



BRANCH LINE

NMRA'S FIRST REGION



Perhaps the Most Striking Image in the contest room was Terri Rosenbauer's cross-stitch creation of Engine 481. Taking the Popular Vote Title and the Best of Show in Arts and Crafts, it is based on a pattern from Artec Cross Stitch titled "Old Engine."

Terri reports the image took about four months to complete. She has been cross-stitching for many years, but only started incorporating railroad themes over the past two or three years. This is her second Best of Show entry.

The image is now displayed in her husband, Bob's, office.

See more contest results on page 11

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Coast	Superintendent, Phil Edholm Clerk, Brian Booth Paymaster, Bob Ferguson Editor, Vacant Contest, Jim Eckman Achievement, Earl Girbovan Membership, Ronnie LaTorres Member Aid, Rod Smith Webmaster, Bob Gardyne	408-832-5618 925-324-2181 925-228-6833 650-996-6728 650-248-9255 510-317-7456 510-657-3362 510-918-9099	pedholm@pkeconsulting.com carcrazy832@yahoo.com BobPCRC@aol.com jim_eckman@roninengineer.com egirbovan@netzero.com veronicashadlow@yahoo.com Railgeez@aol.com bob@oneva.com
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The Branch Line
The Official Publication of the
Pacific Coast Region/ National
Model Railroad Association

Vol. 81, No. 3 3rd Qtr, 2024

The Branch Line is published quarterly to inform members of Region activities and to provide educational articles for the advancement of railroad history and the art and science of model railroading. It is distributed to members of the Pacific Coast Region. Electronic versions are posted on the website, www.pcrnmra.net.

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

Branch Line
Deadlines for 2024/25

OCT-NOV-DEC 2024 issue

Articles due by
September 10, 2024

JAN-FEB-MAR 2025 issue

Articles due by
December 10, 2024

APR-MAY-JUN 2025 issue

Articles due by
March 10, 2025

JUL-AUG-SEP 2025 issue

Articles due by
June 10, 2025

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

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From The President



By Frank Markovich, MMR
President

Highlights:

1. Excellent PCR convention. Nothing but rave reviews.
2. West Side Reunion and Sierra Seminar both were a success.
3. O Scale West in May.
4. National NMRA coming up in August in Long Beach – I am going, hope to see many of you there.
5. Planning well under way for next year in San Luis Obispo. Plans look great!
6. I personally had an open house at the PCR with about 18 people. My layout is now up and running again.
7. Looks like we will have at least 2 GTE shows in the Bay Area and one in the Sacramento area.
8. There will be a celebration here for the Magic of Scale Model Railroading in Sacramento on July 31.
9. There are other Model Train events coming up such as train days at the Los Altos History Museum and the RPM meet in Richmond Ca.
10. Sad news is the closing of Hobbies Unlimited. Also, Just Trains is looking for a new home (ownership has also changed). We have fewer and fewer hobby shops in the PCR.
11. This will be my last year as PCR President. I can't run again. I want to thank all of those that have supported me during my tenure.



From The Vice President



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

ACTIVE PARTICIPATION

I believe **Active Participation** is **THE KEY** to getting the most from membership in the NMRA. Perhaps you enjoy your NMRA membership because it affords you the opportunity to subscribe to the national publication, *NMRA Magazine*, or the regional publication, the *Branch Line*, or your division publication, Daylight *Observation*, Coast *Dispatcher*, RED *Callboard*, or Sierra *Short Line*. Maybe you enjoy the discounts and so forth available to NMRA members through the “Partnership Program”. Chances are very good that you are the beneficiary of the NMRA Standards Program that was, and continues to be, a central focus of the organization. These are all good reasons to maintain your membership, but they are all **passive participation**. I’m suggesting that there is a great deal more to be gained from this fascinating hobby if you **actively participate**. Here are several ways you can do just that:

- Attend your Division meets. These are the very best way to meet and connect with other nearby modelers. Most divisions meet four times per year. They all try to plan meaningful and entertaining ancillary activities to “spice up” their gatherings.
- Volunteer to help with train shows and similar events in or near your division. These events come alive with model railroad vendors from all over and layout displays from many local groups.
- Attend a regional or national convention. These gatherings are larger in scope than what your division can offer. The conventions generally last several days and feature judged modeling and photo contests, layout tours, prototype tours, clinics and workshops, and awards banquets with top-notch speakers.

Continued on page 5

- Create and submit an article for publication right here in the **Branch Line** or your division newsletter. We're always looking for interesting submissions from those of you who are kind enough to read these pages. Why not become part of these pages? Besides, articles published in newsletters can be used to earn points needed to fulfill the requirements for the NMRA Achievement Program Certificate, "Model Railroad Author".
- And now that I've mentioned the Achievement Program, I suggest you take a look at it, too. This is a great way to **actively participate** in the NMRA while honing your skills as a modeler and, quite possibly, earning recognition as a Master Model Railroader! Check out the programs web page: <https://www.nmra.org/education/achievement-program> The PCR Achievement Program Manager is Jack Burgess. Contact Jack with any questions: jack@yosemitevalleyrr.com

So there you go: five ways you can **actively participate** in the NMRA. I can easily list five more and five more after that. So why not get started? Get **active** today!






**PACIFIC COAST REGION
CONVENTION**

**MARCH
27-30
2025**



SAN LUIS OBISPO, CALIF.

- Three full days of clinics
- Lots of layout tours and operating sessions
- Several train related excursions available
- Great location accessible via Amtrak
- All suites hotel offers free breakfast, free cocktail hour, and free parking

<https://pcr2025.org/>

See the Daylight Division report for further details.

Welcome Aboard ! PCR's Newest Members

Member	City, Sate	Date Joined
Daylight		
Edward Angel	Lompoc CA	3/20/2024
Richard Parisse	Santa Barbara CA	4/2/2024
Marcos Acosta	Fresno CA	4/23/2024
Kevin McDonald	Visalia CA	4/25/2024
Dennis McKay	Tehachapi CA	4/25/2024
Robert Hoffman	Fresno CA	4/26/2024
Thomas Ciccarelli	Visalia CA	5/2/2024
Coast		
Steve Ferree	San Jose CA	3/19/2024
John Richex	San Francisco CA	3/19/2024
John Slater	Redwood City CA	3/19/2024
Cody Lawrence	Pittsburg CA	3/19/2024
Greg Spears	Sunnyvale CA	3/19/2024
Cal Horton	Scotts Valley CA	3/19/2024
Jim Rohrbach	San Mateo CA	3/19/2024
Yuriy Gorvitovskiy	Cupertino CA	3/19/2024
Cliff Williams	Sunnyvale CA	3/20/2024
Bernard Price	Santa Cruz CA	4/9/2024
Jim Samuelsen	San Carlos CA	4/23/2024
Daviel Schevchenko	Dublin CA	4/24/2024
Bob Stetson	Santa Clara CA	4/29/2024
Andrew Sammonds	San Jose CA	4/29/2024
Steve Sammonds	San Jose CA	4/29/2024
Michael Hardwick	Pleasanton CA	4/30/2024
Michael Vaggione	Saratoga CA	5/6/2024
Terry McGinnis	Concord CA	5/9/2024
Laura McKeegan	Walnut Creek CA	5/9/2024
Kevin McConnell	San Jose CA	5/30/2024
Sierra		
Greg Duncan	Lincoln CA	3/1/2024
Ray Kelley	Carmichael CA	3/8/2024
Randy Kure	W Sacramento CA	3/8/2024
Mike Hirigoyen	Shingle Springs CA	3/8/2024
Bob Dean	Citrus Heights CA	3/8/2024
Greg Marker	Carmichael CA	3/8/2024
Dean Wilson	Grass Valley CA	3/8/2024
Dennis Calora	Gardnerville NV	3/8/2024
Thomas Holthus	Rancho Cordova CA	3/8/2024
Mike Keatts	Stockton CA	3/8/2024
Marc Brennen	Sacramento CA	3/8/2024
Brodie Bickel	Rancho Cordova CA	3/8/2024
James Schumacher	Cameron Park CA	3/27/2024
David Scott	Alturas CA	4/30/2024
Jeffery Gibeling	Davis CA	5/15/2024
Tobin Roye	Chico CA	5/22/2024
Redwood Empire		
Gary Eck	Dixon CA	3/8/2024
David Hale	Petaluma CA	4/16/2024
Christopher Donhost	Vacaville CA	4/30/2024

PCR Membership Gauge

May 31, 2014—1022
 May 31, 2023—789
 June 30, 2023—785
 July 31, 2023—781
 August 31, 2023—780
 September 30, 2023—775
 October 31, 2023—775
 November 30, 2023—778
 December 31, 2023—769
 January 31, 2024—755
 February 29, 2024—776
 March 30, 2024—790
 April 30, 2024—814
 May 31, 2024—818

In Memoriam

Member	City, Sate	Date Joined
<u>Daylight</u>		
Kenneth Pierskalla (Life-Time Member)	Santa Barbara CA	1/1/1956
Richard Christ	Lompoc, CA	1/1/1967
Nate Goodman	Carpenteria, CA	9/15/1987
<u>Coast</u>		
James Gillispie (Lifetime Member)	Pinole, CA	1/1/1967
Douglas Kiefel	Pleasanton CA	2/27/1997
Ed Chambers	Concord. CA	1/2/2007
Mark Gurries	San Jose, CA	7/7/1992
William Louie	Fremont, CA	1/1/1960
<u>Sierra</u>		
Mike Hamm	Cottonwood, CA	8/1/2016

PCR Membership Tracker

<u>Division</u>	<u>#Members</u>
Coast	365
Sierra	255
Redwood Empire	111
Daylight	<u>87</u>
TOTAL	818



Have you joined the NMRA Interchange? It's the newest tool to help you connect with other members, gain knowledge and learn to modeling techniques. The Interchange is hosted on the Discord application which is available for Windows, Apple OS, Android and Apple devices. See instructions below for signing up.

Joining the NMRA Interchange

Speed Muller

IT Manager, NMRA

Have you joined the Interchange yet? If not, follow these steps to get connected!

1. Go to nmra.org/nmra-interchange
2. It will ask you to log in to the NMRA website if you're not already logged in. If you are not registered with the NMRA website yet, now's the time to do it. Click the "Need a username? Register now" button, and get set up. Use the email address on file in the NMRA membership system (probably the one where you got this eBulletin). The system will email you a link to set your password.
3. Now you should be in the [NMRA Interchange](#) page. If not, click this link.
4. Click on [Member Info](#) in the top right corner and scroll down get your exact Member ID. You'll need that later.
5. Read through the page and then follow the "Interchange Server Invite" link at the bottom. This is a special link just for you and will look something like <https://discord.gg/xxxxxxx>
6. You will be taken to Discord (the platform that hosts the NMRA Interchange) where you will be prompted to sign in, if you already have an account there, or prompted to register, if not. If you need instructions for creating an account or logging into Discord they can be found [here](#).
7. Once you accept the NMRA Interchange Invite, and you are logged in, you will land in **#the-lobby** with a message on what to do next.
8. We suggest that you read and agree to the **#rules** first. Just click on **#rules** and then click on "thumbs up". Then click on **#the-lobby** again to do the most important step.
9. Discord and the NMRA need to check with each other, in order to verify that you are a current NMRA member with an email on file. You start the process with the **/onboard** command. Now, this is very sensitive to the type of device you are using, so just type the first few letters **/onb** at the bottom where you see a + sign in a circle. It will complete the command for you in a pop-up just above that. Click on the **/onboard** command. Add your membership number (6 characters followed by a space and then two more characters) just as you noted in step 4. Example: **/onboard input: 123456 0A**
10. Discord and the NMRA computers will have a chat, and then you will receive an email containing a **/clearance** command. That's your entry ticket. Copy and paste the whole line into **#the-lobby** (at the + sign again). Example: **/clearance input: 654321**
11. You're in! You will not have to do any of this again. If anything derails, you'll get a message telling you what to do next, and we also have Moderators in the Interchange standing by to help.
12. If all went well, you'll now see more than 350 channels (those # things). We suggest you start by going to **#introduce-yourself** and then scroll up to **#the-workbench** to see what others have done and shared! Then find your Region and Division and say "hello" there. And then start participating and enjoy!



2024 SPH&TS Convention :

Sparks, Nevada



Dates:

Wednesday, October 16 through
Saturday, October 19

Location:

Nugget Casino Resort
1100 Nugget Avenue
Sparks, NV 89431



Pacific Coast Region of the NMRA Joins with New Tracks Mentoring Inc. to provide a \$2,000 scholarship for the 2024/25 Academic Year

The Pacific Coast Region of the NMRA is joining with New Tracks Mentoring Inc. (NTMI) to sponsor a \$2,000 scholarship for the 2024/25 academic year for a model railroader pursuing a STEAM degree. The *New Tracks Modeling Mentoring Scholarship sponsored by the Pacific Coast Region, NMRA* will be one of three \$2,000 scholarships awarded this year by New Tracks Mentoring Inc., a registered 501c3 charity organization. Each of the three scholarships will be awarded to a deserving young model railroader to assist in their pursuit of a higher education degree.

