

Oct-Nov-Dec 2025



Ron Kaiser's Western Pacific

One of many beautiful layouts open for tour during the Extra 2026 North,
Pacific Coast Region Convention, April 2026
Rohnert Park, CA

See page 17 for more convention information and more photos!

The Branch Line
The Official Publication of the
Pacific Coast Region/ National
Model Railroad Association

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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 2025/2026

JAN-FEB-MAR 2026 issue

Articles due by
December 10, 2025

APR-MAY-JUN 2025 issue

Articles due by
March 10, 2026

JUL-AUG-SEP 2026 issue

Articles due by
June 10, 2026

OCT-NOV-DEC 2026 issue

Articles due by
September 10, 2026

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

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For 90 years, the National Model Railroad Association (NMRA) has been the “mothership” of the model railroading community. Founded on the principles of supporting both the hobby and industry of model railroading, we've grown into a global fellowship of model railroaders united by our passion for "the world's best hobby." As we celebrate our rich history, we look forward to the next 90 years of innovation, education, and community. Supporting the NMRA, supports the hobby!

NMRA Promise

To foster the art and craft of model railroading through education, standards, and fellowship, ensuring the hobby continues to thrive for generations to come.

NMRA Core Values

- Fellowship: Creating connections through shared passion
- Education: Sharing knowledge and expertise
- Innovation: Advancing the hobby through standards and best practices
- Heritage: Preserving and celebrating railroad history
- Community: Supporting and inspiring model railroaders worldwide
- Strength: Building lasting connections and enduring standards

Perseverance vs Planning



**Chip Meriam,
PCR President**

My railroad is nearing “completion”. It’s been a long process that started in 1990 - some thirty-five years ago. But my scale model railroad history goes back further, to 1971, when I first started scale model railroading in HO. Before that, I dabbled in three-rail O Scale that started occupying my modeling attention when I was nine years old.

You see, I started the current layout in a different house and moved it to my present house ten years later. That move was in 2000. Add up the years, and you can see why perseverance might be part of the equation.

My dilemma, now, is “do I maintain and continue?” or do I start over completely?

The present plan is to get things running well, finish the layout (scenery and details), have the layout judged for an AP Scenery certificate, and enjoy operations for a while. Then, say 2027, tear everything out and start over - from scratch. No salvaging old track, etc. (my current layout contains several areas of 1970s vintage brass track, twin-coil switch machines, plastic insulated rail joints, and so forth).

So, the question is really “How much time and effort do I spend finishing the current railroad vs. how much time do I devote to planning its successor?” I imagine only time will tell...

I’m guessing there are a lot of you who face a similar dilemma. The layout you planned thirty or forty years ago has reached or is nearing the stage of completion. The features and track plan fit your view of the hobby back then when you were much younger and nimble but are now difficult (if not impossible) to maintain. For example:

- Switch machines and wiring underneath the layout. Can you still crawl around on the floor without difficulty?
- Those forty inch clearance duck-unders that are becoming increasingly hard to navigate.
- The narrow stairway up to the attic or down to the basement. Is this now a safety hazard for you?

Perhaps the best course of action might be to make an honest assessment of how your existing layout meets your needs of today, determine if there might be modifications or modernizations that could extend the useful life of the layout, or recognize you’ve reached a plateau where further hobby enjoyment would be better served by a smaller, less complex layout requiring less maintenance and eliminates most of the ergonomic stumbling blocks.

And keep in mind that, for many, Model Railroad Planning is a hobby in and of itself.

Whatever path you choose, I wish you the best of luck and gratifying success!

A handwritten signature in black ink, appearing to read "Chip", with a stylized flourish underneath.



ARTICLE I

The name of this corporation shall be PACIFIC
COAST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION.

ARTICLE II

The purposes for which this corporation is formed
are: ®

(a) The specific and primary purpose is the
furtherance of the hobby of model railroading.

~~(b) The general purposes and powers are furtherance
and encouragement of model railroading and the exchange of
ideas, competition and social exchange between model railroading
hobbyists.~~

November is National Model Railroad Month. Although promotion of our hobby is a year-round goal, November is the highlight or focus month of our mission. Note the above excerpt from the founding document of the Pacific Coast Region, NMRA. Clearly, our stated purpose is promotion of the hobby.

Here are a few ideas:

1. If you have a home layout, hold an open house event to show off your railroad to neighbors, friends, and other family members.
2. If you're still working, share your hobby interest with your co-workers by showing them photos of your layout.
3. If you belong to a social organization or a community service club, prepare and present a short program about model railroading. Discuss the many facets of the hobby. Show off a few models; perhaps in several scales.

As NMRA members, we are ambassadors of the hobby, and National Model Railroad Month presents the perfect opportunity to be a positive advocate.



Membership

Welcome Aboard ! PCR's Newest Members

Member	City, Sate	Date Joined
Sierra		
Kevin Meiron	Stockton CA	6/9/2025
Kevin Mayeshiro	W Sacramento CA	7/2/2025
William Johnson	Reno NV	7/9/2025
Jim Spence	Elk Grove CA	7/18/2025
Kevin Brewer	Reno NV	8/25/2025
Redwood Empire		
John Follansbee	Forestville CA	7/18/2025
Paul Beatie	Ferndale CA	8/26/2025
Cary Beatie	Ferndale CA	8/26/2025

In Memoriam

<u>Member</u>	<u>City/State</u>	<u>Date Joined</u>
Redwood Empire		
William Wells(Lifetime)	Santa Rosa CA	1/1/1957
Sierra		
Michael Evans	Anderson CA	1/10/2002

Have you changed your address or other membership information?

Please Notify Headquarters.

Email: nmrahq@nmra.org

Phone: 423-892-2846 (8:00 AM - 4:00 PM eastern)

PCR Membership Gauge

August 31, 2015—1,012
August 31, 2024—813
September 30, 2024—801
October 31, 2024—794
November 30, 2024—759
December 31, 2024—741
January 31, 2025—750
February 28, 2025—758
March 31, 2025—765
April 31, 2025—760
May 31, 2025—744
June 30, 2025—741
July 31, 2025—740
August 31, 2025—743

PCR Membership Tracker

Division #Members

Coast	330
Sierra	223
Redwood Empire	103
Daylight	<u>87</u>
TOTAL	743

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!





October 3-5, 2025

San Luis Obispo and Northern Santa Barbara Counties, California.

The Central Coast Railroad Festival (CCRRF) is a broad-based festival that focuses on railroading of many types with an eye toward the beauty of the central coast of California.

The Festival is designed to attract the attention of avid and casual rail fans as well as curious folks from across the Western United States. It presents historical, educational, and recreational events for local citizens, the area's large population of second home owners, and visitors. The visibility of all local rail entities as well as railroading in general is elevated and enhanced by the Festival. A cooperative spirit is developed among all participating organizations to promote their mutual well being and to expand interest in all things rail!

