

Oct-Nov-Dec 2023



BRANCH LINE



NMRA'S FIRST REGION

APRIL 24-28, 2024



PCR Convention 2024

Where the Art of Modeling Meets Technology

THE TECH LINE

PCR Convention 2024 - Silicon Valley, CA

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

Branch Line
Deadlines for 2023/24

JAN-FEB-MAR 2024 issue

Articles due by
December 10, 2023

APR-MAY-JUN 2024 issue

Articles due by
March 10, 2024

JUL-AUG-SEP 2024 issue

Articles due by
June 10, 2024

OCT-NOV-DEC 2024 issue

Articles due by
September 10, 2024

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 Since The Last Issue:

Preparations are being made for next year's PCR Convention. It is looking like it will be a great convention. It will be in Milpitas. Dates April 24-28.

The NMRA Regional Advisory Council (region presidents meeting) took place in early June. The main topics were membership recruitment and retention,

Pete Birdsong, who has been posting the monthly Constant Contact® emails, is seeking a replacement. Also, Dave Connery has been the "acting" Honors Chairman for awhile and it's time to find a replacement for Dave as well.

There are two GTE shows coming up in the Coast Division: One in at the Contra Costa County Fairgrounds in Pleasanton (week before Thanksgiving), and one in San Jose in March 2024.

The PCR website has successfully been updated to Wordpress® by our new webmaster, Michael Eldridge. I want to thank **Dave Grenier** for the years of service to the PCR on the website!

We held a ZOOM meeting of the PCR Board of Directors on September 10 which was open for members to observe the business of the Board.

We will be adding two additional Board meetings each year (via ZOOM) for a total of four. More details to follow.



From The Vice President



Chip Meriam, Vice-President and
Branch Line Editor

The Days Are Getting A Little Shorter, the shadows a bit longer, and the cats seem to be more affectionate. Ahhh, it must be fall! This is my favorite time of year and, perhaps not surprisingly, my preferred hobby enjoyment period.

I suspect it may be the same for many of us. The evening outdoor activities are beginning to wind down (twilight golf is really rather difficult when it gets dark at 5:30 PM) and the warmth and comfort of the train room beckons. This is the season when a lot of model railroad progress can be made. It's also a great time for us to increase our ranks. You see, November is National Model Railroad Month, a



special month devoted to promoting our great hobby and sharing its positive attributes with others in our community - others who might not otherwise be aware of the joy of model

railroading.

November brings several special model railroad oriented activities such as train shows, club layout open houses, and even a few public service announcements scattered about the airwaves. All are geared toward advancing model railroading and creating new like-minded hobbyists.

Certainly, as an organization, the NMRA takes a lead in this public awareness campaign. But what can we do as individuals? Well, here are a few suggestions:

If you have a home layout, hold an open house event to show off your railroad to neighbors, friends, and other family members.

If you're still working, share your hobby interest with your co-workers by showing them photos of your layout.

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.



LAST RUN

Steve Miller



Steve Miller was the keynote speaker at this year's PCR Convention in Sacramento.

Steve passed away, shortly thereafter, on June 26, 2023.

This from Mary C. Moore-Campagna:

“That weekend [the convention] was the last time he ever really went out for an evening - two days later, he started the long downhill slide from which he never really bounced back - and he had a wonderful time. He really enjoyed putting together and delivering his presentation. “Although there were a number of things he had planned to do which just never happened, toward the end he was focusing on the things he did get to do; and that weekend was one of them.”



WOMEN IN MODEL RAILROADING



We invite you to join Women in Model Railroading in creating a supportive space that encourages more women in the hobby. To join the WIMRR SIG and get links to our Facebook groups please visit our SIG webpage.

<https://www.nmra.org/sigs/women-in-model-railroading>

Women in Model Railroading (WIMRR)

Contact:

wimrr@nmra.org

The WIMRR SIG continues to meet online monthly to share what we are working on, work on modeling projects during the meeting, chat, answer questions, and share knowledge. It continues to be a lot of fun! We were active at this year's national convention in Texas with a social gathering sponsored by Walthers and Soundtrax. The Freemo-N Road Show sponsored our first ever operation session at a show or convention! A big thank you to Walthers, Soundtrax and Freemo-N Road Show for supporting women in the hobby. If you would like to represent Women in Model Railroading at your local show, let us know. More info about all that we are doing to promote women in the hobby and how you can join can be found on our webpage <https://www.nmra.org/sigs/women-in-model-railroading> or our Facebook page.