All three scholarships can be applied for in a single application. Links are below to the scholarship page and the applications.

The goal of the New Track Modeling Mentoring Scholarships (NTMMS) is to help model railroaders pursue higher education in the STEAM disciplines. For calendar year 2023/24, NTMI awarded a single \$1,000 scholarship to Ethan Bernstein, a junior this year at Johns Hopkins University. Ethan is an NMRA member and works on N scale issues on the Conformance Committee of the NMRA.

Frank Markovich, MMR and President of the Pacific Coast Region said about the scholarship, "The PCR, being the first NMRA region, is excited to take a leadership role in offering scholarships to young modelers to help them pursue a higher education degree. Young modelers are the future of the model railroad hobby and the NMRA. The skills and knowledge young modelers gain while participating in model railroading are all STEAM based and lead to great educational opportunities. We hope the scholarship will help a young modeler not only get a degree, but also continue to participate in the model railroading hobby."

Jim Kellow, MMR and President of New Tracks Mentoring Inc. thanked Frank and the Pacific Coast Region of the NMRA for their forethought and leadership in helping to educate our young model railroaders. "We are looking forward to working with the PCR to promote this special Scholarship and hope other Regions and Divisions of the NMRA also choose to participate in our Scholarship program" he said.

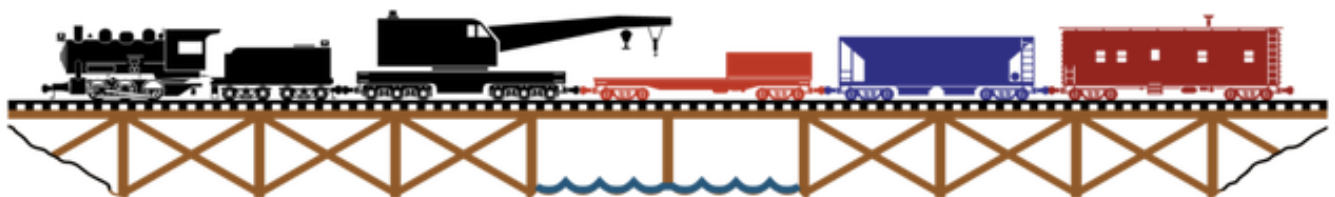
More details about the scholarship can be found [HERE](#)

Apply for the scholarship using an on-line form [HERE](#)

Apply for the scholarship using a pdf form [HERE](#)

New Tracks Mentoring Inc. is a registered 501c3 charitable organization focused on promoting the model railroading hobby to young people by sponsoring scholarships for model railroaders pursuing higher education. Donations to the New Tracks Mentoring scholarships can be made [HERE](#).

NEW TRACKS MODELING



Contest Room



The contest room this year saw the broadest range of models in recent years. We had models in N, HO, S, G and even some 6' long 1:6th scale models. Also, for the first time in recent memory, we had a traction entry—and it was in N scale, no less!

Photographs were well represented, but Arts and Crafts had only a single entrant.

Best of Show and category first place winners are as follows:



Best of Show, Arts & Crafts
Popular Vote Arts & Crafts
Terri Rosenbauer
Engine 481



Best of Show, Model
Popular Vote, Model
Dave Bayless
Speeder Shed and Tool House



Best of Show, Photograph
Popular Vote Photograph
Glen Griffin
Cumbres and Toltec #484

Continued on page 12



1st Place, Steam Locomotive, open
Scott Lockhart
Lynch Creek & Eastern Camelback



1st Place, Diesel Locomotive, novice
Christian Kroemer
B&O GP38-2



1st Place, Passenger Car, open
Michael Eldridge
S Scale Wood Passenger car



1st Place, Passenger Car, kit
Chip Meriam
Sacramento Northern Coach

Continued on page 13



1st Place, Freight Car, open
Paul Deis
DPRR Flatcar 6008



1st Place, Freight Car, kit
David Gibbons
WP Center Beam Lumber Car



1st Place, Maintenance of Way, kit
Paul Deis
Bunk Car



1st Place, Maintenance of Way, novice
Christian Kroeger
Cobalt Valley Speeder

Continued on page 14



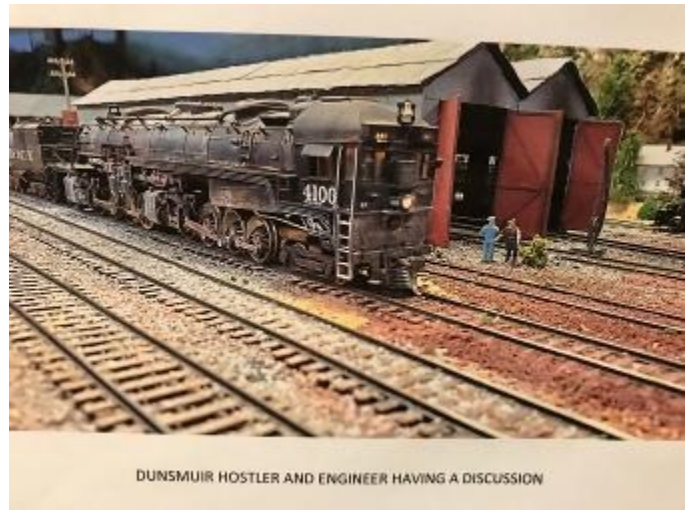
1st Place, Structure, open
Chip Meriam
PG&E Substation A



1st Place, Structure, kit
Mike Dunston
Radio Repair



1st Place, Traction, kit
Robin Gilstrom
Pacific Electric Steeplecab



DUNSMUIR HOSTLER AND ENGINEER HAVING A DISCUSSION

1st Place, Photo, model color
Walt Schedler
Dunsmuir Hostler & Engineer

Continued on page 15



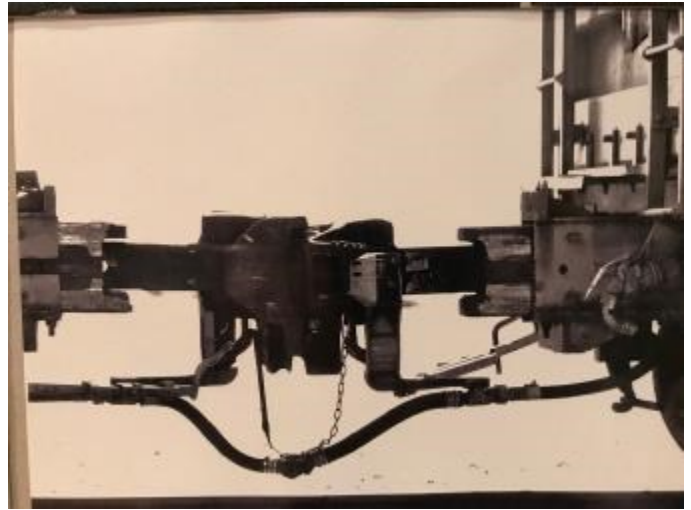
1st Place, Photo, Trains in Action
Glenn Griffin
Niles Canyon #4 Splitting Semaphores



1st Place, Photo, Track and Structures
Walt Schedler
Sims River Turnbuckle

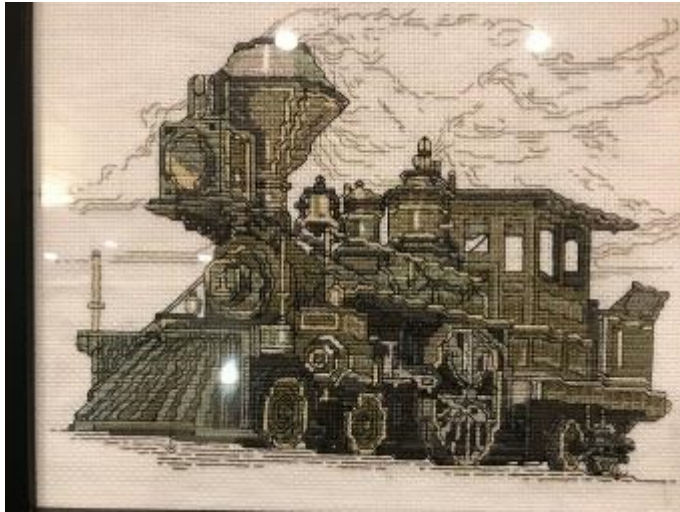


1st Place, Photo, General Rail Subject
Stanley Keiser
Broken Couplers



1st Place, Photo, Prototype Black and White
Stanley Keiser
Couplers

Continued on page 16



1st Place, Needlework, Pattern
Terri Rosenbauer
Old Fashion locomotive



Popular Vote, Favorite Train
Earl Girbovan
Work Train



Odds and Ends

Submitted by Earl Girbovan

Amador county's newest attraction is rail bikes!
About 2 hours east of the peninsula, near the town of Sutter Creek is the Amador County rail-bike headquarters. This is an 8 mile round trip on the roadbed of the defunct Amador Central Railroad, built in 1904 to service the mines in the area. We did it at the end of last week, and it was a blast! The bike are electrically powered so they're effectively effortless. The scenery is great and the staff are friendly, helpful and safety conscious. Definitely worth the trip. As in most things, weekdays are less crowded than weekends. We went on a Friday and there were just three ebikes total. We were spread out enough that often we didn't see the bike ahead of us. The web site is:

<https://www.railexplorers.net/tours/amador>



Also, would highly recommend touring the Knight's Foundry in Sutter Creek. The Saturday docent tour was great. The old foundry equipment is still there along with an operating overhead belt system to drive all the machine tools. Docent tours the second Saturday of the month, Self-led tours the fourth Saturday.

<https://knightfoundry.com/>



KNIGHT FOUNDRY
HISTORIC WATER-POWERED FOUNDRY & MACHINE SHOP EST. 1873 SUTTER CREEK

Nearby is the Kennedy Mine. Also very worth a trip, if nothing else to see the head frame. Docent led tour was great.

<https://kennedygoldmine.com/>



Note: For lunch, you could try the Dead Fly Diner in Plymouth.

Steve Skold



INTERNATIONAL RAILFAIR

International Railfair November 2-3 at Cal Expo Building C in Sacramento

The International Railfair's Square Foot Diorama Challenge is back for a third year!

Theme: 2024's Challenge theme is "Fall into Winter." Anything to do with the fall and/or the winter seasons are fair game this year. Fall colored trees, any of the holidays from Halloween through Christmas, or something like "Home for the Holidays" will work as the seasonal thematic elements. In addition, the diorama must include at least one railroad element. This doesn't necessarily mean you must include track. A billboard for a railroad company in the scene would qualify, for instance. Whatever the railroad element is, it must be obvious.

Maximum Dimensions: Entries will be no larger than 12" x 12". Smaller sized dioramas are acceptable.

Height: There is no height restriction beyond what is practical. Is your diorama stable? Can you transport it? Can you fit it in Cal Expo's Building C?

Scale: Model railroad scales are encouraged but not mandatory. That said, the diorama should be a scale model. Nothing is preventing a 1:400 scale model for example.

Prize: There will be a prize and a trophy for the winner of the popular vote count. Details on the prize and the trophy will be coming soon. Depending on the entries, we may include a junior division for entrants 14 years old and younger this year.

New Work: The diorama must be new to the IRF Square Foot Challenge. If you've entered the diorama in our challenge in the past, do not enter it again. We want to see something new! If you have a diorama that you've entered at other contests but not at IRF and it fits the theme, feel free to enter it!

Entry: There is no entry fee for the Challenge. Please bring your entry to the Square Foot Challenge table where an attendant will help you with Challenge Registration. The show opens on Saturday at 10 am. Voting begins at noon and goes to 2pm on Sunday. You may retrieve your entry at any time, but you'll possibly miss out on votes if you pull your entry early. You can retrieve your entry after the show is over up until 5 pm on Sunday. If set up with us in advance, it may be possible to work out a later retrieval time and place if needed.

Fun: The Challenge's goal is mostly to have fun, but also to give those in attendance another cool thing to look at! Many thanks for your consideration in entering the Challenge!

I'm happy to answer any questions at tom.c.irf@gmail.com. If you finish early and send me a picture of your diorama, I'd love to show off your creation on our social media accounts.

Tom Campbell, International Railfair's Square Foot Diorama Challenge Director





Achievement Program

By Jack Burgess, MMR, Manager, PCR Achievement Department

SCENERY

For many modelers, building scenery on a layout is a favorite activity. If you are just getting started in the Achievement Program, the Scenery certificate might just be the one to begin with. This category requires that the modeler demonstrate “the prototype rendering of scenic effects from the ground up”. The type of scenery is up to you and can just as easily be mountainous scenery as “urban” scenery. Since scenery is so basic to a layout, it is a good category to start with.