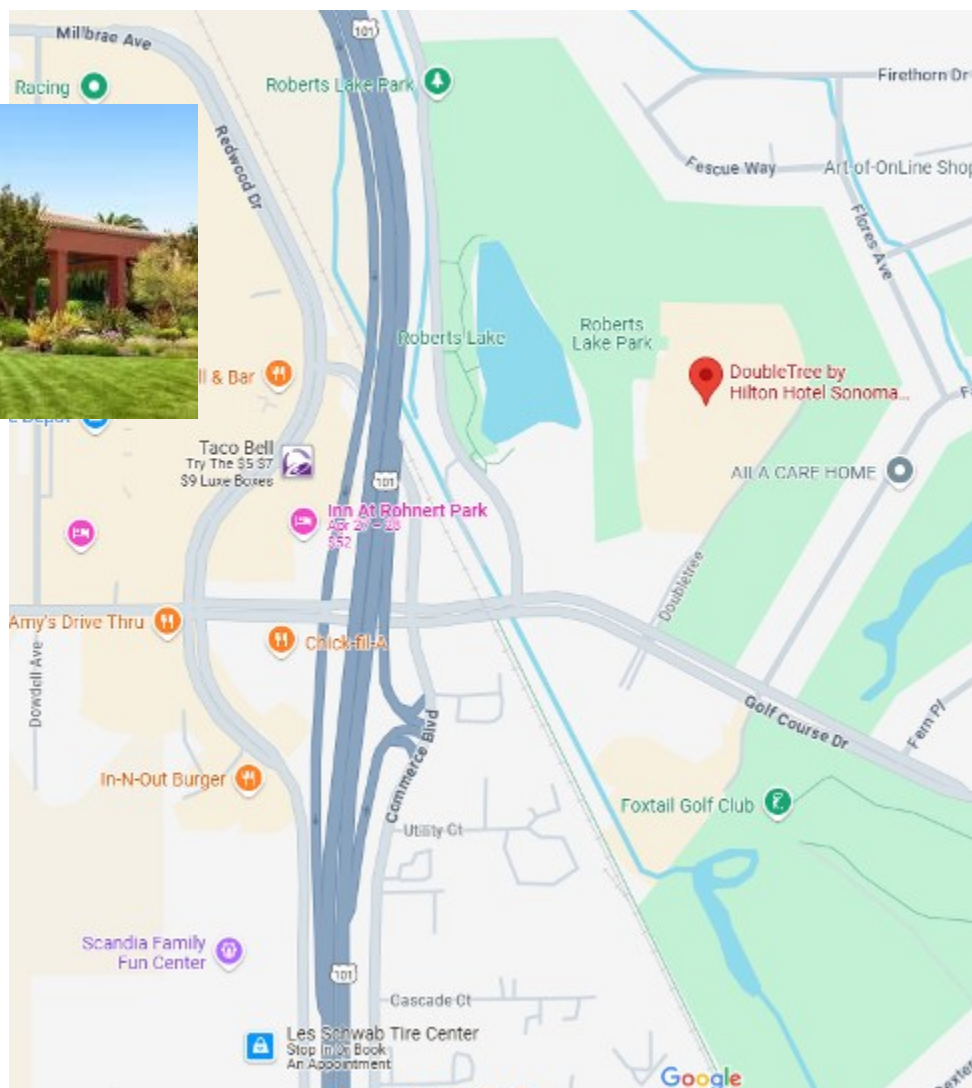
<https://slorm.com/251003.html>



EXTRA 2026 NORTH PCR CONVENTION APRIL 30 - MAY 3

- Full three-day program Thursday, Friday, Saturday
- Over 40 clinics
- Layout Tours
- Operating Sessions
- Contests
- Excursions
- Member Swap Meet
- FREE Companion Fare with Full Fare registration

pcr2026.org



INTERNATIONAL RAILFAIR



NOV 8-9 2025

OPERATING LAYOUTS! VENDOR TABLES!

ANDY FLETCHER LIVE DRAWING!

CHILDREN'S LAYOUTS & COLORING TABLE!

SQUARE FOOT DIORAMAS! DEMOS!

TRAINMART CONSIGNMENT STORE

\$15 SAT \$12 SUN at Gate \$12 SAT \$10 SUN Online

12 and under FREE! Cal Expo Parking: \$10

SATURDAY 10 AM - 5PM SUNDAY 10 AM - 4PM



CAL EXPO

BUILDING C

1600 EXPOSITION BLVD, SACRAMENTO

www.internationalrailfair.com





International Rail Fair is hosting a Square Foot Diorama Challenge. Build a diorama between now and November 8th, and display it during the show (on one of the NMRA tables). The rules are simple - the diorama has to fit on a 12" x 12" square base (or smaller) and there has to be an element that includes railroad track. The diorama can be in any scale, even a non standard 'railroad scale'. There will be a People's Choice award based on votes from our show's attendees. The International Rail Fair will be held at Cal Expo in Sacramento on November 8th and 9th 2025. The Challenge is a fun event that's aimed at giving our show attendees another thing to enjoy. I hope some of you are able to join in. I can't wait to see what you build.



San Joaquin Valley Toy Train Operators, Inc.
welcomes you to their 2025

MODEL TRAIN SHOW



VENDORS - TRAIN DISPLAYS - ALL GAUGES



DECEMBER 6 & 7

SATURDAY: 10am to 4pm • SUNDAY: 10am to 3PM

FREE PARKING



**STANISLAUS COUNTY FAIRGROUNDS
900 N. BROADWAY • TURLOCK, CA**

DAILY ADMISSION: \$10 (CASH or CREDIT)

**Includes ticket for DOOR PRIZES
(Kids under 12 FREE with paid adult)**

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Our 47th year of outstanding train shows

SJVTTO, Inc. is a non-profit 501(c)3 corporation

Contest Room

Hello fellow Model Railroaders. I want to share some updates from the national office. While change may be happening slow, it is happening. Your concerns and ideas on improving the contest program are being listened to. If you have ideas or comments, please email me at dprailroad@gmail.com



By Paul Deis,
Contest Chair

People do less writing by hand and more word processing:

The NMRA is working on updating the contest paperwork. The goal is to enable the modeler to fill out all paperwork on their computer. This is not complete yet. We will continue to use the PCR version of these forms. The forms are available as a fillable PDF at <https://www.pcrnmra.net/contests/>

With structures for Contest or Achievement Program evaluation, low-relief structures can now be entered in the Structures category:

Models may be “low-relief” structures, defined as structures without one modeled wall (against the backdrop or open on the aisle) with at least ten (10) scale feet depth (front to back) of side walls and roof that are super-detailed. Flats with no appreciable roofs or side walls are not considered “low-relief” structures and are not eligible. Here are two examples.



This picture shows a flour mill. It is built into the backdrop. It has more than 10 scale feet of depth. It has details on the roof and other details throughout. This structure could be evaluated in a contest or for a merit award.



This structure of a feed mill does have 10 scale feet of depth but the roof really isn't detailed. A large part of the structure does not have much depth. I don't believe this would qualify.

As we start using this new standard the evaluators will have to carefully consider the new guidelines.

Our hobby is constantly changing to keep up with the times. Many modelers don't have room for large layouts. Technology marches forward with 3D printing, CAD driven machining and wood working, laser cutters, and more to come. We need to decide how to recognize the talent required to use these new tools. Here are some updates on what is being done:

Let's look at using a computer to direct a machine to build part of a model. The first thing to realize is the computer, laser cutter, or CNC machine is just a tool. Granted, a lot more sophisticated than an Exacto® knife, but still a tool. It matters what the modeler had to do to make the part using these tools. What work done with these tools can be considered scratch-built?

The modeler needs to provide clear information as to what was done as a modeler on the judging form. It's the primary source of information the judges will be looking at. Being concise and clear in your communications are critical to success.

Some people feel the paperwork required to enter a model is too much of a hassle. Next issue we will look at the paperwork that is required for entering a model into a contest. We will discuss how to make the process simpler and still convey the information needed to obtain proper credit for the work you have done.

Until then, keep-em on the rails.

Paul Deis



Achievement Program



By Earl Girbovan, MMR®
Achievement Manager

Congratulations to **Paul Deis** becoming **MMR 801**. Recently a group of us congregated at Paul's home in Paso Robles to present him with his plaque and certificate.



In addition, Some of Paul's Thursday night boomers group brought a leather tool pouch they use for operations as a celebration of his accomplishments.

Paul joins Tony Thompson MMR 772, Dave Croshere MMR 770 and Dave Adamas MMR 780 as others in the Region who have recently become Master Model Railroaders. Congratulations to all on this achievement!

In other achievement news, Phil Edholm has been busy accumulating Certificates. He recently was awarded Author, Volunteer, Official, Dispatcher and Electrical, and is rapidly closing in on becoming an MMR





EXTRA 2026 NORTH PCR CONVENTION ROHNERT PARK, CA

You're Invited!

Join your fellow modelers at the **DoubleTree Sonoma Wine Country Hotel in Rohnert Park, April 30 – May 3, 2026**, for the next annual **PCR Convention!**

The official website is live at pcr2026.org with everything you need to start planning. Take advantage of our special convention rate of **\$169 per night**—with **free parking** and **no resort fees**.

Get ready for an outstanding program:

- **Brand-new clinics** never presented before, plus **7 hands-on Make & Take sessions**
- **18+ layout tours**, including exciting new layouts making their PCR debut. Check out some of them on the website.
- **7 memorable excursions**, featuring:
 - Sturgeon's Mill (a fan favorite)
 - Russian River Rail Bikes (new for 2026!)
 - Western Railway Museum with picnic lunch & nostalgic train ride

This is shaping up to be one of the **best PCR Conventions yet**—don't miss it!

Register Today

Registration fees remain the same!

FULL FARE – \$160

Includes full convention registration, access to all clinics, contests, layout tours, and the Sunday Business Meeting/Awards Breakfast. Also **includes a FREE Companion Fare**, which grants the same access for one additional person.

EXPRESS FARE – \$110

Includes convention registration, clinics, contests, and layout tours for all three days. Does not include the Sunday breakfast.

