look crude if closely viewed, but at layout viewing distance should look OK.



Oil Tanker. This old veteran was about to be scrapped by the NP in favor of newer designs, but the CRAP bought it for the scrap price, slapped its logo on it and put it into service delivering three types of oil to terminals, depots and section areas as part of a supply train. I really like this W&R brass car but I had to make it old and cruddy to justify its presence on the CRAP. And the %*!/#@* thing had a design error. The supplied screws were too short to hold the coupler cover plate on. After hours of searching my extensive brothel of screws with no success, I came up with a solution that I hope no one ever sees! There is still weathering above the foot walks to be done before the model is layout worthy.

Continued on page 38

Dave Croshere

Dave has been busy working on adding structures to his layout in preparation for submissions to the NMRA for his Master Model Railroader certificate. Presented at the meeting was the Croesus Seafood Company with a mounted fish that can't be seen from the layout..



Dave's Boathouse & Station

Joe Deveney

During the meeting introductions, Joe gave a brief outline of his layout that represents Avery, Idaho, on the Milwaukee Road. Avery was at the west end of the overhead catenary. For westbound trains, it was at this point that the electric locomotives were removed, and steam or diesel locomotives were attached to the train for the remainder of the trip west. The two pictures show the Avery roundhouse and turntable.



Continued on page 39

David Grundman

Dave described the painting techniques he used for his backdrop painting of a thunderstorm, including an airplane flying out of the thunderhead on his Great Northern layout.



John Huckaby

John's buildings always include a bit of humor as part of the background information. Eleanor's Diner is a before and after view of the structure showing better and not so better times.



Scott Lockhart

Scott showed photos from a trip, with his son, to the Minatur Wunderland model railroad layout in Hamburg, Germany, the largest operating model railroad in the world.

Ed Merrin

Ed presented an update on his D Street bridge construction project, in Petaluma, on his Northwestern Pacific model railroad layout.



Continued on page 40

R.E.D. ct'd.

Rich Mossholder

Rich showed a couple of buildings, including Mackey's Pub. Mackey's Pub started as a three-piece resin kit with a lot of additional details added. This model is one of the structures that he submitted to become a Master Model Railroader. It was named after a good friend who persuaded Rich to become a Master Model Railroader.



David Norris

David showed a couple of his Northwestern Pacific models. The Athearn blue box SW7 has an old stock over-width motor that still works. He added a Digitrax DZ123 decoder to make it DCC. Two SP caboose were re-lettered, one as NWP.



Dan Obermeyer

Dan provided a walk around view of his layout, representing the Northern Pacific and Milwaukee Road railroads in Montana. The pictures show Trident, the location of a large cement plant, and Townsend, the lowest point on both the prototype railroad and Dan's layout.



Continued on page 41

Bill Scott

Russian Iron was sheets of metal imported from Russia during the late 1800s and covered locomotive boilers. At the time, the available paint could not withstand the heat generated by the boilers. Bill showed us a piece of actual Russian Iron. The Virginia and Truckee Inyo steam engine, currently operating by The Nevada State Railroad Museum, uses Russian Iron on its boiler. Its reflected color was very dependent on the ambient light.



David Ulmer

David builds structures with kits as a starting point for his projects. He installs lighting using hand wired miniature LEDs. The results are outstanding. Views during the day and at night.



Sierra Division Report

By Chip Meriam



The Sierra Division began monthly ZOOM meets beginning with the first one on October 10. This was the inaugural virtual get-together and a business meeting to boot. Thanks go out to Jim Collins for setting up the meeting and helping us all get our feet wet. We had a brief show-and-tell session and did the business of the division which included voting in a new slate of officers. Chip Meriam will continue with a second term as Superintendent. David Fryman will fill the Chief Clerk/Secretary position for a second term as well. Long-time Paymaster, Al Rowe, has stepped down. We extend our thanks to Al for many years of fine stewardship of our funds. Al was replaced by Steve Folino.