To qualify for this certificate, you must construct a completed section of model railroad of at least 60 square feet in O scale, 45 square feet in S scale, 32 square feet in HO scale, or 24 square feet in N scale. (“Square feet” is the length in feet multiplied by the width in feet.) Note that the 32 square feet in HO is the size of the traditional 4x8 layout that many of us built when we first began in the hobby. The entire layout doesn’t need to be complete in order to receive this certificate nor do the completed sections of the layout need to be adjacent to each other. You can instead complete individual scenes, as long as you meet the total required area. You can also use modules to meet the qualifications, but each must be at least 8 square feet in size and meet the quality standards.

The completed section(s) must include the elements of structures, background, lighting, and realism/conformity and score at least 87½ points using the following criteria:

Terrain (Max. 35 points) - This element includes natural features such as rocks, trees, hills, cuts and fills, drainage ditches, etc.

Structures (Max. 20 points) - Structures are considered from the point of prototype suitability and appearance and not from the standpoint of construction. The structures thus do not need to be scratchbuilt. Structures can include bridges, fences, turntables, etc.

Background (Max. 25 points) - The treatment of the walls or background does not need to be artist quality. However, it needs to help “extend” the scenery and help conceal the rest of the room.

Lighting (Max. 20 points) - Illumination can come from railroad cars, buildings, and overall lighting effects. You don’t need to include day/night effects to meet this requirement. However, room lighting should be even and consistent to adequately light the scene.

Realism/Conformity (Max. 25 points) - In the other categories, the judges evaluate what you were trying to do and what you remembered to include in your scene. In this one, they will evaluate how well you accomplished that goal.

Note that, while Structures is a “judged” category, you do not necessarily need to include traditional structures on a layout in order to meet the minimum score of 87½ points...a logging scene with maybe a bridge or two, if well done, could still achieve the minimum 87½ points without a traditional structure.

If you meet these qualifications, the first step is to complete a Statement of Qualifications (SOQ) as with all of the AP categories. You must also prepare a set of photographs (digital photos taken with a cell phone are fine) to document your work. The photos must include a written description of the intended setting. The photos don’t need to be “suitable for publication”, only good enough to allow someone else to see that you have met the qualifications. You also need to prepare a simple description of the methods and materials that you used to build the layout features. Again, nothing elaborate.

Continued on page 19

Achievement Program, ct'd.

The judging of the layout is typically set up by your Divisional AP Chairman and one or more assistants. After judging the layout, the judges will sign your SOQ. You then need to send the SOQ and your other documentation (along with a photocopy or scan/photo of your membership card) to your divisional AP Chairman or me directly. Note that all of the submittals can be completely digital such as .pdf files (once judges have judged your layout if you want.)

While documentation for the Master Builder - Scenery might seem a little burdensome, it shouldn't take that long. The best part of this category is that you probably have already completed the modeling portion of the requirement!

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

Paul Deis - Model Railroad Engineer – Civil

Paul Deis – Engineer - Electrical

Paul Deis - Scenery

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

An advertisement for the NMRA Achievement Program. The main headline reads "Improve your modeling with a few sheets of paper." Below this, text explains that participants can earn Merit Awards and progress towards becoming a Master Model Railroader. It mentions the NMRA's website (www.nmra.org) and a phone number (423-892-2846). The ad also features the NMRA logo and a stack of achievement certificates. A small red ribbon is tied around the bottom of the certificate stack.

Improve your modeling with a few sheets of paper.

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

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

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

We make it even more fun.
www.nmra.org
423-892-2846

Where the Art of Modeling Meets Technology

THE TECH LINE

PCR Convention 2024 - Silicon Valley, CA



Clinics are always a large draw for PCR Conventions, and the slate of offerings for 2024 was no exception. The volunteer clinicians collaborated to provide forty two unique presentations covering all facets of the model railroad hobby as well as a glimpse or two of the prototype.



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2024 PCR CONVENTION - MILPITAS



Layout Tours

There was no shortage of layout open houses for the 2024 convention. Afternoon tours were available for all four days, and covered an extensive spread of Bay Area locations.

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2024 PCR CONVENTION - MILPITAS



Prototype Tour

Another big attraction was the tour of the Niles Canyon Railway. Just a short distance from the convention hotel, the visit to the historic site attracted a large number of conventioners, despite threatening weather.

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Portable On Display

SP's San Ramon Valley Branch

At Tech Line Convention

by Paul Ingraham and Steve Lane

Our N-Scale group sectional layout of the nearby San Ramon Valley Branch of the SP was on display in the Vendor and Swap Meet room at the Tech Line Convention in Milpitas in late April. This interesting branch line operated from 1891 to 1978. The layout models the branch line between 1914 and 1924, and includes the prototype locations of Avon, Concord, Hookston, Walnut Creek, Alamo, Danville, Osage and Ramona Park (Greenbrook Creek area), San Ramon and Radum (Pleasanton). Trackwork in each town is modeled accurately following the 1912 SP evaluation plat maps of each town. Buildings are modeled from photos, footprints on the plat maps, and Sanborn Fire Insurance map data.

We previously displayed the layout at the Rohnert Park PCR Convention in 2022, at the Concord Historical Society Museum in late 2022 and early 2023, and at the Museum of the San Ramon Valley in Danville (restored former SP depot) during the holidays in 2023. We provided a live spoken program of the history of the branch line at each of these displays. Videos can be seen at TSG Multimedia's YouTube "Trains" website: [Southern Pacific San Ramon Valley Branch N Scale Layout Tour \(youtube.com\)](https://www.youtube.com/watch?v=Southern Pacific San Ramon Valley Branch N Scale Layout Tour) and at the Museum of the San Ramon Valley's YouTube website: [The History of the San Ramon Branch Line in the San Ramon Valley \(youtube.com\)](https://www.youtube.com/watch?v=The History of the San Ramon Branch Line in the San Ramon Valley)

We use a North Coast Engineering (NCE) Power Cab control system with all locomotives wired for sound. Motive power is supplied by 4-4-0, 4-6-0, 2-8-0 and 2-8-2 locomotives. For the convention, Robin Gilstrom lent us his beautiful and operational McKeen Motor Car – appropriate for this branch during our period. Throttle panel connection points are conveniently located around the layout. With prototypical track alignments and lineside businesses, we are able to operate the San Ramon Branch model as the SP did.

We have ideas and have drawn plans for future additions and expansions of the layout. But, before we grow the layout, we need new members in our group to enable more storage and more transportation, set-up/take-down and operations help. If you are interested in joining this fun group project, contact Brian Booth at carcrazy832@yahoo.com or Dave Connery at dgconnery@sbcglobal.net.

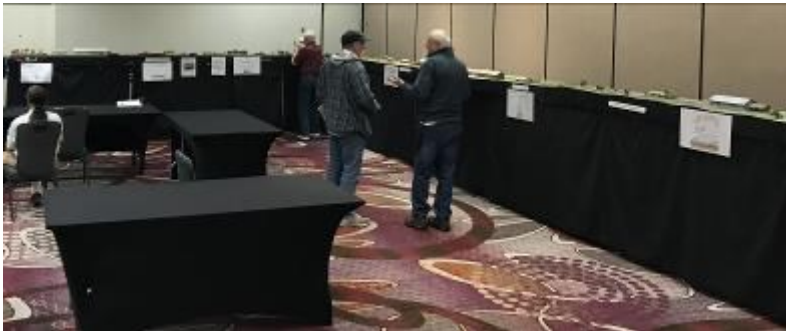


See the photo essay on the following pages

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Continued on page 24

2024 PCR CONVENTION - MILPITAS



Overview of south end of N-Scale layout in the Vendor/Swap Meet room at 2024 PCR Convention – *Steve Lane photo*



Avon was at the north end of the branch. Here we see the telegraph office, cattle pens and dock with Ozol Yard in the background, models by Paul Ingraham – *Brian Hitchcock photo*



The depot in Concord was eventually extended 22' making it slightly different from the other three SP standard #18 depots on the branch – *models and photo by Dave Connery*

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2024 PCR CONVENTION - MILPITAS



A 4-4-0 locomotive with its train at Hookston, where, in addition to a simple halt there was a multiple-building complex of the California Wine Association, models by Dave Connery, Brian Booth photo



Aerial view looking south at Danville, an important location on the branch line, models by Pete Birdsong. Dave Connery photo



Walnut Creek was a busy place, shown here being served by a beautiful SP McKeen car by Robin Gilstrom Brian Booth photo



The control tower at Radum (Pleasanton) where the branch joined the line through Niles Canyon and over Altamont Pass beginning in 1909, models by Paul Ingraham.

Brian Booth photo

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Where the Art of Modeling Meets Technology

THE TECH LINE

PCR Convention 2024 - Silicon Valley, CA



San Ramon with its turntable, single-stall engine house , depot and warehouses, models by Dave Connery
Brian Booth photo



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2024 PCR CONVENTION - MILPITAS



Fellowship

Model railroaders tend to be a gregarious group, and opportunities to gather socially are always well received. The 2024 convention provided ample opportunity for PCR members to trade stories, break bread, and, of course, imbibe a bit.



See the Coast Division report for further details.





Pacific Coast Region SIG Report

by Seth Neumann



We had a busy Spring operating season, with many Bay Area Operators visiting Prairie Rail in Kansas City, SoundRail in the Puget Sound area, and we hosted ProRail, a meet of people who organize operating meets which moves around from year to year! Then we put on an operating program for Techline 2024. We often have slots for these meets, so contact me if you'd like to try one out!

Speaking of Techline, we held the traditional SIG Roundtable Thursday night (my usual partner in this endeavor, Jim Providenza, was out riding the Canadian from Vancouver to Toronto so OPSIG President Bruce Morden stepped in) about 30 people attended and shared their interests and modeling plans, a lot of good connections were made!

This summer LD and OP SIG are planning programs at Surfliner in August. We are expecting the tours and SIG dinner to be up on the Surfliner website shortly. In the meantime, check ldsig.org and opsig.org for details. Join us Sunday evening for the SIG Meet & Greet.

LDSIG has been struggling with various production delays but LDJ72 should be by out the time you read this. (I know I wrote that last time, but Byron really means it!).





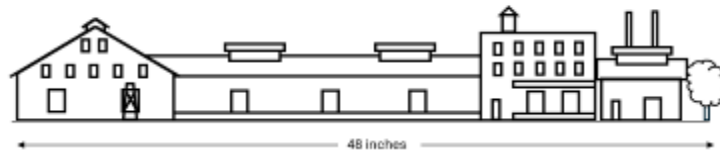
The Answers Are Out There

By Robert Pethoud

A Portable Cannery

Some time ago (Branch Line October-November-December 2020) I described a portable HO scale layout with but a single turnout. It's amazing how much operation is possible on such a simple pike. Off and on for a few years now I've been building one that will be 9 inches wide and 144 inches (12 feet) long. If and when it is finished it will represent a short section of a main or branch line with a short spur serving a large cannery. Later on, I may pose some switching puzzles that one can solve on such a layout, but this time I want to describe my plans for the cannery structure.

Cannery background structure for one-turnout layout



I've allotted the rightmost four feet of the layout for the cannery, which should allow at least seven spots for freight cars of around 40 scale feet in length, or about 6 inches each in HO. Since I model the transition era—late 1940s, early 1950s—that should work well. The cannery structure will thus be about 48 inches long, about 2 inches wide, and will rest against the backdrop. The illustration in MS Word shows my idea for this four-part building.

Moving left to right, the first two parts will be scratchbuilt from 1/8" MDF overlaid with Northeastern basswood, probably board and batten, and detailed with Tichy doors and windows. The photo shows a similar structure from my home layout and gives you a good idea of what I expect these parts to look like. The structure over the second door on the drawing will be a crane which extends from the cannery over the spur track, to allow heavy objects to be taken inside the building.

The third part of the cannery—the one with the rectangular outline and a small water tank on the roof—will be built from a kit, ITLA (Imagine That Laser Art) Scale Models Inc. HO4152 Industrial Building "D" brick background structure. To that kit I will add HO4150-B 2-Window Modular Brick Wall pair and HO4154WT Roof Water Tank Kit. I plan to scratch build the loading dock and the awning above it.

Between the ITLA kits and the tree, the fourth part of the building will be a scratchbuilt boiler house, using MDF overlaid with corrugated metal and again detailed with Tichy doors and windows.



Next time, I'll report the progress on this cannery. Until then, contact me with comments and/or questions at pethoud@comcast.net



Nicasio Noodlings

News from the Nicasio Northern

Car Orders on the Central Vermont in NorCal

Paper. It's 1956, and the world runs on paper. No computers. No email. No cell phones, texting, nothing. Just paper. A teletype or telex machine is state of the art. Tabulating machines and punched cards are the state of the art. Lots of copies. Lots of carbon paper. Flimsies.