DAY FARE – \$60 per day


Includes registration, clinics, contests, and layout tours for one specific day only—Thursday, Friday, or Saturday.

Clinicians Wanted!

Do you have knowledge, skills, or stories to share with fellow modelers, rail history buffs, or layout design and operations fans? The **2026 PCR Convention** is looking for enthusiastic presenters!

Whether it's a new modeling technique, a fascinating piece of railroad history, a hands-on skill to teach, or lessons learned from your own layout—we'd love to hear from you.

Submit your **clinic title** and a **short description** of your presentation, workshop, or session idea, and help inspire and educate others in the hobby.

 Visit pcr2026.org/clinics to fill out the clinic submission form.

Questions? Contact **Jim Providenza** at clinics@pcr2026.org.

Your participation makes the convention a success—share your expertise and be part of it!

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**EXTRA
2026
NORTH**
PCR CONVENTION
ROHNERT PARK, CA

Layout Tours

Self-guided layout tours will be available on Thursday, Friday, and Saturday afternoons. If layout owners are available, additional tours may be offered on Wednesday and Sunday afternoons. Detailed tour information, including addresses, will be provided to registered convention attendees during the event.



Ron Kaiser

Western Pacific



Dave Croshere

A B & Old C



Ed Merrin

Northwestern Pacific

Continued on page 19



Layout Tours

Gus Campagna

California Western



Jon Schmidt

Nicasio Northern



Mick Spillsbury

The Black Canyon



Continued on page 20



Layout Tours

Ed Jameson

Southern Pacific & Santa Fe



Tom Comyns

TCRR



Paul Weiss

Central Vermont



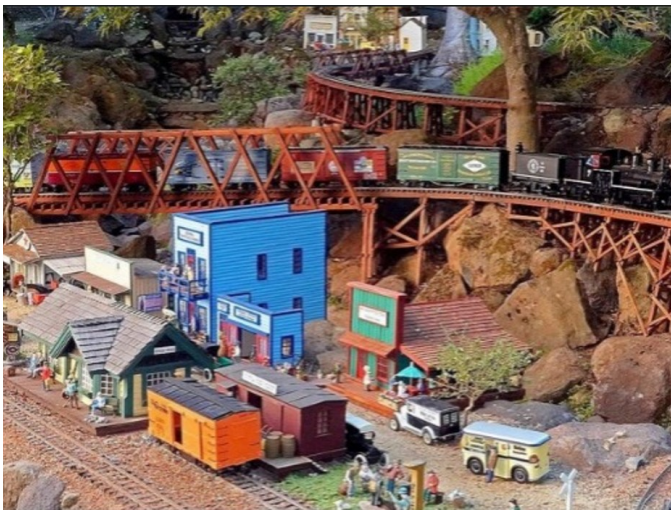
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Layout Tours

Richard Schoenstein

Large 3-Rail O Gauge



Ed Brodie

The Westie Line



**EXTRA
2026
NORTH**
PCR CONVENTION
ROHNERT PARK, CA

Continued on page 22



EXTRA
2026
NORTH
PCR CONVENTION
ROHNERT PARK, CA

We've lined up a fantastic selection of excursions for each day of the convention—there's truly something for everyone! Some are long-time favorites, while others are exciting new additions. A few are designed specifically for companions who may not be attending clinics but anyone is welcome to join.

Excursions



Depot Tour



Korbel Winery Tour



Russian River Railbikes

Continued on page 23

Excursions



Western Railway Museum



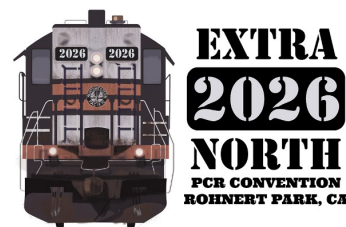
Sturgeon's Mill



Luther Burbank Home & Gardens



**Northwestern Pacific
Restoration Yard and Barn**



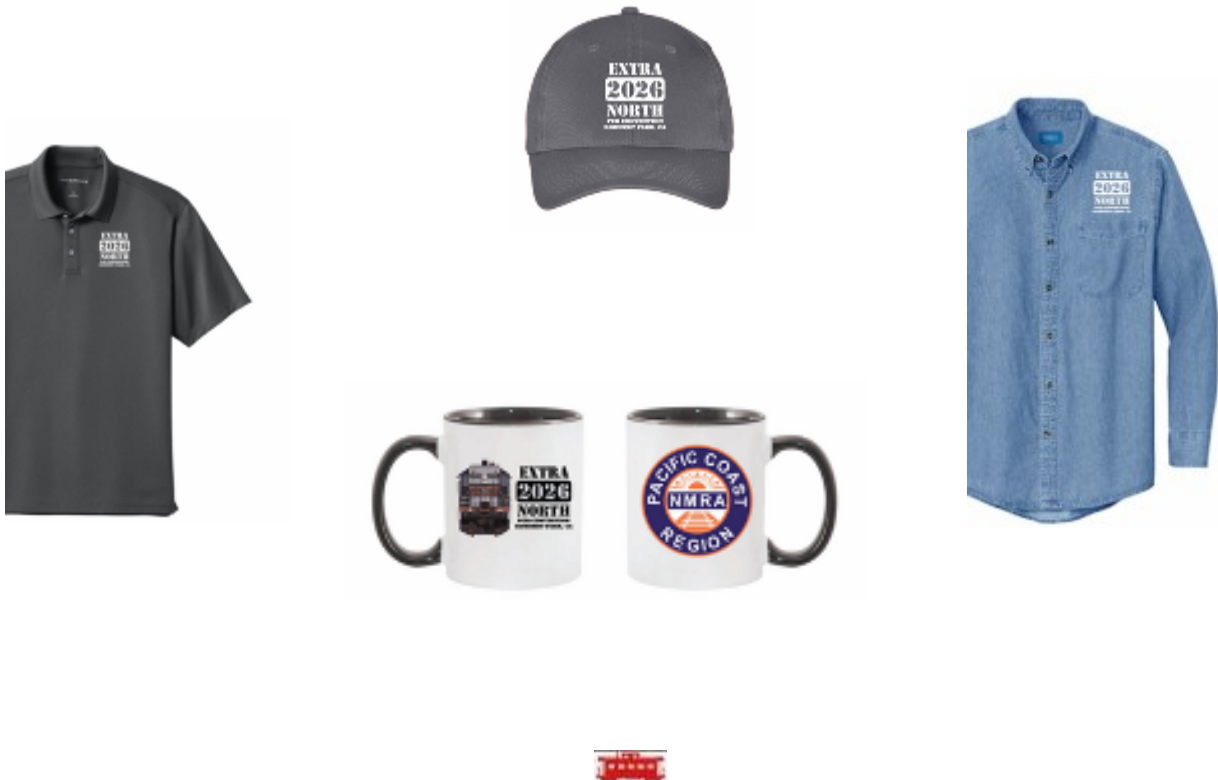
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[Order HERE](#)



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FOCUS STACKING

During the 2025 recent PCR convention in San Luis Obispo, Ed Merrin captured several images of the FreeMo modular layout on display there. Ed shared these photo in the pcr-nmra.io group, but we decided to show them here as well.

Please enjoy the photography and read what Ed has to say about the art of Photo Stacking.



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FOCUS
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FOCUS

FOCUS STACKING

Continued on page 27



Continued on page 28

FOCUS STACKING

Pacific Coast Region SIG Report

by Seth Neumann



Seth Neumann,



The big summer event was the operating program at NMRA's annual convention "STATION No. VI", in Novi, MI July 14-19 . This was organized by the Station VI group, not OPSIG. There were about 400 slots on 16 layouts and a good time was had by all who participated. There were some new ideas and look forward to seeing them implemented at Chattanooga in 2026 and Tacoma in 2027!

LDSIG held a program including "Make only New Mistakes", additional layouts on the self-driving tours, A "What Would You Do Differently" panel of layout tour hosts and the SIG Dinner, featuring speaker Tony Koester. Layout consulting sessions were offered to all!

CMRI SIG showed off a variety of products for the CMRI layout control bus.

Both Layout design (LDSIG) and Operations (OPSIG) have been publishing their magazines regularly. OPSIG rolled out its new skills development program to help new operators hone their skills and to be able to demonstrate proficiency to hosts.

As NMRA SIG Program Coordinator I'm here to help you form a SIG around any topic or grouping of individuals. So if you want to bring people together around a prototype, a technology a historical period or a group of people who have not historically participated in in the NMRA, reach out to me at sigs@nmra.org and I'll help set you up as a SIG.