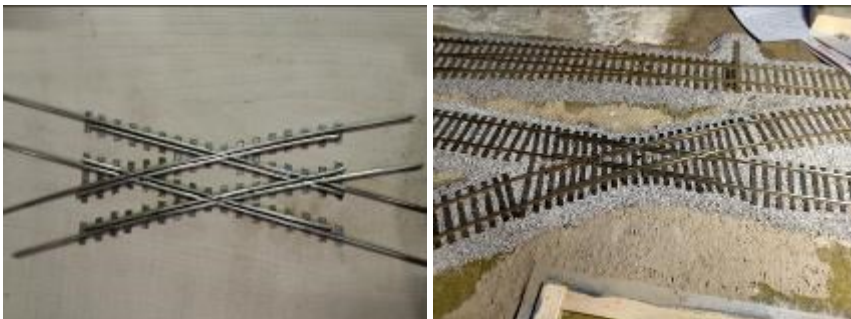
Our November meet featured a presentation on “Sweet N Sour Weathering by Ben Hughes. Ben explained his experience with the method that was first described in the January 1986 *Railroad Model Craftsman*. In a simplified description, a weathering solution is prepared by mixing fine steel wool in to white vinegar and letting the solution age for three to seven days or longer. During the discussion, Steve Folino mentioned he



used a similar method that resulted in weathering powder. Steve’s method is the subject of his article, “Got Rust”, in the Jan-Feb-Mar issue of the Sierra Division *Short Line*. For more information on the Sweet N Sour method, please feel free to contact Chip Meriam at chipmeriam@comcast.net. You can find Steve Folino’s article through the Sierra Division link on the PCR website.



During the December meet, Michael Eldridge explained how he custom built an unusual crossing with a curved route intersecting a straight route. Michael’s method included individual ties plates fashioned from PC strips and individual wood ties.



Another presentation by Ken Horne featured his N Scale railroad with an old west theme.



The next virtual meet of the Sierra Division will be Saturday, January 9, 2021, at 10:30 AM. If you want to join us, contact Chip Meriam at chipmeriam@comcast.net.



January 16 – 17, 2021 - 11:00 am to 6:00 pm, Weekend Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • [MAP](#) • Phone: (925) 937-1888 The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

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

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

For a list of monthly activities see page 45

January 29, 2021 - 8:00 pm to 10:00 pm, Monthly Model Train Show, [Walnut Creek Model Railroad Society](#), in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • [MAP](#) The Walnut Creek Model Railroad Society (WCMRS) operates the Diablo Valley Lines (DVL) model railroad, one of the most mountainous and one of the largest exclusively HO scale model railroads in the United States. This model railroad features standard gauge, narrow gauge, and interurban (overhead electric) freight and trolley lines.

Fares:

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

January 9, 2021 - Sierra Division ZOOM meet at 10:30 AM. Contact Chip Meriam, chipmeriam@comcast.net

January 29, 30, & 31, 2021 – [Bay Area Layout Design & Operations Weekend](#), Sponsored by [Pacific Coast Region-NMRA](#) and [Layout Design SIG](#). Mountain View Community Center 201 S. Rengstorff Avenue Mountain View, CA [MAP](#) The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, or any other SIG membership is NOT required! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts. TSG video report of [Live Crew Lounge Panel Discussion at 2020's meet](#) (Starts at 0:49)

February 18, 2021 - 7:00 pm PDT, [Daylight Division](#) Winter Virtual Meet, via Zoom. Zoom Meeting ID and passcode will be emailed to Daylight members at a later date. If we do not have your email address, please email [Doug Wagner](#), Daylight Membership Chair, to receive

April 3, 2021 - 16th Annual Pacific Model Loggers' Congress, [Camp 18 Restaurant and Museum](#), U.S. Highway 26, Elsie, Oregon • [Map](#) We're still working on our schedule of a full day with special speakers, clinics, a model contest and dealer sales area. We are actively soliciting clinic presenters for the event, and we can use modeling or historic prototype clinics that pertain specifically to logging. See the [website](#) for complete details. For general information, phone Lon Wall (971) 265-1060, or Jeff Johnston (541) 914-1152. [E-mail us with questions or for more info](#). Admission: \$15.00 per person at the door. There is no pre-registration.

April 22 – 24, 2021 - Sugar Pine Centennial 2021, PCR/NMRA Convention, Hosted by Daylight Division, Wyndham Garden Fresno Yosemite Airport, 5090 East Clinton Way, Fresno, CA • [MAP](#)

July 2, 2021 - 9:00 AM, John Allen Memorial (JAM) Breakfast. Location: TBD, likely Newark. To express interest, send email to PCR-PREZ@nmra.org.