That's certainly true for a railroad. Armies of clerks and agents. They are taking orders, writing tickets, creating waybills and empty car orders and agent instructions to move cars, and passing that paper onto the train crews so that they can move freight and passengers. They're also transcribing the train orders created by the dispatcher to move and protect trains.

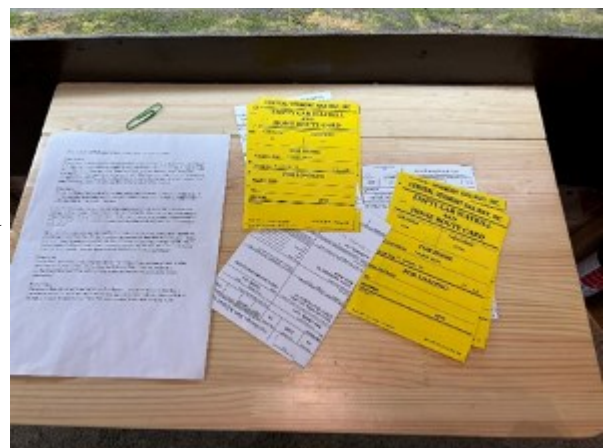
How far do we go on a model railroad to reproduce what the prototype did? Some of us hate to handle paper on our models. Some of us love handling paper in a prototype manner. The World's Greatest Hobby allows each of us to implement what we enjoy doing. If you're into operations, some paper is inevitable. Manifests or car cards (or some other creative alternatives) are mandatory for car movement. TT&TO orders, or track warrants, non-paper CTC, or some such are mandatory to control train movement.

On Paul Weiss' Central Vermont in NorCal the drive is to produce as prototypical an experience as possible. We've been doing Timetable & Train Order (TT&TO) operations since the beginning. The dispatcher resides in a building apart from the railroad. His orders are communicated to two agents in offices strategically placed in the layout room. Those same agents relay OS reports back to the dispatcher so he can track the progress of trains.

Our freight operations have evolved. Over the history of the Central Vermont in NorCal we have worked to document each prototype industry and spur, and to build that industrial profile into JMRI Operations (JOps). The history of our industries is now a Word document almost 50 pages long. The JOps *schedules* (rules for placing cars on spurs) are approaching 270 lines of instructions. All this is used to produce prototypical car movement and switch lists and manifests for our trains. With over 100 industries and over 600 cars we decided that JOps would work much better than card cards or some other scheme.

Yet, this is not how the prototype moved cars in 1956. The CV and other railroads of the era used waybills and empty car orders. Each car had to have one or the other, or the car wouldn't move. The conductor of a freight wouldn't leave his originating station without paperwork for each car in his train. When arriving at a town, the conductor would check with the local station agent and get paperwork regarding pulls from local industries and re-spots. He would drop off any waybills or empty orders for cars that would be placed.

This is what our team wanted to implement for the Central Vermont. Inspired by Tony Thompson's railroad and his discussions about prototype car orders on his Modeling the SP blog, we started investigating how to add waybills and empty orders to our operating experience. Initially the discussion revolved taking one train, the Montville, which services three towns, and have it work with car orders. The problems were immediately apparent: Would the waybilled cars just ping-pong between an industry and staging? How could the cars get incorporated into the JOps-generated manifests and switch lists since those cars would be in at least the Montville and one of the transfers to staging? Should the industries in those towns be removed from JOps so that no cars under JOps control would be sent there with the possibility of overloading the spur?



Continued on page 31

This began a successful quest to see how JOps could be used to generate prototypical waybills and empty car orders. The criteria:

- Waybills must be easy to handle. A 5x7 inch format is desired.
- Waybills must contain full information about the shipper and the consignee. Off-railroad industries must have complete information.
- Waybills must have realistic routing information from shipper to consignee.
- Waybills must have some information so that agents and crews know about on-CV routing.
- Empty car orders must correctly show cars that are returning to their originating railroad, and cars that are being redirected to an industry for loading.
- All of this must integrate with existing JOps procedures and industry schedules.
- All these movements must be reflected in JOps manifests and town switch lists.

The bottom line? We made it work within our current JOps framework. Our framework of a “build” covers a model calendar day, two shifts or “tricks.” A JOps build for a Central Vermont day includes the following steps:

1. Export the car file as a CSV labelled *BOD for beginning of day inventory.
2. Build but don't terminate all the trains for the day shift.
3. Export the car file as a CSV labelled *S1. This export allows us to capture where the car is coming from, where it is going, and what train handles it (if it moves in the day shift) in addition to the rest of the standard car fields.
4. Terminate all trains built in step 2.
5. Export the car file as a CSV labelled *S1end for end-of-first-shift/beginning-of-second-shift inventory.
6. Build but don't terminate all the trains for the evening shift.
7. Export the car file as a CSV labelled *S2. This export allows us to capture car movements in the evening shift.
8. Terminate all trains built in step 6.
9. Export the car file as a CSV labelled *EOD for end-of-day.

This gives us several useful lists of our 600+ cars on the CV. For our waybills and empty car orders, we are only interested in the cars that move in a shift, i.e. assigned to a train in the shift. That info is found in the *S1 or *S2 files. That narrows it down to about 300 cars per shift. Our next cut is to determine which of these cars are *originating* a load or empty movement. That is, a car moving from an industry which created a load, or a car moving from an industry as an empty having been unloaded. Cars from staging will always be a new load or a new empty.

We must differentiate new moves from old moves. A car on the CV moving from origin to destination could easily require two to four “hops.” Each hop is a movement of the car by a different train. For example, a car leaving NHRR Fort Yard (south staging) and going to the B&A at Palmer will be handled by a NH-CV transfer to East New London (ENL), by a choice of trains from ENL to Palmer, and then switched to the B&A by a local working Palmer, and then by the B&A local working the interchange. These multiple moves need only a single waybill or empty car order.

Continued on page 32

PLACE SPECIAL SERVICE PASTERS HERE		103 Canadian National 103				
TO BE USED FOR SINGLE CONSIGNMENTS AND LESS CARLOAD						
CAR INITIAL	CAR NUMBER	AAR CAR TYPE	LENGTH/CAPACITY OF CAR		WAYBILL DATE WAYBILL NO.	
ACY	713	XM	ORDERED	FURNISHED	36631	
STOP THIS CAR AT			CONSIGNEE AND ADDRESS AT STOP			
TO STATION STATE WILLIMANTIC, CONN			FROM STATION STATE WALKERVILLE, ON			
ROUTE Show each Junction and Carrier in route order to destination CN-ROUSES POINT-CV			SHIPPER CHRYSLER, EBTICKE CASTING PLANT			
SHOW "A" IF AGENT'S OR "S" IF SHIPPER'S ROUTING RECONSIGNE TO STATION STATE			ORIGIN AND DATE, ORIGINAL CAR, PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED			
AUTHORITY			WEIGHED AT _____			
CONSIGNEE AND ADDRESS WILLIMANTIC DEPARTMENT OF PUBLIC WORKS SPOT HOUSE TRACK, NOTIFY CONSIGNEE			GROSS _____			
			TARE _____			
			ALLOWANCE _____			
			NET _____			
ON C.L. TRAFFIC-INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHTING, ETC. IF ICED, SPECIFY TO WHOM ICING SHOULD BE CHARGED).			INDICATE BY SYMBOL IN COLUMN PROVIDED * HOW WEIGHTS WERE OBTAINED FOR I.C.L. SHIPMENTS ONLY. R-RAILROAD SCALE. S-SHIPPER'S TESTED WEIGHTS. E-ESTIMATED. WEIGHT AND CORRECT. T-TARIFF CLASSIFICATION OR MINIMUM.			
ACCORDED TRANSIT AT PER I.C.C.						
NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*	WEIGHT	RATE	FREIGHT	PREPAID
	C/L ALUMINUM BAR					
Outbound Junction Agent Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps and all Yard Stamps to be placed on back hereof.						
FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION		DESTINATION AGENT WILL STAMP HEREIN STATION NAME AND DATE REPORTED		
				56/05/30 Wed WSta 43		

Figure 2

So now we have a set of cars with reporting marks, car type, load, originating spur or staging track, and destination spur or staging track. This is simply not enough information by itself to produce an elegant waybill such as the one in Figure 2.

Continued on page 33

Nicassio ct'd.

What the S1 CSV file gives us is the basics: Reporting marks and car type, origin (Montreal staging), destination (Willimantic House track). Everything else we generate. See the highlighted fields in Figure 3.

PLACE SPECIAL SERVICE PASTERS HERE		103 Canadian National 103			
TO BE USED FOR SINGLE CONSIGNMENTS AND LESS CARLOAD					
CAR INITIAL	CAR NUMBER	AAR CAR TYPE	LENGTH/CAPACITY OF CAR		WAYBILL NO.
			ORDERED	FURNISHED	
ACY	713	XM			36631
STOP THIS CAR AT			CONSIGNEE AND ADDRESS AT STOP		
TO STATION STATE WILLIMANTIC, CONN			FROM STATION STATE WALKERVILLE, ON		
ROUTE Show each Junction and Carrier in route order to destination CN-ROUSES POINT-CV			SHIPPER CHRYSLER, EBTICKE CASTING PLANT		
SHOW "A" IF AGENT'S OR "S" IF SHIPPER'S ROUTING			ORIGIN AND DATE, ORIGINAL CAR, PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED		
RECONSIGNEE TO STATION STATE					
AUTHORITY					
CONSIGNEE AND ADDRESS WILLIMANTIC DEPARTMENT OF PUBLIC WORKS SPOT HOUSE TRACK, NOTIFY CONSIGNEE			WEIGHED AT GROSS TARE ALLOWANCE NET		
IN C.L. TRAFFIC-INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHING, ETC. IF ICED, SPECIFY TO WHOM ICING SHOULD BE CHARGED).			INDICATE BY SYMBOL IN COLUMN PROVIDED: * HOW WEIGHTS WERE OBTAINED FOR L.C.L. SHIPMENTS ONLY. R-RAILROAD SCALE. S-SHIPPER'S TESTED WEIGHTS. E-ESTIMATED. WEIGHT AND CORRECT. T-TARIFF CLASSIFICATION OR MINIMUM.		
RECORDED TRANSIT AT ER L.C.C.					
ID, PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS		WEIGHT	RATE	FREIGHT
	C/L ALUMINUM BAR				
FIRST JUNCTION			THIRD JUNCTION		
SECOND JUNCTION			DESTINATION AGENT WILL STAMP HEREIN STATION NAME AND DATE REPORTED		
			56/05/30 Wed WSta 43		

Figure 3

Continued on page 34

CENTRAL VERMONT RAILWAY, INC.

EMPTY CAR WAYBILL
AND
HOME ROUTE CARD

CAR INITIAL

SHPX

CAR NUMBER

2555

FOR HOME**BILLED FROM**

MONTVILLE CONN

TO OR VIA NH RR FORT YARD

NY, NH&H

R.R.

FOR LOADING**BILLED FROM****TO****SHIPPER****SPOT**

Instructions...

Figure 4

Continued on page 35

Nicassio ct'd.

Captured & redirected empty car orders look like this. This car is leaving Springfield as an empty for the CV Pier 1 in ENL. We must note that we were able to find and duplicate actual Central Vermont waybills, with some license. We were not able to find any CV empty car orders.

CENTRAL VERMONT RAILWAY, INC.	
EMPTY CAR WAYBILL AND HOME ROUTE CARD	
CAR INITIAL TND	CAR NUMBER 24622
FOR HOME	
BILLED FROM	
TO OR VIA	R.R.
FOR LOADING	
BILLED FROM SPRINGFIELD MASS	
TO NEW LONDON CT	
SHIPPER CV PIER 1	SPOT
Instructions...	

Form, 347 - A-4, '44 — 1,500,000

1956/05/29 Tues S2 S1

Figure 5

The bills are generated by a Microsoft Word mail merge. Before the merge can happen, the S1 and S2 files must be cleaned up and the data on each car movement must be greatly expanded. For this we use a Microsoft Excel program which takes the S* file, copies it to two files, WaybillCarsS*.xlsx and EmptyCarsS*.xlsx. In this process cars which are not originating are dropped since they already have car orders.

Continued on page 36

Now the WaybillCarRouteInd.xlsx (WCRI) comes into play. This is an Excel database (DB) which we have built over the last several full-day builds. It is used to populate the shipper and consignee fields for car orders. The highlighted fields in Figure 3 come from this DB. There are currently 787 data rows in this DB. Every industry spur and every staging track has at least one entry in the DB. Between our north and south staging there are 333 unique shippers from across North America sending cars to the CV. There are 188 unique consignees receiving cars from the CV.