As always if you are interested in these programs and don't know where to start (especially operations) please contact me at sneumann@pacbell.net

Seth Neumann



Portable Cannery Part 6



At nearly eighteen actual inches, the middle portion of the cannery is the longest and will accommodate three HO scale 40-foot freight cars. The front wall, with its board and batten siding, three doors, and eleven windows took the most time to finish and was completed before this portion of the structure was assembled. Last time I described how the siding, doors, and windows were stained and/or painted. To complete the wall, I spread yellow carpenter's glue on the 1/8" thick basswood shell and placed each siding piece, then weighted it down

until the glue dried.

After the glue on all sections was dry, it turned out that my wall was warped, a condition that was later rectified in assembly. The window glazing for all 11 windows and transoms above the 3 doors was cut from clear plastic packaging material. For the windows, the glazing was simply laid in place before the window casting was fastened over it using Zap's Formula '560' Canopy Glue. The transoms over the doors had to be treated differently, with the glazing painted black on one side and fastened to the door casting, which was then fastened into place, all using the same Formula '560' glue, which dries perfectly clear.



Middle Wall Elevation



Middle Wall Rear View

After this important wall was ready, this part of the cannery was put together. The photo of the rear of the structure shows the result after assembly. Here are some things to note:

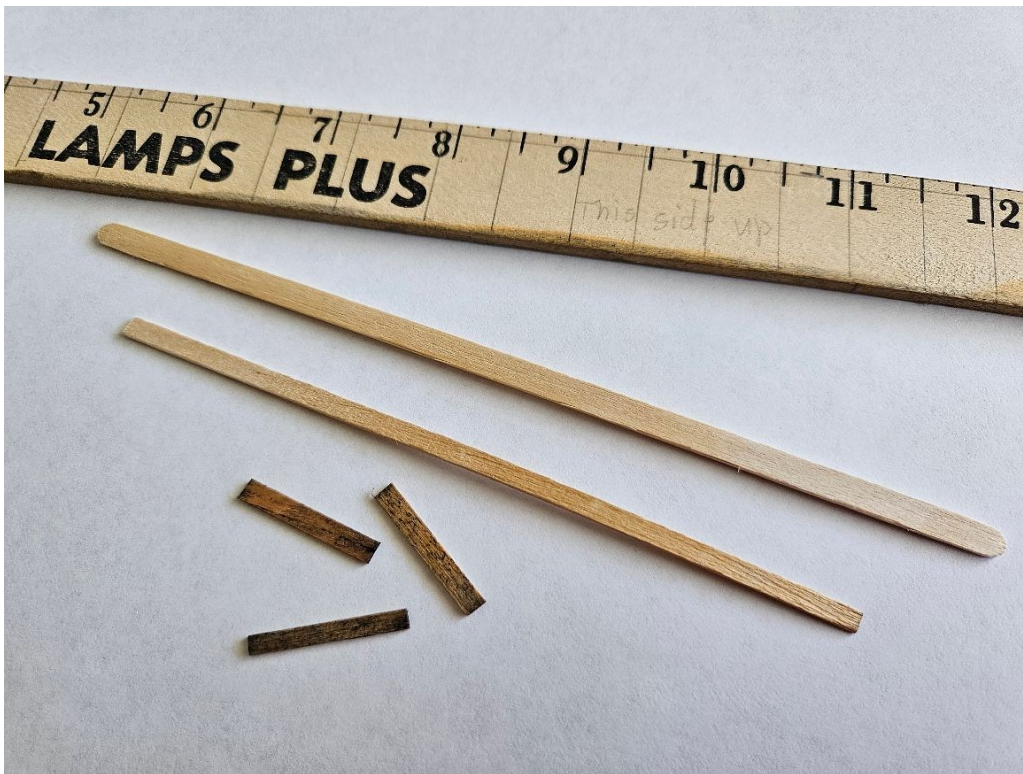
- 1/2" square cross-section poplar corner bracing
- The vertical 1/8" basswood piece near the middle to help correct the wall's warp
- Horizontal 1/2" square cross-section poplar pieces to finish the warp correction
- The rear panel is needed to support the roof, but does not need to reach the bottom
- The middle door is only about 1/4 of the whole door, suggesting that the door is open

Continued on page 31

Loading Dock

The loading dock for this portion of the cannery is similar to but improved and simplified from the one constructed for the brick portion of industry. First, the decking uses smaller coffee stirring sticks rather than cutting down the larger Starbucks' versions; see the photo comparing the two sticks. Second, instead of using three individual stringers under the deck, I trimmed down an old wooden yardstick to use. Finally, rather than drilling pockets in oversized caps to accept the cylindrical pilings, I used wire "nails" to secure the pilings to caps having a width equal to the piling's diameter. Here's the process:

- Cut the decking pieces to length using flush cutting nippers
- Cut the yardstick to the correct length and width to represent the outside stringers
- Then use a carpenter's square to mark both sides of the yardstick parallel to the decking on top and to the trestle bents underneath to aid in accurate placement
- Cut 1/8" dowels to length for the pilings
- Cut 1/8" square basswood pieces for the caps
- Only one edge of the yardstick needs to be stained, but all the other wood pieces must be completely stained using brown shoe dye and India ink in isopropyl alcohol
- Drill three holes in each cap using a #65 (0.035") drill bit
- Glue three pilings to each cap, one over each hole, with yellow carpenter's glue
- Cut wire "nails" each 3/8" long from 22-gauge florist wire
- Clamp each bent in a bench vise with the cap on top; then lightly tap a length of wire into each hole with a tack hammer
- Finally, glue the bents to the underside of the loading dock



Loading Dock

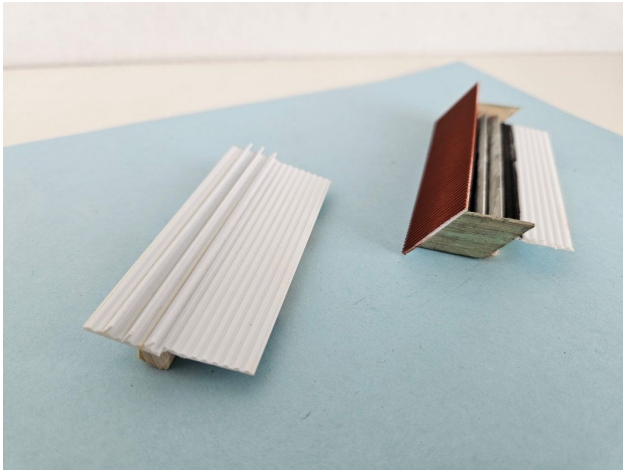
Continued on page 32

Clerestories

These were the most tedious parts of the construction, but well worth the effort, as they significantly enhance the visual appeal of the roof. To create the vanes parallel to the roof slope, I used Evergreen #8212 HO scale 2x12s bonded to Evergreen #4528 Metal Siding with .080" spacing. I brushed styrene solvent into one of the troughs in the metal siding and used tweezers to place a 2x12 into the trough perpendicular to the siding. Skipping the next trough, I inserted the next vane two troughs over. After all three vanes were placed

and starting to firm up, I used my finger to force each vane over to match the roof slope.

After painting the vanes gray and the rest of the styrene black using acrylic craft paint, I used Walthers Goo to attach ¼" square poplar pieces the length of the clerestory—3 inches, in my case—to the back of the corrugated siding. These rest on the top of the back wall to hold the clerestory in place. Then I attached short parallelograms of B&B siding to the ends of the poplar pieces to form the ends of the clerestories.



Clerestories

Roof

I chose corrugated metal roofing utilizing Evergreen #4527 Metal Siding with .060" spacing. I cut three pieces each six actual inches wide and joined them side by side using scrap styrene on the underside to cover the nearly 18" length of the roof. Then, with the underside of the roof facing up, I cut 72 rafter tails from Evergreen .040" x .080" stock. Each rafter tail is in the shape of a parallelogram with its longest side an actual ¼" in length. Yes, bonding these to the underside of the roof was also tedious, but it was not difficult.

Without cutting openings for the clerestories, I turned the roof right side up and painted it a dark rust color with a Rust-Oleum Painter's Touch Flat Red Primer spray can. Then I used a small brush to paint the rafter tails Apple Barrel #20521 Nutmeg Brown, which is a close match to the Rust-Oleum Chestnut Glossy used last time as trim on the windows and doors. More rust colors were added to the roof by brushing on some Bragdon Enterprises weathering chalks.