July 4 – 11, 2021 - [Rails By The Bay 2021 NMRA National Convention](#), Santa Clara Marriott Hotel, 2700 Mission College Boulevard (at Great America Parkway), Santa Clara, CA • [MAP](#) • [VIDEO](#)

July 9 – 11, 2021 - National Train Show® in conjunction with Rails By The Bay 2021 NMRA National Convention, Santa Clara Convention Center, 5001 Great America Parkway (@ Tasman Drive), Santa Clara, CA • [MAP](#)

September 8 – 11, 2021 - [Orange Blossom Special 2021](#), NMRA Pacific Southwest Region 2021 Convention, Hosted by Cajon Division, Hilton Hotel / Orange County Airport, 18800 MacArthur Blvd, Irvine, CA • [MAP](#)

October 1– 3, 2021 - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA., Hosted by San Luis Obispo Railroad Museum, 1940 Santa Barbara Avenue, San Luis Obispo, CA. [MAP](#) For now, the plan is the same as usual... Preliminary activities of the 2021 Central Coast Railroad Festival (CCRFF) will start in September 2021, model layout tours will start Thursday 9/30/21, Saturday 10/2/21 at the SLO Railroad Museum, etc. This is all tentative, of course, but that's the plan right now.

March 5 & 6, 2022 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA. • [MAP](#) Admission is \$x.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days. Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Contact info: (661) 331-6695; email: carldw@aol.com

Continued on page 44

Calendar



April 22 - 24, 2021 Sugar Pine Centennial
Fresno, CA

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

For a list of monthly activities see page 45



August 22 - 25, 2023 Texas Express 2023 Gaylord, TX



July 4 - 10, 2021 - Rails By The Bay, Santa Clara, CA



PCR Membership Gauge

- August 31, 2019—934
- September 30, 2019—934
- October 31, 2019—935
- November 30, 2019—921
- December 31, 2019—921
- January 31, 2020—918
- February 29, 2020—899
- March 31, 2020—879
- April 30, 2020—881
- May 31, 2020—868
- June 30, 2020—867
- July 31, 2020—873
- August 31, 2020—872

In Memoriam

Member	City, State	Date Joined
	Daylight	
Roger Creasy	Madera CA	10/1/2019
	Coast	
Bob Rufenacht	Pleasant Hill CA	1/2/2007
	Sierra	
Denny Anspach	Sacramento CA	4/26/2000

Monthly Activities

These activities occur each month on the days indicated. See the Club Info section starting on page 46 for location and contact information

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

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

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

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

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

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

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

Second (and Fourth) Saturday 10:00 AM to 3:00 PM (and every Wednesday 10:00 AM to 12:00 PM) • Admission: Free / Bay Area N-Trak Model Railroad Club (N)

Wells Fargo Express Room, Southern Pacific Railroad Depot, 900 Loring Ave., Crockett, CA • Map / Donations are welcome. / Contact: Jim Gray, send text to 925-260-5804 or e-mail to graymarks@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 and First Thursday - 7:00 PM / Siskiyou Model RR Club / Yreka Western Depot, 300 East Miner St., Yreka, CA (Exit 775 from I-5). Info: Tom Brass, (530) 842-4921, Glenn Joesten (530) 340-2537

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

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

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

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

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

Amador County Model Railroad Museum

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

Antioch Model Railroad Club

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

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalers

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

California Central Model RR Club

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

Carquinez Model Railroad Society

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

Coastal Valley Lines Model Railroad Club of Sonoma County, LTD

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

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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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Then, get that popcorn ready.

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Napa Valley Model Railroad Historical Society

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

Nn3 Alliance

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

Sacramento Model Railroad Historical Society

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

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

San Joaquin Valley Garden Railway Society

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

San Joaquin Valley Toy Train Operators

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

Enjoy the fellowship and learning experiences of a club near you

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San Leandro Historical Railway Society

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

San Luis Obispo Model Railroad Association (SLOMRA)

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

Silicon Valley Lines

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

Siskiyou Model Railroad Club

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

South Bay Historical Railroad Society

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

Sonoma Short Line (SSL)

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

South Coast Society of Model Engineers

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

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

Tri-city Society of Model Engineers

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

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Walnut Creek Model Railroad Society

The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open to last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$2.00 for 6-12 and seniors over 60 and \$3.00 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder). Web: www.WCMRS.org. "Like Us" on Facebook (www.facebook.com/wcmrs). Please refer to www.wcmrs.org for the dates and times of our Annual, Weekend and Friday evening shows .

West Bay Model Railroad Association

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

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

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

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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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