Each row in the WaybillCarsS* is matched against the WCRI using the JOps (Location) *Track*, (Final Destination) *Track*, and (car) *type* field. All track names must be unique such as “Yantic Team” versus “Palmer Team.” If there is a match to a single row in the WCRI, the additional information is copied into the row in the WaybillCarsS* file. If there are multiple rows matching, a single row is randomly selected from the match set and the data is copied. If no rows match (and there always are some) we research the issue, select an industry from the OpSIG databases, make a new row in the WCRI, and Jim Providenza adds accurate routing information.

There are two additional pages in the WCRI: RwyAcctCodes and IntraCV. If you refer to Figure 3 there is a highlighted field which has two numeric codes and the railroad name “103 Canadian National 103”. This identifies who “originated” the waybill. We parse the routing data to determine the originating railroad.

IntraCV helps our agents understand and mark waybills and car orders when there are multiple hops. This information is printed outside the cut marks of the car order, and our Chief Clerk, Michael Litant, may write or stamp the information on the car order to inform the crew. Note that each car order is single-use, defining the movement of a car from shipper to consignee, or vice versa. After that movement is complete (which will probably take a couple of hops) the order can be discarded.

Figure 6 below shows the full 8.5 x 11 page as it comes off the printer. The cut marks delineate the 5 x 7 inch car order size.



Continued on page 37

Nicassio ct'd.

PLACE SPECIAL SERVICE PASTERS HERE		103 Canadian National 103			
TO BE USED FOR SINGLE CONSIGNMENTS AND LESS CARLOAD					
CAR INITIAL	CAR NUMBER	AAR CAR TYPE	LENGTH/CAPACITY OF CAR		WAYBILL NO.
			ORDERED	FURNISHED	
BAR	7162	RS			98587
STOP THIS CAR AT			CONSIGNEE AND ADDRESS AT STOP		
TO STATION STATE NORWICH, CONN			FROM STATION STATE RUTHVEN, ON		
BUT NOT OTHERS, location and location in route, unless by destination			SHIPPER		
CN-ROUSES POINT-CV-NORWICH-NYNH&H			GEO. WHALEY & CO		
SHOW "A" IF AGENT'S OR "S" IF SHIPPER'S ROUTING			ORIGIN AND DATE, ORIGINAL CAR, PREVIOUS WAYBILL		
RECONSIGNEE TO STATION STATE			REFERENCE AND ROUTING WHEN REBILLED		
AUTHORITY			WEIGHED AT		
CONSIGNEE AND ADDRESS			GROSS		
NORWICH STATE HOSPITAL			TARE		
			ALLOWANCE		
			NET		
ON C.L. TRAFFIC INSTRUCTIONS (REGARDING ICING, VENTILATION, HEATING, MILLING, WEIGHTING, ETC. IF ICED, SPECIFY TO WHOM ICING SHOULD BE CHARGED).			INDICATE BY SYMBOL IN COLUMN PROVIDED * HOW WEIGHTS WERE OBTAINED FOR L.C.L. SHIPMENTS ONLY.		
ACCOMMODATED TRANSIT AT PER L.C.C.			R-RAILROAD SCALE, S-SHIPPER'S TESTED WEIGHTS, E-ESTIMATED, WEIGHT AND CORRECT, T-TARIFF CLASSIFICATION OR MINIMUM.		
NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*	WEIGHT	RATE	FREIGHT
	C/L GROCERIES				
Outbound Junction Agent Will Show Junction Stamps in Space and Order Provided. Additional Junction Stamps and all Yard Stamps to be placed on back hereof.					
FIRST JUNCTION	SECOND JUNCTION	THIRD JUNCTION	DESTINATION AGENT WILL STAMP HEREIN STATION NAME AND DATE REPORTED		
			56/05/30 Wed WS1a 43		

7162 BAR From: Montreal QC To: Norwich Conn NHRR Junction
1st Train: No 430 Newsboy - 43
Commodity: C/L GROCERIES
RUBBER STAMP: STOP AT Montville House
VIA NHRR JCT TRACK NORWICH
3/12/2024 1:45 PM

Figure 6

Continued on page 38

Nicassio ct'd.

Like car cards, the paper follows the car. Unlike car cards, the car orders are generated new for each car beginning its journey onto or off of the railroad. This means that every car leaving staging must have new paper. And every car leaving an industry with a new shipment or as an empty must have new paper.

Some statistics from the current operating session model date of 30 May 1956:

- 657 cars on the roster
- 1st Trick
 - ◊299 cars will move
 - ◊161 are leaving staging or industries and require new paperwork
- 2nd Trick
 - ◊268 cars will move
 - ◊128 are leaving staging or industries and require new paperwork

After the trains have been built in JOps and the intermediate files have been created we do the extensive mail merge for each trick, for empty orders and waybills. These pages are printed and delivered to our chief clerk.

At the same time we physically inventory the railroad and make sure the cars are where JOps says they are. (Crews sometimes miss things.)

Our chief clerk has two reports based on the S* files to help him. The *Inventory* report is a list of all cars and their starting locations, sorted by car number. He also creates a master report of the cars, sorted by train within originating location. This gives him the ability to see where every car is, if it moves, and on which train.

He then separates the bills into his PICL (Perpetual Inventory Car Location) Rack for the massive East New Lon-

don yard. Car assignments to trains are collected and noted. Both north and south staging get old bills tossed and new bills boxed for their trains. He reviews each individual town. Bills for cars that are no longer at that town (left behind) are collected for later reuniting with their cars. New bills will replace completed bills for cars that are starting a new journey. Bills for each train will be clipped together for the conductor when the train arrives to work the town.



Figure 7 Chief Clerk's Nest

Continued on page 39

He will also confirm that orders in the boxes reflect where a car is in its travels. As mentioned before a car can take several hops to get across the railroad and the paperwork must follow. Per the statistics above during 1st trick 138 cars are moving on orders made on a prior day. The paper must follow those cars. The Inventory report will assist if the paper is not in the right place.



Figure 8 PICL Rack

Based on this information he or the yardmaster creates switch lists for each train. The conductor for the train will receive a car order for every car in his train before he leaves the origin. He can then plan his course of action for each town he services.

As a train arrives at a town the conductor will talk to the agent for the town or look at the bill box for any lifts or moves from the town. He will then work the town appropriately, leaving behind car orders for the cars he has dropped, and taking the orders for cars he has picked up.



Figure 9 Palmer Agent's Station

When the train arrives at its destination the chief clerk or the yardmaster will receive all the car orders for the incoming train and create a classification switch list to place the cars where they need to be for their next move.

Just like the prototype.



PCR 2024 HONORS

Dave Connery, Acting PCR Honors Chair

During the Awards Banquet at the 2024 PCR Tech Line Convention, the Region and its Divisions presented annual awards to select members who have been noteworthy in their contributions to the organizations. The Member of the Year and Presidents Award were beautifully framed exquisite original art prints by Mike Kowtowski. Mike has been a longtime supporter of our Honors Program. He has each year donated the use of his beautiful prints.

These are then lovingly matted and framed by Bill Scott, with an appropriate plaque then attached.



PCR President, Frank Markovich, presented the President's Award to Coast Director and Superintendent, Phil Edholm.

Continued on page 41



Coast Director Phil Edholm presented the Coast Member of the Year to Earl Girbovan.



Daylight Director Walter Mizuno presented the Daylight Member of the Year to Bruce Morden.



Scott Lockhart, standing in for Redwood Empire Director Paul Weiss, announced the RED Member of the Year, Vern Alexander.



Sierra Superintendent Dave Putnam, acting for Director Lou Anderson, announced the Sierra Division Member of the Year as Dan Moody.

Continued on page 42

Each year a committee consisting of all previous John Allen Award recipients selects the John Allen Memorial Awardee. The Award is a 1/6th scale D&RG harp switch stand on a wood base with an appropriate plaque.



This year's John Allen Memorial Award went to Earl Girbovan.

Congratulations to these award winners and thank you to every member who volunteers to make our Divisions and Region a place for great model railroading.



Tales of the Santa Cruz Northern

By: Jim Providenza

Three ProRails and the Bitch

I believe I have mentioned in the past that Santa Cruz Northern has a “variable” disposition when it comes to op sessions. I suspect that many, if not most, of our layouts do. Some sessions are just golden. Everything works well mechanically and electrically, cars stay on the track, scheduled trains run (mostly) to schedule, the DS and the Agent-Operators are handling train orders like they’ve been doing it all their working lives. Laurie Woodley used to accuse me of only writing Tales about those good times. And so I have confessed in print that sometimes the SCN is a bitch. Contrary and crosswise, with no advance warning. I’ve also written one or two columns about those not so good sessions or trains I’ve been involved with – ‘The Snakebit Train’ and ‘Just Another Op Session’ come to mind.

We have hosted 3 ProRail op sessions here in the San Francisco Bay Area, the first back in 2003, the third just this Spring. For those who don’t know, ProRail is the granddaddy of all op session weekends. It is held in different parts of the country each year and routinely hosts folks who are highly skilled operators. As a layout owner hosting operating sessions, it is something you really work hard to be ready for—as I have 3 times so far. And yet... each time the SCN has hosted ProRail sessions Murphy has reared his ugly head (See I’m blaming Murphy. Please don’t tell the SCN what I said earlier...).

The first session got underway after the crew briefing and things were fine for about 30 minutes. At the time I was using my Lenz DCC system with only plug in throttles – CVP products had not come out with their Lenz compatible radio throttles. When I installed the system, I opted to use DIN plugs and receptacles rather than the plastic phone plugs, which often break as they were never designed to be constantly plugged and unplugged. The DIN plugs had been doing a great job for over 8 years.

Suddenly the Lenz system went totally sideways. Throttles couldn’t be addressed, if they were in use they lost control of the locomotives they were assigned to. The track / power bus wasn’t shorted... after a fruitless hour with the crew (including Tony Koester and Andy Sperandio) cooling their heels, I sent them off to lunch while I built a short test track. I confirmed that the command station was working properly... after several hours of troubleshooting I found that one DIN plug had shorted two wires of the command bus by working back from the end of the bus. I left it cut it out of the bus and joined the crew for dessert...

Fast forward 8 years – and Andy Sperandio is once again working on the SCN. He is the engineer on No. 271, the Westbound Drag and has the WP 916D as the lead unit. The 916D is an Atlas Roco FP7. A rugged and heavy model, it unfortunately came with the same motor as the Atlas Roco Alco S2 switchers, a much smaller engine. The 916D had given excellent service for years. Wheels cleaned, on clean, dry rail, No. 271 headed up the 2.2% out of E. Rica with the usual two units and 24 cars. Into the second turn of the helix, out onto the trestle in the Watson Crick shadow box, about to disappear into the next tunnel. And the motor in the 916D literally goes up in smoke! Argh! Who knew it was into its short time rating?

Continued on page 44

Tales of the SCN



The replacement DIN receptacle. So innocent; presenting an unassuming face to the world, lurking...

Tales of the SCN ct'd.

Well, at least it didn't melt the body shell. I would have asked for anyone else than Andy to be the engineer... I mean, he was totally understanding about it. But jeez! The 916D went into the shops and eventually received a new, more powerful, Northwest Short Lines can motor and a new set of their geared stainless steel wheelsets to boot.

And now to this last Spring: As in the past, I spent the weeks before Pro-Rail cleaning (CLEANING!) locomotive wheels and track. I tested switches, the turntable at Mac St., train order signals, fixed a couple of issues, ran test trains and, importantly, avoided taking on any last minute projects. Game on!



And it is called a wall wort because... well that's what it looks like!

About half an hour into the session Dr. John Rogers, who was working as the Mac St. Yardmaster, told me the turntable was not working. As I walked up to the turntable I smelled the unmistakable odor of escaped magic smoke. Uh-oh. A quick look behind the fascia confirmed my fears. The plastic case of wall wort transformer was very nicely deformed, and warm to the touch. Ouch. I have three or four wall worts powering various accessories around the layout, but I never felt I needed a spare. To make matters worse, this wall wort also supplied power to the bull switch at the west end of Mac St., the two switches on the east side of the yard at LB Tower, and the Train Order signal at LB Tower, none of which should be in use at the same time.



The 916D poses on the new Watson Crick bridge. Going strong as if to try to make up for the embarrassment she caused.

I will forever be grateful to Doctor John. He told me that the power switches were lined as best as could be hoped for and working Mac St. under these conditions would be a very enjoyable challenge. Can you believe that? John worked things out so that Mac St. never seemed to be an issue – the rest of the session went about as smoothly as could be hoped – and the crew appeared to have a good time. Can't ask for more. I even had enough sanity left to give my Car Routing PowerPoint presentation that evening at the event hotel!