The last steps were to cut openings in the roof for the clerestories, to cut pieces of the Evergreen Metal Siding for the clerestory roofs, to paint and weather them, and to attach them with Walthers Goo. See the photo of this portion of the cannery in its final form.

Next time we should finish this lengthy cannery structure—about time, right?

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



Tales of the Santa Cruz Northern

By: Jim Providenza

The Maintainer at Bridge 5



It wasn't until a trip to New Zealand and a visit to Laurie Woodley's latest railroad in his new house that the Non-Railroad Spouse understood from her own experience that I could span the door from the house to the garage with a removeable bridge – and we would still have regular access to the garage for all the usual things normal folk use a garage for.

To build the layout Laurie sold off the original house on his property, subdivided the lot, sold one of the two plots of land, and built his dream basement – er, house on the second. This version of the Alpine and Shasta featured 3 different moveable bridges...

On our return home I started on 'The Big Change' as I have always thought of it. The goal was to reverse the direction of the upper level of the SCN so that left was always west when the railroad was viewed from the aisle. This involved moving the water heater from the center of the helix to outside the garage and replacing it with the office for the Laurel / East Rica agent-operator. Adding half a turn to the top of the helix, crossing the aforementioned doorway to the house, the main-line would connect to what had been the stub end station of Zayante of the West End / Santa Cruz staging tracks. After traveling over the upper level a westbound train would go around the back of the helix on new track, cross the doorway a second time and end up in Santa Cruz staging.

The bridge I built to get across the doorway was a 'lift pivot' bridge. Designed on the back of a napkin by Lou Steenwyck for his son Mark's Beer Line, it used a door hinge and a drawer slide to allow it to be permanently attached to one side of the layout where it would hang down out of the way when not in use. It turned out that mine was the fifth bridge built to Lou's design. And so, it became Bridge 5 on the SCN.



Bridge 5, with the helix on the right and the door into the house closed behind it. Telltales are also removeable though usually are left in place even when the door is closed.



Looking across Bridge 5 from the helix, the station of Holy City is on the left. The east siding switch is visible just beyond the end of the bridge. On the right are the three tracks at Zayante / Santa Cruz staging.

Continued on page 34

Tales of the SCN, continued

The bridge has electric interlocks on both approaches. Simple lever switches kill power to about 3 feet of both tracks on both sides of the bridge when it is open. When the bridge is in place it rests on abutments on either side of the doorway and pushed down on the levers on four switches, closing the track circuits allowing trains to come and go as SCN management intends.



Bridge 5 in its open position. The lever switch controlling the kill section is on the left center of the photo. The bridge is listed as Bridge 5A at milepost 10.6 on the side with the track between Zayante / Santa Cruz staging and Laurel. When viewed from the opposite side, with the track between Holy City and Ilium nearest the viewer, it is Bridge 5B at milepost 24.3.



A closeup of the abutment on the helix with Bridge 5 'down'. From left to right: lever switches for the kill sections, adjustment screws to maintain proper cross level, ends of the two drawer slides that allow the bridge to lift and finally the pivot of the door hinge attached to the slides that allows the bridge to pivot.



Bridge 5 is now 'up' and trains have the right of way. The bridge was lifted vertically extending the drawer slides, swung out horizontally on the door hinge, and then lowered in place with the door slides collapsing back on themselves.

Until about three operating sessions ago...

When we began to have power problems on the Bridge 5 track from Zayante / Santa Cruz staging to Laurel. A real vexing problem because it seemed to be intermittent. When it first happened late in a session we helped the last few trains across the bridge by hand. Testing several days after the session found nothing wrong. Locomotives ran across the bridge without a problem. I adjusted one of the lever switches that seemed like it might be problematic...

And then it happened again at the next operating session. This time Maintenance of Way was called out during the session. Wires were soldered to jumper around the suspect lever switch, which seemed to help somewhat. We limped along through the last half of the session. It was one of those sessions where the gremlins took revenge as previously reported... If you listen carefully, I'm pretty sure you will hear Murphy trying to smother a laugh over in the far corner.

And so, when the maintainer finished up with the work at Mac St he swapped his motor car for his hi-rail truck with its larger supply of tools and meters and made his way to Bridge 5.



Having driven to the nearest road crossing and gotten track and time from the dispatcher, the maintainer has 'set on' his truck and is ready to hi-rail the short distance out to Bridge 5.

Continued on page 35

Tales of the SCN, continued

Close examination of every inch of both tracks on Bridge 5 led to the discovery of an unsoldered rail joint on one of the rails at the

point end of the switch on the track from Santa Cruz to Laurel. The joint on the other rail was soldered (heh, heh, heh!). A quick bit of work with the soldering iron there, and while the iron was hot, remove the jumpers around the lever switch. Adjust the lever a bit more. Test and test again. All seems good.

A break for lunch. Returning, what was working before lunch is now – NOT. Further testing shows the entire power section including Laurel is now without power. Again (*See The Maintainer at Home*). This time there is no power going to the circuit breaker that had been such a source of wonder and merriment in the recent past.

Back to the source – while my wiring hygiene is not great, at least my bus wires for various power sections are color coded and/or tagged. The maintainer discovers that one of the bus wires for the power section in question has over the years become slightly loose in its connection to the plug to the booster.



Inspecting rail joints...

A quarter turn, no, only less than an eighth of a turn to tighten the locking screw, and we are back in business. Again.

With what appears to have been a multi-variable problem, one can only hope for the best. The maintainer shrugs, loads the last of the tools into the truck, releases his track and time and departs for home, ignoring the sniggering coming from somewhere nearby...



All the way on the opposite side of the garage is a slightly loose wire. Just loose enough to sometimes not make contact.



The Home Layout



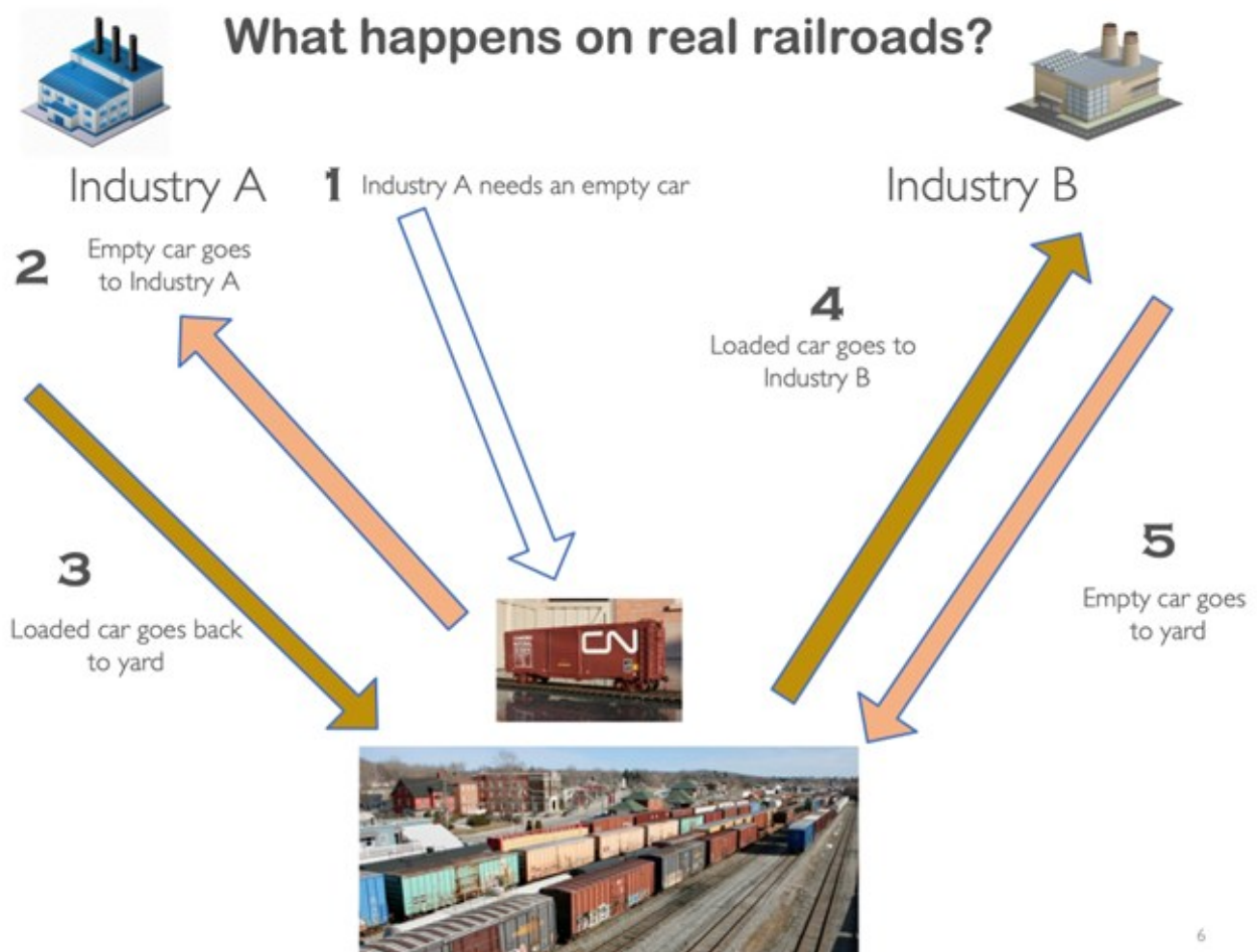
Hello. My name is Jesse Walden and this column focuses on the home layout. We're aiming at getting folks to build and operate a layout at home. A number of our PCR members do not have easy access to clubs or friends with big home layouts but would like to develop and improve their construction, modeling and operating skills while actually running trains at home and having fun.

This month we'll look at a simple operation system for a personal layout that could have 1 to 3 or 4 operators. Several months ago I was helping a friend get his 16 foot layout in shape for his first operating session. His trackwork was flawless, his rolling stock was smooth as silk. He even had some nice stand-in buildings and industries. But he didn't have any directions for his potential small crew.

Let's step back for a moment and look at what a railroad is supposed to do.

By Jesse Walden The job of a railroad is to move items from one place to another. In its simplest form, as shown in figure 1, the railroad sends equipment to a place, industry A. Picks things up, and delivers it to another place, industry B.

On our home layouts we try to replicate this given the actual constraints of our space.



Continued on page 37

The Home Layout, ct'd.

One of the first things an operating system needs is for everything where something happens to have an identification name or number. For example, a sign on a building with a siding. Start simple with maybe just Post-its. Also remember off layout staging. In my case I call my staging yards Denver and Grand Junction, even though they are just half a dozen tracks on the other side of the wall. All our individual rolling stock and locomotives have numbers already so that is taken care of.

After everything has an identity name I feel a simple card system is best to start with. Most of us are part of the Monopoly Chutes and Ladders generation so a little card that gives us direction is ideal. (Get out of Jail free?). The easiest system I have found to start with is the MicroMark car routing system

The most basic elements of the system are a car card, a 2 sided Freight Waybill and a place to put the cards.

KIND _____ AAR _____
R.R./No. _____
DESC. _____

EMPTY CAR
RETURN TO:

Recorder Micro-Mark #82911

Top Edge of Pocket

FOLD LINE

Fold this section up, then tape two outside edges to form pocket for waybill.

FREIGHT WAYBILL 1

CONSIGNEE _____
ADDRESS _____
ROUTING _____
VIA _____
SHIPPER _____
ADDRESS _____
LADING _____

Recorder Micro-Mark #82911

FREIGHT WAYBILL 2

CONSIGNEE _____
ADDRESS _____
ROUTING _____
VIA _____
SHIPPER _____
ADDRESS _____
LADING _____

FREIGHT WAYBILL 3

CONSIGNEE _____
ADDRESS _____
ROUTING _____
VIA _____
SHIPPER _____
ADDRESS _____
LADING _____

Recorder Micro-Mark #82911

FREIGHT WAYBILL 4

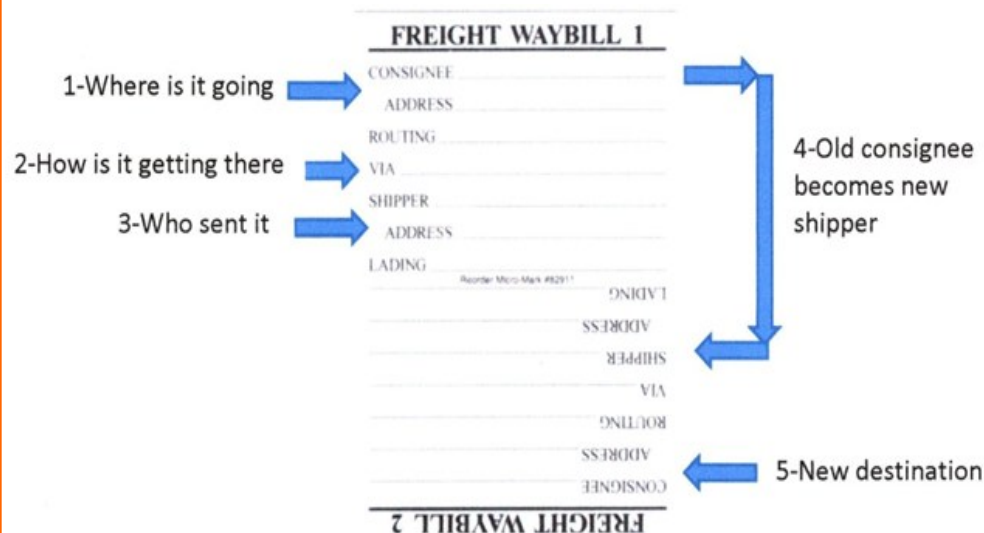
CONSIGNEE _____
ADDRESS _____
ROUTING _____
VIA _____
SHIPPER _____
ADDRESS _____
LADING _____



Now we fill out some cards.

The yellow car card is pretty much self explanatory. The kind is say BOX, I don't use the AAR designation, RR/No. is the car markings and for DESC. I put the color of the car. EMPTY CAR return is where on or off your layout you would like a car to end up if there is nothing in it.

The yellow car card belongs with the car and is should move with the car.



The heart of this system is the FREIGHT WAYBILL. This little card are the train orders as to where the car needs to go.

In our figure 1 Industry A would be Consignee for #1. Number 2 is how it gets there and I don't worry about it in the beginning. As you start you will build up a list of company names in various places. Pick a reasonable one and use that for #3. When the car arrives at the consignee our Waybill flips over and a new consignee appears in #5.

Continued on page 38

The Home Layout, ct'd.



The neat wooden boxes hold the car cards with the freight waybills showing. Here you have a choice. Generally, the box goes near the industry or location on the side of the layout. Some folks use one compartment for arrivals and one for departure. I use each compartment for separate industries or areas in a town.

So let's get some trains rollin'. The first thing we do is gather our cars from the yard and match up the yellow car cards. Most car cards will need or have a freight waybill in the car cards pocket. If they don't, and you want to switch the car on this run, pick a waybill at random (see the end of the article for some extra cards). Off we go to our first switching job as directed by the freight waybill.



We drop the car and do any other work at this location. As we move on we'll check the card boxes for any outbound cars to pick. At the end of the turn the cars go back into the yard. At the end of the session all the freight waybills in the boxes and on the car cards should be flipped.

Some other thoughts. Getting started-Remember it's your railroad. As you work it things will become easy and maybe obvious.

Empty Car Request (blue card). This is a request from an industry to the yard master to send an empty car to them. The back of the empty car request are 2 freight waybill to turn out on the car card.

EMPTY CAR REQUEST

CAR TYPE _____
AAR DESIGNATION _____
QUANTITY _____
SHIPPER _____
LOCATION _____
VIA _____
INSTRUCTIONS _____

Revised March 84, #04018



I use a first engine card which I made on Excel in the front of the train pack. It obviously tells me, in big letter, engine or consist number. But also I write maintenance data on the back.

So that is one way to start with train operations on a home layout.

Please drop me a note at jesse.cpw@gmail.com with questions or other topics you would like The Home Layout column to cover.





The Journey Towards Excellence Always Begins with the First Step

By Dave Theis, Daylight Division Member



One of the things that I really enjoy about our hobby is when I get the opportunity to visit other modelers and see the amazing detail and workmanship that goes into the creation of their various layouts. Many of them are truly magnificent. Seeing them inspires me to dream about possibly having a layout like theirs for myself one day.

Unfortunately, this is where reality steps back into the picture and I come back down to earth with the recognition that as someone new to the hobby I simply do not possess the same skill set these people do. Right now there is no way I could even begin to contemplate building a layout that represents the same level of detail and quality that they have. Or at least that is how I used to think about it. What changed my mind? Well, I am glad you asked...