The wall wort has been replaced. I also found that one of the two motors controlling the semaphore blades on the LB Tower train order signal was toast. Did this cause the wall wort to fail? Not sure. What I can tell you is that the replacement, a Model Railroad Control System's Dual 3 Position Semaphore Controller, is powered by a separate wall wort!



Initial cause or collateral damage? Can't tell for sure. 22-year-old Tomar train order signal control on the left. New MRCS train order signal control on the right, complete with servos managed with an Arduino.



A dedicated wall wort. Rated at 2 amps, with a range of available voltages. One of Joe Fugate's columns in the latest Model Railroad Hobbyist recommended this and several other wall worts. I bought two, probably should have bought three...

Regardless, the SCN and I look forward to the next time we can host ProRail op sessions – regardless of what my wonderful lady puts in play!



Seth Neumann of MRCS was up working on a replacement US&S signal control box for the interlocking at SP Xing (the new one will have an additional signal lever) as I was working on replacing the controls for the LB Tower train order signal. Nice to have 'the man' at hand when you delve into using a new product!



Looking Back

by Dave Connery, MMR, PCR Historian

Voices - An Interview with Bob Osborn

Looking Back



Bob Osborn was born and grew up in Dearborn, Michigan – home of Henry Ford. Bob has an older brother, and he remembers his parents having a Lionel train that ran around the Christmas tree. But the Lionel was just part of the holiday decorating and did not strike a chord with Bob. Bob's interest in trains occurred later in life. It was watching real trains while in college that finally stoked his interest.

Bob attended Western Michigan University in Kalamazoo, but while there, Bob was drafted into the Army and was provided with an all-expense paid visit to the Orient—namely Vietnam. There, he served as an Army photographer. Bob was released from the Army in 1970 and married his high school sweetheart, Pat. Back in college, Bob graduated in 1972 with twin degrees, a BS degree in Political Science and Geography and a BBS degree in Accounting with a minor in Marketing. Following college Bob worked for a large accounting firm leading to his CPA credential.

Bob's good friend, Dick, a fraternity brother, was the one who introduced Bob to an interest in trains. Over the year's they have enjoyed watching trains and involving both of their families in their joint activities. After graduation, Bob and Pat bought a house with a basement in Dearborn. After a considerable number of upgrades to the house, Bob installed a small "first" layout in that basement. It was a simple figure "8" layout but with dual cab control so it was possible to run two trains simultaneously—which was fun.

One night Dick called and got Bob out of bed. Dick had just gotten home from participating in an operating session on a model railroad and wanted to tell Bob all about it. He was excited and amazed at how these modelers were running the layout just like a real railroad. Dick was able to get Bob invited to an operating session and Bob was so taken by this aspect that when he got home he decided to scrap his starter layout and build a layout for operations. This was really the defining moment when Bob became a model railroader.

About this time, Bob and Pat purchased a lot in Bloomfield Hills (a northern suburb of Detroit) and were designing a new house for that lot. Bob made sure that the new home would have an appropriate basement for his new layout and, while the house was being built, he was busy designing his operation oriented layout. It was designed to handle 10 to 12 operators and had a remote dispatcher in a separate room. His new layout had block occupancy indicators on the dispatch panel, and the dispatcher had control of all mainline switches. There was over 300' of mainline track and there could be 8 or 9 trains running simultaneously. It was a neat operating layout and rather advanced for its time. It followed the Pennsylvania Railroad old Grand Rapids & Indiana Railroad, running from an interchange with the Pennsylvania RR at Fort Wayne, Indiana through the western part of Michigan's Lower Peninsula through Grand Rapids, Cadillac, Traverse City, Petoskey and on to Mackinaw City, where a car ferry operation moved cars north to and from the Upper Peninsula and Canada.

Bob still models the area from Grand Rapids to the car ferry in 1967. He calls his railroad the Chicago and Mackinac Railroad (C&M). I urge you to visit Bob's web site, www.CMRailroad.com, for a lot more well developed information on Bob's concept. Look under "Intro" and then "C&M Concept". Bob's line is well thought out. Each of his included industries are taken from the real railroads in the area where they were located in the 1960's, what they shipped, what they received and, their volume of each commodity. Bob has greatly enjoyed the research necessary to develop his C&M railroad and his attention to prototype detail has always shown.

During that time, in the 1980s, Bob operated in a round robin group. At one operating session at a friend's house, Bob got a call from his very pregnant wife saying it was time to go to the hospital. Bob was the yardmaster for that session and of course rushed home, gathered the family, and went to have a baby, his second son, Jeff. Several of the operators at the session questioned his priorities: abandoning his yardmaster position just to have a baby? In fact, they have never let him forget it. Forty some-odd years later, he still thinks he made the right decision!

Over the nearly 10 years that this layout existed, Bob hosted more than 100 operating sessions (two a month), to the delight of a large team of local operators. Due to family relocations and moves, this railroad has become C&M I in Bob's parlance—as we will see further on. Bob was very pleased with this layout, and of course, in those days it was all DC—well before the emergence of DCC. The fellow whose layout originally excited Bob about model railroad operations became a good friend and helped Bob with the development of his operating scheme.

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Looking Back ct'd.

At the time, Bob helped start a high-tech company. This company was founded in Michigan, but they soon realized they needed to find a more appropriate high-tech area. They ultimately relocated the company to the Bay Area of California. By this time Bob and Pat had two sons (one in the 8th grade and one in the 3rd grade) who were not at all keen about leaving their friends in Michigan, but it all worked out for the best. Bob and Pat settled their family in Pleasanton in 1987. When the two boys were finally out of college and out of the house, Bob negotiated for the use of the California basement (two-car garage) for a new layout (and as part of the deal, Pat got a new kitchen).

Bob created C&M II in the garage space, a partial mushroom design with over 300 feet of mainline using the same concept and railroad name as back in Bloomfield Hills. Bob once again began hosting operating sessions on the new layout, usually accommodating a crew of 8 to 9 operators. This layout was built using Easy DCC. This layout was also operational for nearly 10 years, including four Bay Rails operating weekends and a Pro-Rail event.

Bob and Pat then moved again in 2011, this time from Pleasanton to Brentwood. Although they initially had not planned on staying in Brentwood all that long – they ended up living there nearly 10 years. Naturally, Bob created a third iteration of the Chicago & Mackinac, which has subsequently been referred to as C&M III. Again, operations were the focus and Bob hosted several dozen operating sessions, including participation in one Bay Rails. The layout fit into a bit more than one bay of the three-car garage. It was an around-the-walls design that was enjoyable, if a bit cramped.

In 2020 the Osborn's made what they hope will be a final move to a home in Rio Vista. The house fits their needs well, providing a work studio for Pat, and a separate one-car garage for Bob's new and smaller C&M IV layout with the same concept and operations as earlier. Bob knew he was not getting any younger, so he developed a bench work system that was fast and thin, which results in a lot of under the layout work and uses a lot of critical horizontal space (previous layouts used an open grid or L-girder approach). For a more complete understanding of this system that folds up against the wall, giving Bob easy access to the underneath without getting down under the layout, go to www.CMRailroad.com and check under "Build and Design" and then "Thin".

In each rebuild Bob was able to reuse much of the previous layouts, especially track and turnouts. He is a strong believer that if trains run well people will be tolerant of minor issues (Bob has stuck with his code 100 rail from his earliest layouts). Bob has followed Allan McClelland's concept that for an operating layout things can be "good enough". The current layout was operational in less than a year and Bob has hosted about a half dozen operating sessions on the layout to date. Bob has included several advanced technical improvements on this layout including using servos for turnouts that cannot be "finger flicked" due to their inaccessibility from the aisle and he has incorporated Arduino controls for some layout automation. Most recently, Bob has been building "keep alive" circuits for installation in his locomotives.

Bob is currently PCR treasurer, and has been for about eight years. For Bob, it is a way of giving back to the hobby. With his strong accounting background, he is ideal for the job. He stays on top of issues in non-profit tax requirements, to the benefit of the PCR and each of us members. Thank you, Bob.



Bob Osborn with his CM IV Railroad.





Have You Heard The Good News? The Daylight Division will be hosting PCR's 2025 convention next March in San Luis Obispo (<https://pcr2025.org/>). Convention Chair Bruce Morden (chair@pcr2025.org) and his committee have already started making plans for the event and welcomes other members of the division to provide input and assistance in the planning and offerings at the convention. Many of you may have thought that conventions magically happen. I know I did when I first got involved with the NMRA. Only after attending my first convention, did I realize what goes into the planning of a successful convention.

PCR's annual convention is hosted by a different region every year. There are four divisions within the region, so naturally, each division will host the event every fourth year. Since COVID forced the cancellation of our division's last in-person convention in 2021, the 2025 convention will be our first chance to host an in-person convention in a while. As COVID fears have eased, more people are returning to in-person gatherings. Zoom may be convenient, but you can't beat the experience of an in-person convention.

For the convention, we are planning to host clinics, op sessions, layout tours, excursions, contests, and swap meets. We plan to have a variety of make-and-take clinics that are popular with many of you. This year we are encouraging a spouse or child of the member to register for free and be able to attend clinics and other activities that are part of the regular fare registration package. The companion fare is new for our convention, as a way to encourage more interested folks to attend without breaking the bank. However, extra fare items will still be charged at full price.



On tap for one of the many layout tours and operating sessions is the San Luis Obispo Model Railroad Association (<http://sломra.org/>). Imagine being able to operate on SLOMRA's layout. This one opportunity alone is worth the entire price of admission. Still in the early stages of consideration is a ride on Amtrak's Coast Starlight over the Cuesta grade with none other than Bruce Morden providing color commentary.

If you want to take a break from trains for a bit, there are quaint shops in the area, enjoy the relaxing coastal climate, visit Mission San Luis Obispo de Tolosa, or other popular tourist destinations such as Morro Bay, Hearst Castle, Pismo Beach, and of course the many wineries, breweries, and distilleries in the area.

SEE YOU IN SLO!



<https://pcr2025.org/>

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“Goings On” At GEHAMS

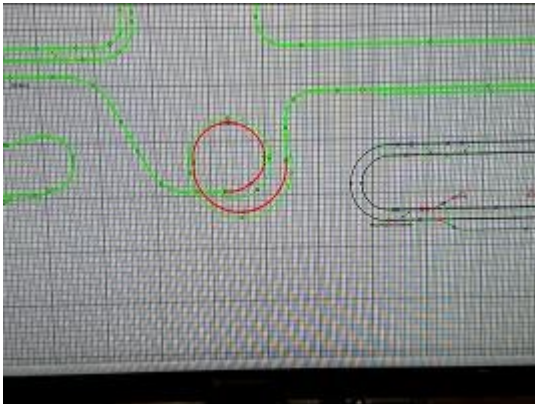


Now that the 30th Annual Golden Empire Historical and Modeling Society's Bakersfield Model Train Show is over, it's time for the GEHAMS members to get back to what they do best—either running trains or working on the layouts. This past Saturday was no different. Accompanying this article are some photos from Saturday, June 15th.



GEHAMS member, Tim Stinson, pulls yard duty this shift, on the GEHAMS HO layout. Tim is making up a mixed manifest train to be heading out later that day.

Photo by Doug Wagner, GEHAMS member.



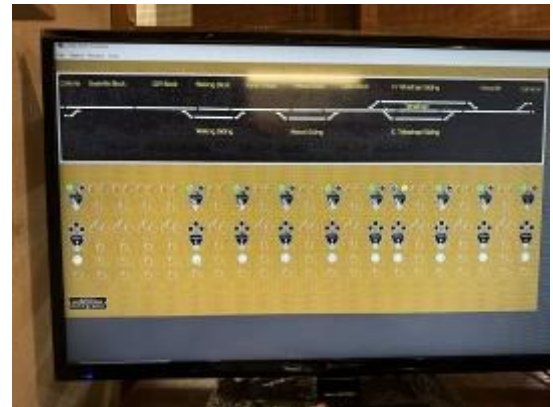
Even though the N scaler's weren't too busy with trains, Axle Smith did get a chance to test out his Metrolink train. Meanwhile, Doug Wagner was diligently working on the signaling project for the Tehachapi Loop area, and was using Axle's Metrolink to test out block detection. This screen shot shows that Axle's Metrolink is occupying the mainline on the Tehachapi Loop, signified by the red-colored track. Not bad for someone that knows very little about electronics!

Photo by Doug Wagner, GEHAMS member.



This Chessie train is being held up by Farmer Brown's caterpillar as it is being used to turn right-side up the overturned fire department brush rig that wound up on its side while responding to a track side fire. Farmer Brown needed some of the roadbed to gain room to to pull the rig over. Despite being short one fire engine, the Fire Department was able to extinguish the blaze in no time!

Photo by Mike Cronin, GEHAMS member.



Next step for Doug is to take the information shown at the right, and make it display on the Dispatcher's Panel. It's a combination of work in progress, learnin' on the job, and a lot of trial and error!!!!

Photo by Doug Wagner, GEHAMS member.

If you're ever traveling through Bakersfield on a Saturday, please drop by and say, "Hi". Hours on Saturdays are 10:00 AM to 1:00 PM. Directions to the clubhouse and further information on the Golden Empire and Modeling Society, of Bakersfield, can be found by visiting our website at www.gehams.club and our Face Book page by going to this link: <https://www.facebook.com/bakersfield.gehams>. We'd be glad to see ya'!





GEHAMS welcomes visitors
on any Saturday, (closed on Dec. 25)
11:00 AM to 1:30 PM,
to view trains operating over
Central California's largest
HO and N Scale layouts.

For more information, please email
carldw@aol.com, phone (661) 331-6695
or visit our web site at gehams.club



PCR2024 Convention Wrap-up

The Tech Line PCR Convention was hosted by the Coast Division in Silicon Valley from April 24-28. The convention was held at the Sonesta Hotel in Milpitas.

Overall the convention was a Success. The in-person attendance of 180 was a significant increase over both 2022 and 2023 and reverses a trend of decreased attendance for the past few conventions. In addition, a hybrid virtual convention was held that attracted 85 attendees. The total of 265 attendees was a dramatic increase for the region.

The convention featured 43 clinics and 46 open layouts. There were prototype tours to the Society for the Preservation of Carter Railroad Resources and the Niles Canyon Railway. While the number of vendors was lower than in the past, a lively swap meet with tables available to attendees for 3 hour slots was well received.

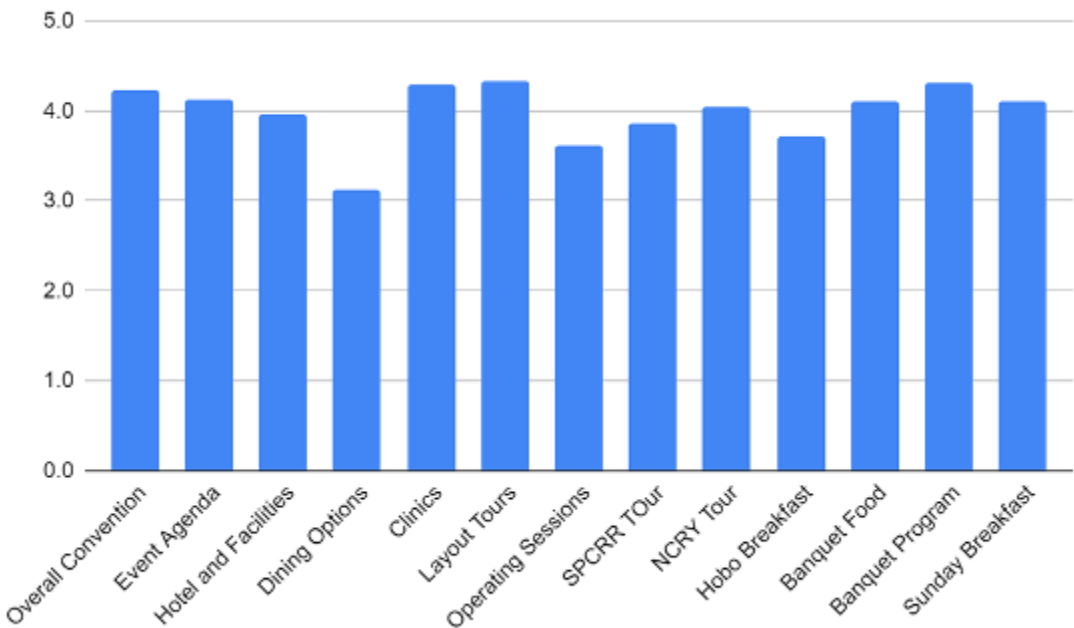
The contest entries were high on quality and reflected the changing interests of the hobby, including some entries by new modelers.



The Hobo Breakfast was held at a nearby Black Bear Dinner and was well attended. The banquet attendance was slightly lower due to the large number of local Express attendees, but the food was excellent, as was the Sunday PCR Breakfast.

An extensive survey was done after the convention using Google Forms. 59 responses were received for a response rate of 33%. The following were the overall evaluations of the convention (5=Excellent, 1= Below Par, Did not Participate/No Opinion removed from totals).

Overall Opinions of the Convention. Please rate your experience at the convention from Below Par to Excellent for these areas.



As can be seen, the overall rating is 4.2 out of 5. All areas of the convention were over 4 (Very good average) except for a few areas.

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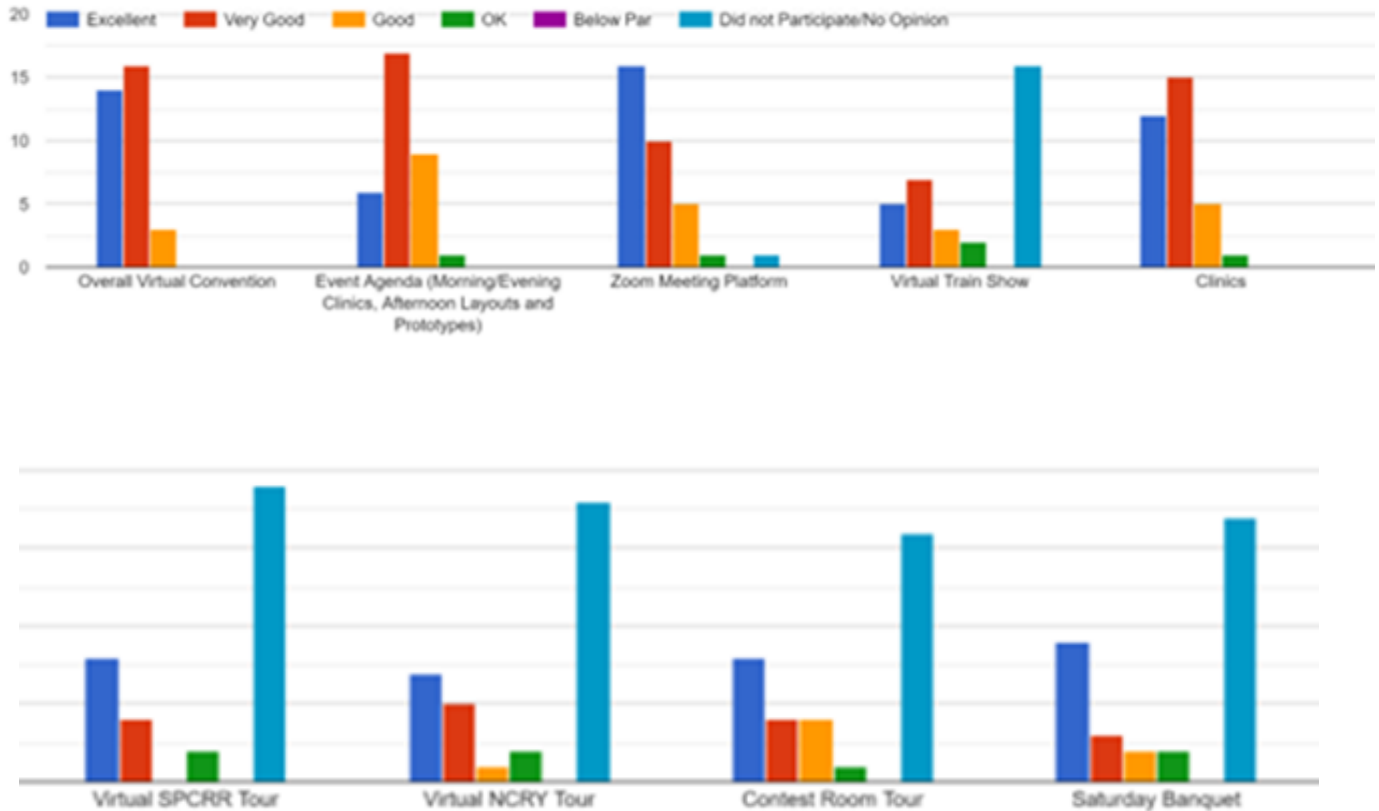
Coast Division Report, ct'd.



The virtual convention was a first for the PCR and one of the few hybrid conventions since the pandemic. The virtual convention had 85 attendees and was very well received.

The Virtual Convention survey had 33 responses out of 85 attendees for a 40% response rate. The overall rating of the convention was very good with an overall rating of 4.33 out of 5.

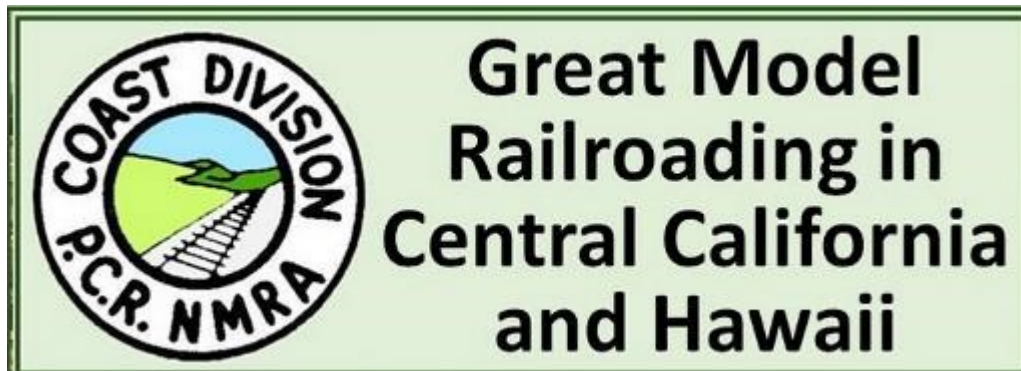
Overall Opinions of the Virtual Convention. Please provide your opinions from Below Par to excellent for aspects of The Virtual Tech Line



With the 2024 PCR Convention in the books, we are all looking forward to 2025 in San Lous Obispo. Mark your calendars for March 27– 30, 2025.



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VISIT THE COAST DIVISION YOUTUBE CHANNEL



[LINK](#)



There are currently twelve recorded videos comprising nearly sixteen hours of model railroading content. Make sure you have plenty of time!!



Redwood Empire Division Report

By Paul Weiss



Here at the Redwood Empire Division we continue to enjoy our quarterly meets at Monroe Hall in Santa Rosa, typically involving lunch, 2 or 3 guest speakers, and a vigorous show and tell competition with a first and second place cash prize. We typically get a dozen or more “competitors” for this event which is either a modeling contest, storytelling competition, or good karma “contest” which always results in wonderful surprise contributions and learnings about each other and our railroading and modeling journey. Great fun! Here just a few of the entries:



Spring Meeting at Monroe Hall



Scott Lockhart's Kitbashed On3 Camelback
(took 1st Place - Steam Locomotive at the 2024 PCR Convention)



Don Obermeyer
Quick Mockup Structures

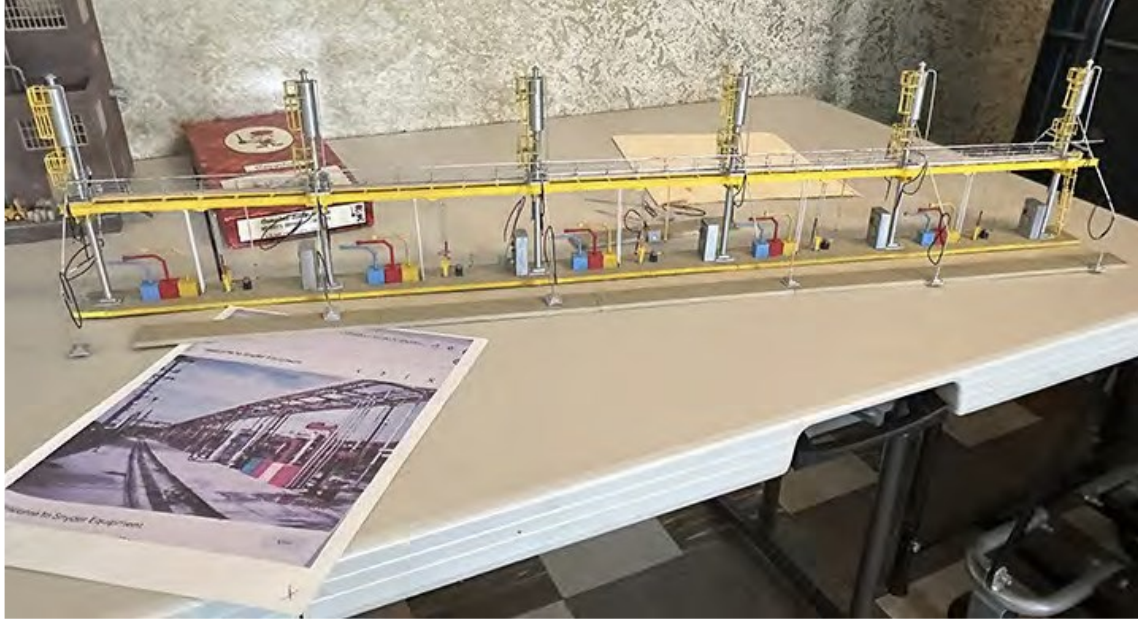


David Grundman
Humor



Mike Davis's
Southern Pacific SD9s

Continued on page 54



Giuseppe Aymar's
Snyder Corporation Fueling Station

Our Summer Meet is the exception however, this year as of this writing we are expecting to be at the Western Railway Museum in late September, preliminarily September 28. We hope other PCR members living outside the RED but able to travel here will join us. More on this as it develops.