Recently I had the opportunity to attend the presentation ceremony for Mr. Paul Deis who was being recognized for completing the requirements and becoming certified as a Master Model Railroader (MMR). For those who are unfamiliar with the program, this recognition represents the pinnacle of achievement within the NMRA and it serves to demonstrate for many, what is a lifelong commitment and the pursuit of excellence and a mastery of the crafts and skills necessary to the hobby of model railroading. I have to say it was truly inspiring to see all Paul had accomplished. It was really an honor to be there.

During the ceremony one of the things that Paul talked about was that the road to achieving his MMR was a decades long journey and that he was mindful about how far he had come since submitting his first model for judging back in 1996. His statement really struck a cord with me because I realized that no matter how skilled and experienced he was today, the fact of the matter was that he didn't start out that way. There was a point, when just like me, he was a relative beginner in the hobby. It was like a light bulb went off in my mind because I realized that even though I do not currently possess the skills and abilities I need to build a first class dream layout, it doesn't mean I cannot learn and grow my skills to the point where one day I could.

I have to admit this simple change in perspective has had a profound impact on how I look at the hobby and how I approach the process of developing new skills and learning new things. So let me encourage those of you who are new to the hobby in the same way that I was encouraged. In essence, be okay with where you are and be willing to change your mindset or even the unrealistic expectations that you place on yourself to build models or layouts that are perfect. Remember, it is not about perfection, but the journey towards perfection as we learn from each project and figure out what we need to improve so next time we can do it better. Yes, it will take some time, and yes, we can be impatient, and we all want results right now, but the reality that I learned, and I want to pass on to you, is we need to view the road to improvement as a journey—that getting there will take a while. Not only do we have to be okay with that, but we need to embrace it.

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One other thing:

As you begin to work towards improving your knowledge and skills, don't forget to cooperate with the way you are wired. What I mean by this is everyone has a certain skill set in our hobby they may be better at, or an area where they have more of an interest in pursuing, as well as some areas that they don't care for or have no interest in learning. For example, I may not know how to build a quality model yet, but I do know woodworking and I used that skill to build the benchwork for my Lionel Postwar Layout. I had a lot of fun doing it (See picture of the endcap below). My advice is to focus on what you enjoy and to look for opportunities that interest you, because if you do, you will be more likely to apply yourself and remain engaged.

I think for me that this is the beauty of belonging to an organization like the NMRA. For those who are members we have access to various programs, activities, and Special Interest Groups (SIG) that appeal to a wide range of interests. It truly has that something for everyone approach that appeals to every aspect of our hobby and it cultivates the perfect environment for unlimited potential and opportunities for growth.

So be encouraged and remember that everyone starts somewhere as they begin their journey in this hobby. No one started out as an expert, but through hard work, effort, and over a period of time, they got there. And if they can do it, then so can you. All you have to do is be willing to take the first step, and the rest will take care of itself.



The endcap for my Lionel Postwar layout.

The shelves were spaced to hold my collection of cabooses that I want to display.





Pacific Coast Region
National Model Railroad Association



FREE TO EVERYONE!

**Model Railroad Clinics:
The Basics of Building a Layout
9:00 AM, Saturday, November 8th, 2025
20130 Ave 336, Woodlake, CA**

Join us for an exciting day of hands-on clinics that will cover the basic skills and techniques necessary for building a layout. Topics will include:

- Layout Planning.
- Laying Track.
 - Installing Turnouts and Switches.
 - Wiring the Layout and Soldering Feeders to the Track.
 - Creating Scenery.
 - And Much More!

We will also have a John Allen Timesaver layout on hand for folks to try their hand at this classic switching puzzle.

- You do not need to be a member to attend.
- The clinics and the lunch are free. All materials will be provided.
- Lunch will be provided: The menu will be Hot dogs, chips, and a drink.
- Please RSVP to Dave Theis at Pastordave.jsaw@Yahoo.com or call (559) 901-0386 if you plan to attend or if you need directions.
- For those who are interested, prior to the clinic Dave will have an open house for his Lionel Postwar Inspired "O" Gauge Layout from 8:00 to 8:30am.

Hope to see you there!

You do not need to be a member of the NMRA to attend. The clinics and the lunch are free. The menu will be Hot dogs, chips, and a drink. All materials will be provided. All we ask that you please RSVP to Dave Theis at Pastordave.jsaw@Yahoo.com or call (559) 901-0386 if you plan to attend or if you need directions.

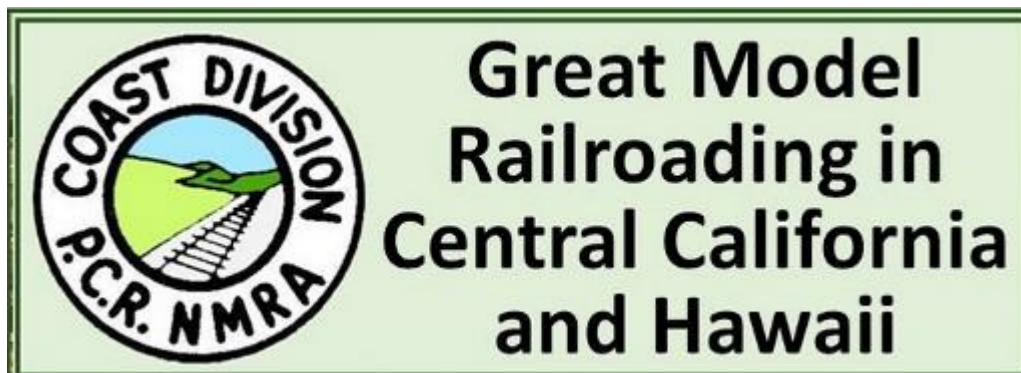


GEHAMS welcomes visitors
on any Saturday, (closed on Dec. 25)
11:00 AM to 1:30 PM,
to view trains operating over
Central California's largest
HO and N Scale layouts.

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

How many N scalers does it take to string cables for the GEHAMS N Scale signal project? Answer: 4. Why 4? Because if it was on the HO layout, it would take 8! (That's N Scale Layout Director, Bruce Barker, directly behind Joe Gartman to the back of the photo). Many thanks to Matt Zebrowski, with his arm raised, who is actually an HO'er; Joe Gartman, in the baseball cap towards the back, who models both HO and N scale and prototype as he is an engineer for BNSF; and N Scale Layout Director, Bruce Barker, hidden because he is standing behind Joe, who all 3 assisted me--more like did most of the work--to finish all the cable laying for Phase 1 of the N scale layout signal project. Next is Phase 1A, which will entail installing a terminal panel under the Tehachapi Loop that will allow the Signal Component Brain Center that controls the signals, to send out all the messages to the signals. Phase 1C will be the actual installation of the signals from the Sandcut Block to West Tehachapi turnouts. And yes, that is sweat on my forehead!!!! Stay tuned





VISIT THE COAST DIVISION YOUTUBE CHANNEL



[LINK](#)



There are currently 109 recorded videos comprising nearly sixteen hours of model railroading content. Make sure you have plenty of time!!

Continued on page 45



"Little Things Mean a Lot"

In 1954 Kitty Kallen recorded this song as a 45 on Decca Records. I have no idea if Kitty was a model railroader but this has become my inspirational song for a lot of structure and scenery modeling on my HO layout. I'd like to look at a simple aspect of little things as applied to a small structure on my home layout. I'm talking about small signs, things on desks, and piles of paper.

This is a newsstand near the entrance of a country station. Figure 1 shows the 3-D casting as it came out of the box from Design Tech Studio.

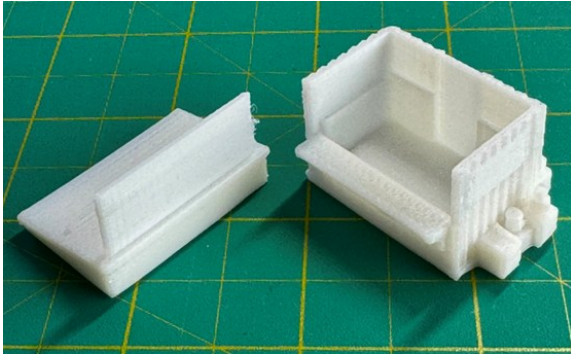


Figure 1



Figure 2

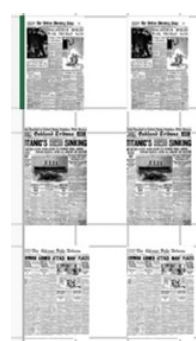
There are 2 parts, a shed shell and a roof with sign frame. The wall has some details 3-D printed on the outside surfaces.