Some of you already know that we adopted a voting format for our Member Of The Year. This year we honored Verne Alexander, a longtime modeler in our area and known to many near and far for his deep knowledge, commitment, and interest in our hobby. Congratulations friend.

Happy modeling and we hope to see you in September. If you're outside the RED, we'd be pleased if you check out our content rich CALL BOARD which can be found at www.nmra-red.org under the CALLBOARD tab.

Paul Weiss
RED Superintendent



Sierra Division Report

by Dave Putnam



I'm sure everyone is enjoying these long hours of daylight, outdoor get-togethers with friends and family, fireworks on the 4th, and relaxing by the pool or nearby river. While we're approaching the slow season for model railroading, when the outdoors beckons us, there are still some summer highlights in the forecast.

The Pacific Coast Region's annual convention took place in late April. This year's convention was hosted by the Coast Division. Convention Chairman Phil Edholm and his team put together a great event that was capped off by a banquet that included a talk given by Doug Debs from the [Niles Canyon Railway](#). Also, during the awards presentation at the banquet our own Dan Moody took home the Sierra Division's Member of the Year award. Dave Bayless, Chip Meriam, Michael Eldridge, and Walter Schedler took home awards given out in the convention contest room.



[Union Pacific's 4014 "Big Boy" is due to steam into our division territory in mid-July.](#) I'm sure those of you who like to lurk about the mountains, canyons, rivers and valleys are making plans to capture a few "once in a lifetime" photos and videos as it navigates the Feather River Canyon prior to parking for a few days in Roseville. The excitement will continue as this historic locomotive and executive passenger cars heads out eastbound for whistle stops in Colfax, Truckee, Sparks and elsewhere along the line as it heads to Ogden. I'm planning on being amongst you so please avoid elbowing me

or standing in my shot as we attempt to capture the moment. Dates and locations in Sierra Division:

CALIFORNIA: Portola, July 10 - Oroville, July 11 - Roseville, July 12 & 13 - Roseville, Colfax & Truckee, July 14

NEVADA: Sparks, Lovelock, July 16 - Winnemucca & Carlin, July 17 - Elko, July 19

The NMRA's "Magic of Scale Model Railroading" recently marked its' three-year anniversary at the [California State Railroad Museum](#). Since the 2021 opening date was a somewhat subdued event due to still in place COVID restrictions, we have plans to make a splash on July 31st. We will have a morning presentation in the museum theater, followed by a lunch in Old Town Sacramento and then back to the museum where former NMRA President Charlie Getz will be giving personal tours of the exhibit.



Also, later in August, the Sierra Division will be holding our third quarter business meeting in the Sierra Nevada foothills. This meeting will be held at the [Nevada County Narrow Gauge Railroad Museum](#) in Nevada City on August 17th. We will also have several great layouts to tour that day from Granite Bay to Nevada City including [Southern Pacific Donner Pass](#) and [Sandy River & Rangeley Lakes](#) layouts. There will also be a couple of nearby hobby shops that will be open and ready for you to help the local economy.



Donner Pass



Sandy River & Rangeley Lakes

Looking further down the road, the [International Railfair takes place at Cal Expo on November 2nd and 3rd at Cal Expo](#). We will also be holding a modular layout weekend in the roundhouse of the California State Railroad Museum on November 9th and 10th. More details on these two events will be passed along in early Fall.



Saturday, June 15

Bay Area Prototype Modelers

Sunday, August 4

Surfliner 2024 NMRA National Convention

Monday, August 5

Surfliner 2024 NMRA National Convention

Tuesday, August 6

Surfliner 2024 NMRA National Convention

Wednesday, August 7

Surfliner 2024 NMRA National Convention

Thursday, August 8

Surfliner 2024 NMRA National Convention

Friday, August 9

Surfliner 2024 NMRA National Convention

Saturday, August 10

Surfliner 2024 NMRA National Convention

Sunday, August 11

Surfliner 2024 NMRA National Convention

Saturday, October 5, 2024

Great Train Show

Sunday, October 6, 2024

Great Train Show

Wednesday, October 16, 2024

SP Historical and Technical Society Convention

Thursday, October 17, 2024

SP Historical and Technical Society Convention

Friday, October 18, 2024

SP Historical and Technical Society Convention

Saturday, October 19, 2024

SP Historical and Technical Society Convention

Saturday, November 2, 2024

International Railfair

Sunday, November 3, 2024

International Railfair

Continued on page 57

Time Table, ct'd.

Saturday, November 9, 2024

NMRA Modular Weekend

Sunday, November 10, 2024

NMRA Modular Weekend

Saturday, December 14, 2024

Great Train Show

Sunday, December 15, 2024

Great Train Show

Daylight Limited PACIFIC COAST REGION CONVENTION

MARCH
27-30
2025



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- Three full days of clinics
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2024 NMRA

NATIONAL CONVENTION



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August 4 - 11, 2024

The Westin Long Beach

333 E. Ocean Blvd.

Long Beach, CA

Continued on page 58

Monthly Activities

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

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

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

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

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

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

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

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

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

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

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

Second Saturday 3:00 - 6:00 PM / California Central Club (HO & HOm3) / 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@slomra.org or 805-929-3062

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

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

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

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

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

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

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



Alameda County Central Railroad Society

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

Contact: Gary Lewis 925-455-8135

Email: glgslewis@comcast.net

Web: www.pleasantonmodellrr.org/index.html

Amador County Model Railroad Museum

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

Antioch Model Railroad Club

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

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalpers

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

CMRS models the line from Oakland to Sparks with a double track mainline and many well-known lineside industries on three levels. The layout is in the 36 x 60 foot main room of the recently renovated former Oddfellows building that dates back to the 1890's. New HOn3 branchline coming soon. Entire railroad is NCE DCC-based with JMRI WiFi throttle support. We are open to the public bi-monthly with weekend open houses. Please see our web site (www.cmrstrainclub.org) and our listings in the PCR Master Calendar for more information. The club is open for perspective members and visitors during our Wednesday night work nights, 5PM to 9PM. We are located on the second floor at 645 Loring Ave., Crockett, CA 94525. Contact: Ron Lehmer, president@cmrstrainclub.org or Steve Huffstetter, secretary@cmrstrainclub.org. Club number 510-722-3025

Coastal Valley Lines Model Railroad Club of Sonoma County, LTD

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

Continued on page 60

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

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

An Internet-based fellowship of over 700 members in nine countries who model narrow gauge in "smaller scales". The term "Nn3" is used generally to describe 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Members include local groups in the USA, UK and Europe whose portable exhibition layouts and modules regularly appear at conventions and shows. The "corporate" entity of the group - The Nn3 Alliance - created and published "The Nn3 Handbook", 140 pages with 400 illustrations, covering all aspects of small-scale narrow gauge, which remains the standard reference.

Web: www.Nn3.org

<https://groups.io/g/Nn3>

Enjoy the fellow-ship and learning experiences of a club near you

Continued on page 61

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: membership@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

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 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

Enjoy the fellowship and learning experiences of a club near you



Continued on page 62

San Luis Obispo Model Railroad Association (SLOMRA)

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

Silicon Valley Lines

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

Siskiyou Model Railroad Club

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

South Bay Historical Railroad Society

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

South Coast Society of Model Engineers

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

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

We are Located in Building 1 at the San Joaquin County Fairgrounds (1658 S Airport Way, Stockton, CA 95206), We have both HO and N scale layouts housed in a 2,400 sq. ft. alcove. The HO scale layout represents the former Tidewater Southern branch line of Western Pacific. We meet every Saturdays from 9am - 5pm except for major holidays and run trains on the last Saturday of the month. Admission is free! Email us at: tidewatersrhs@gmail.com for our schedule.

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>

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

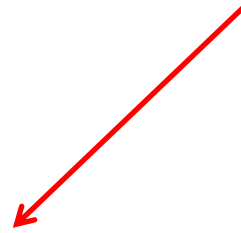
West Bay Model Railroad Association

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



Enjoy the fellowship and learning experiences of a club near you

IMPORTANT !!!!



Have you changed your address or other
membership information?
Notify Headquarters
Email: nmrahq@nmra.org
Phone: 423-892-2846 (8am—4pm
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We not only welcome your input here at the *Branch Line*, we actively encourage it!

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

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

Just contact our editor, Chip Meriam, at:

chipmeriam@comcast.net

We're looking forward to hearing from you!



NMRA's Partnership Program



PARTNERSHIP PROGRAM

NMRA members can log in and click on the **Benefits** tab to view the **NMRA Partnership Program**. Please patronize all of our partners for some fantastic discounts as an NMRA member!

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Railroad Graphics

Hot Wire Foam Factory
K.I.S.S Method, Inc.
LaBelle Woodworking Co.
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Logic Rail Technologies
MAC Rail
Mainline Model Railroad
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miniprints
MRC (Model Rectifier Corp)
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Modelers Decals & Paint
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Yelton Models

February 2024

Partnership Program



National Model Railroad Association, Inc.

Membership Renewal Notice

Name:				
Address:				
City:		State:		Zip:
Phone:		Birth Date:		Scale:
Email:		Occupation:		

Membership	1 Year	2 Year	3 Year	Total
Member with Printed Magazine Subscription – All Rights & benefits, digital NMRA Magazine access and the Printed Magazine. (26 cents a day!)	\$92.00	\$184.00	\$276.00	
Member - All rights & benefits as well as the digital NMRA magazine access only. (19 cents a day!)	\$68.00	\$136.00	\$204.00	
Family – Spouse or minor child of above member. No magazine, no voting rights, not allowed to hold office. Name: _____ Email : _____	\$10.00	\$20.00	\$30.00	
Sustaining – Mandatory for group memberships (Clubs, Business, Associations). All rights & benefits, and the Printed NMRA magazine.	\$120.00	\$240.00	\$360.00	
Student – Between the ages of 19-25 years of age. All Rights & benefits, digital NMRA magazine access only.	\$40.00	\$80.00	\$120.00	
Membership				\$
General Donation				\$
Merchandise				\$
Region Subscription				\$
Total				\$

If you would like to set up auto renewal, pay with PayPal or make payment arrangements please call the office to speak with a staff member: 423-892-2846. Thank you for becoming a member of the NMRA!

Please make checks payable to NMRA

We accept MC, Visa, Discover & American Express.

Credit Card

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Expire Date:

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CVV Code:

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Signature: _____

NMRA Merchandise					
Item	Size (Select Size: Circle)		Qty	Price (S/H Included)	Total
Blue Denim Shirt Long Sleeve	S M L XL			\$45.00	
Blue Denim Shirt Long Sleeve	2XL 3XL 4XL			\$50.00	
Black Golf Shirt	S M L XL			\$45.00	
Black Golf Shirt	2XL 3XL 4XL			\$50.00	
Grey Golf Shirt	S M L XL			\$45.00	
Grey Golf Shirt	2XL 3XL 4XL			\$50.00	
Grey Ball Cap				\$20.00	
Black Ball Cap				\$20.00	
Turnout Template HO Scale				\$6.00	
Turnout Template O Scale				\$6.00	
HO Scale Clearance & Gauge				\$10.00	
HO Scale Gauge				\$7.00	
Sn3 Scale Gauge				\$7.00	
O Scale Gauge				\$15.00	
On3 Scale Gauge				\$7.00	
On30 Clearance & Gauge				\$10.00	
HOn3 Scale Gauge				\$7.00	
N Scale Clearance & Gauge				\$10.00	
Railway Track & Maintenance Book				\$30.00	
Concrete Book				\$30.00	
Steel Book				\$40.00	
Freight Terminals & Trains Book				\$30.00	
Merchandise Total					\$
Printed Region Subscriptions					
All region newsletters are available online!					
You are automatically a part of the region, there is <u>no charge</u> for region membership!					
The following regions charge for printed region subscriptions.					
21 Northeastern Region	\$12.00		28 Midwest Region	\$6.00	
23 North Central Region	\$15.00		33 Southeastern Region	\$20.00	

Please update your contact information below.

Address:		
City:	State:	Zip:
Phone:	Email:	

P. O. Box 1328

Soddy Daisy, TN 37384-1328

Email: HQ@NMRA.ORG

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