For me a newsstand looks like figure 2. What do you see? Lots of newspaper, colors on different size magazines, stacks of things, almost every square inch of space is covered with stuff - books, magazines, things, and someone sitting at the counter. You don't see the individual titles or headlines for the clutter.

I found on the internet images of some old newspaper front pages and a magazine rack.



Figure 3



The images are readily available and easy to scale and print on my Epson Ink-Jet printer and Photos program. Full size old print newspapers had a front page was about 12 inches wide and 21 or 22 inches long. It took me several tries to get the scale size about right.



Figure 4

A bit of paint, my hobby knife, some Elmer's glue, and here we go.

Little things mean a lot.



Redwood Empire Division Report

By Doug Smith



It has been a busy time in the RED. There has been much progress in planning for the 2025 PCR Convention. Led by Cliff and Denni Baumer there are many RED members who have the planning process singing along. Sign-ups are rolling in. Layout tours and excursions are taking shape. The clinic planning process is making great strides. There is a more focused discussion elsewhere in this Branchline, so I won't repeat things here. Thanks to all of the volunteers for their efforts !!!

I'm finding my way as the new Superintendent / Director these days. First priority was setting up meeting locations and dates through 2026. That schedule from today forward is:

November 29, 2025

March 21, 2026

June 20, 2026

September 19, 2026

November 21, 2026

Meetings will be at Monroe Hall, 1100 W. College Ave, Santa Rosa starting at 11:00 AM. All RED members as well as other NMRA members and guests are invited to attend.

We just had our Summer 2025 meet on September 6th. Attended by a nice mix of long time members and new folks we had a great time. Two presentations were given describing prototype car management methods on a large model railroad. Jon Schmidt described the JMRI process on Paul Weiss' Central Vermont Empire. Establishing car movements and developing waybills for nearly 700 cars on the layout is a considerable task. Michael Litant followed with the process of using the JMRI output to develop switch lists and instructions to build the trains and send them over the road. All of these modelled processes closely reflect the prototype Central Vermont processes from 1956. These great presentations were well received. We also had a short business meeting, our show-and tell sessions with 8 presenters, and a raffle with many donated prizes. And of course lunch. Almost everyone there got to do something, which is how we like it.

Following are some candid snapshots of our presenters from the meeting. Come and join us on Thanksgiving weekend !!!



Jon Schmidt describing how "The World Runs on Paper"



Michael Litant describes the "Army of Clerks" part of the day.



Sierra Division Report



The Northern Nevada Layout Tour will be October 31 thru November 2.

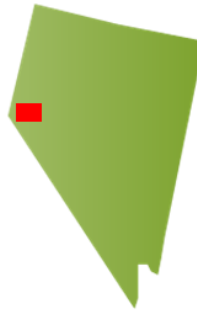
The tour booklet available in early October, electronic format, only.

Feel free to contact me.

Jim Petro

Jpetro328@gmail.com

775-852-5636



San Joaquin Valley Toy Train Operators, Inc.
welcomes you to their 2025

MODEL TRAIN SHOW



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Sierra Division will be busy this fall. We'll be observing National Model Railroad Month (November) with the Northern Nevada Layout Tour and the International Rail Fair.

The layout tour, October 31 & November 1 will feature approximately 18 layouts that will be open for visitors.

jpetro328@gmail.com

International Rail Fair, November 8 & 9 will be at Cal Expo in Sacramento. There will be multiple layout displays, vendors galore, and informative clinics.

www.internationalrailfair.com

International Rail Fair

November 8 & 9

Cal Expo



Finally, the San Joaquin Valley Toy Train Operators will have their annual model train show at the Stanislaus County Fairgrounds in Turlock, December 6 & 7.

www.sjvttoinc.com

Continued on page 48

Sierra Division Report, ct'd.

Morada Belt



Sierra Division's summer meet started with a visit to Dave Stanley's Morada Belt, a transition era HO scale representation of the lower Sierra Nevada hillsides and various regions of California, Montana, Oregon, Nevada, and Utah.



The Morada Belt is a trackage-right railway which is used by the major western carriers (SP, WP, ATSF & UP) to "detour" traffic when their own lines are congested. International traffic is also routed onto the Belt by way of a Calgary-Morada manifest operated by the CP. In addition, local freights PNW (Pacific Northwest) and DVR (Denver) will make an occasional appearance as traffic warrants. "Belt Locals" and a dedicated Westside Branch local are operated from the Morada classification yard to service outlying industries. Short line carriers AMC, CCT, SN & TS run from Stockton staging to Junction City to interchange traffic. Although built as a loop to loop design, the Morada Belt is operated in a point to point fashion with trains originating/terminating at either Palisade-Stockton staging or at Morada yard. Trains are dispatched using track warrant-style "train orders" and FRS radios. EasyDCC T5000 radio throttles are used to move the trains. Rolling stock moves via car cards and switch lists.

Continued on page 49

Sierra Division Report, ct'd.



Much of the scenery is complete, but the rear portion of the layout is undergoing a major track realignment and grading.



Club members, Kevin Meicon (l) and Frank Arvizu, Sr. are giving the layout their full attention as they operate trains for us.

The second stop, and meeting destination for the day, was the Tidewater Southern Model Railroad Club at the San Joaquin County Fair Grounds in Stockton. The club has existed at this location since 1991. Tidewater is open to the public during the County Fair and other local events.



Sierra Division members are enjoying the various exhibits, as well as the layout, at the Tidewater Southern club room.



- International Railfair Cal Expo, Sacramento, CA, USA

9 NOV, SUN

- International Railfair Cal Expo, Sacramento, CA, USA

30 APR, THU

- PCR Convention: Extra 2026 North DoubleTree by Hilton Hotel Sonoma Wine Country, One Doubletr...

1 MAY, FRI

- PCR Convention: Extra 2026 North DoubleTree by Hilton Hotel Sonoma Wine Country, One Doubletr...

2 MAY, SAT

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3 MAY, SUN

- PCR Convention: Extra 2026 North DoubleTree by Hilton Hotel Sonoma Wine Country, One Doubletr...



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www.nmra.org

Continued on page 50

Monthly Activities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Third Tuesday 5:30 PM Dinner, 6:30 PM Meeting/ Visalia Electric Railroad Modelers & Historical Society / Meets at Apple Annie's Restaurant, 1165 N. Blackstone, Tulare, CA 93274/ Mike Harris, e-mail: rrmike2003@yahoo.com.

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

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

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

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

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

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



Enjoy the fellowship and learning experiences of a club near you

Alameda County Central Railroad Society

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

Contact: Gary Lewis 925-455-8135

Email: glgslewis@comcast.net

Web: www.pleasantonmodelrr.org/index.html

Amador County Model Railroad Museum

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

Antioch Model Railroad Club

The Black Diamond Lines is an HO Club located at 425 Fulton Shipyard Rd, Antioch. The BDL has been in continuous operation since 1981. Our Club is open to visitors on Tue. & Fri. from 5 to 7PM. We hold monthly Operations Sessions (4 hr.) on the LAST Saturday of each month, from 10 AM to 2 PM using Train Orders. We are a DCC (only) layout and we are kid friendly, although anyone under 18 has to have a related adult present, to run on the layout. For more information, info@blackdiamondlines.com or visit us on the web at www.blackdiamondlines.com and we can be found on Facebook and YouTube.

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalers

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

California Central Model RR Club

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

Carquinez Model Railroad Society

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



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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.

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

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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>

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: bod@smrhs.com
 Web: www.smrhs.com

Sacramento Modular Railroaders

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

Sacramento Valley Live Steam Railroad Museum (SVLSRM)

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

San Joaquin Valley Garden Railway Society

The SJVGRS was founded in July of 1995 to promote the joy of building and operating Garden Railways. We have grown to over 70 families in the Central Valley, meeting monthly at members' homes to spend the afternoon sharing our hobby, weather permitting. Dues: \$25 a year for a family.

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

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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 530-643-1556. 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

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

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

Just contact our editor, Chip Meriam, at:

chipmeriam@comcast.net

We're looking forward to hearing from you!



Partnership Program

The companies listed below give discounts to NMRA members when orders are placed using a special discount code. Check them out! New partners are listed in **bold red**. You can find descriptions of these companies and their products, links to their websites, and the discount codes on our Partnership Page at nmra.org/partnerships. Remember you need to be logged into our site as a member to see the codes! Go to nmra.org/user/register to register your name on the website.



PARTNERSHIP PROGRAM

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June 2025



National Model Railroad Association, Inc.

Membership Renewal Notice

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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 (\$/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

+1 423-892-2846