Beverly Farnham joins the WIMRR SIG op session hosted by Freemo-N Road Show .



Michelle Kempema and Cinthia Priest lead the WIMRR SIG op session hosted by the Freemo-N Road Show .

*2023 NMRA National Convention
"Texas Express"*



Vicki Dupree and Becky Anderson collaborate at the WIMRR SIG op session.



2023 Southern Pacific Historical & Technical Society Convention
Bakersfield, CA



Wednesday, October 25 through Saturday, October 28, 2023

DoubleTree by Hilton
3100 Camino Del Rio Court
Bakersfield, CA

Additional information will be available after January 1, 2023

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

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



SOUTHERN PACIFIC HISTORICAL & TECHNICAL SOCIETY

Presented by
The Southern Pacific Historical & Technical Society
As part of its 2023 Annual Convention

2023 Bakersfield Railroad Prototype Meet

Saturday October 28 • 8:30 a.m. to 3:30 p.m.
Doubletree by Hilton Hotel Bakersfield
3100 Camino del Rio • Bakersfield, California



All scales and railroads are welcome!
Display models can be finished or in-progress.

Admission: \$40

Please, no children under the age of 12



Schedule

- 8:00 a.m. Registration Opens. Lake Ming Room
- 8:30 a.m. Vendor Room Opens. Buena Vista/Kern Rooms

Morning Presentations: San Joaquin Room

- 9:00 a.m. Joe Strapac: *SP Diesels on Tehachapi in the 1970s*
- 10:30 a.m. Dave Maffei: *The Road to Run Eight Weathering*
- 11:30 a.m. Lunch Break
- 1:00 p.m. Vendor Room Closes

Afternoon Presentations: San Joaquin Room

- 1:00 p.m. A. J. Chier: *3D Printing for the SP Modeler*
- 2:15 p.m. Tony Thompson: *Modeling Transition-Era SP Passenger Equipment*
- 3:30 p.m. Railroad Prototype Meet Ends
Please remove models by 4:00 p.m.



Southern Pacific Historical & Technical Society
1525 Howard Access Rd. Unit E, Upland, CA 91786 • www.sphts.org

INTERNATIONAL RAILFAIR

NOV 11-12 2023

**OPERATING LAYOUTS!
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CLINICS!**

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SQUARE FOOT
DIORAMA CHALLENGE!**

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**Welcome Aboard !
PCR's Newest Members**

Member	City, State	Date Joined
Daylight		
Henry Hauge	Solvang CA	7/26/2023
Coast		
Steve DeWolf	Walnut Creek CA	7/17/2023
Claude Leglise	Portola Vally CA	7/31/2023
Sierra		
Timothy Andre	Tahoe City CA	6/5/2023
Cale Whitehouse	Chico CA	6/6/2023
Family Tennesen	Gardnerville NV	7/6/2023
Michael Carney	Granite Bay CA	8/7/2023
Roger Sullivan	Elk Grove CA	8/11/2023
Don Gustavson	Sparks NV	8/20/2023
Alec Martin	Lodi CA	8/21/2023
Redwood Empire		
Z Sochacki	Mendocino CA	8/18/2023




**HAVE 50 MODEL RAILROADING CLINICS
RIGHT IN YOUR LIVING ROOM.**

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

So you can see clinics on everything from decoders to design, tools to techniques, helives to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



We make it even more fun.
www.nmra.org

Then, get that popcorn ready.

Continued on page 11

PCR Membership Gauge

August 31, 2013—1,070
 August 31, 2022—775
 September 30, 2022—770
 October 31, 2022—770
 November 30, 2022—769
 December 31, 2022—774
 January 31, 2023—771
 February 28, 2023—766
 March 30, 2023—796
 April 30, 2023—796
 May 31, 2023—789
 June 30, 2023—785
 July 31, 2023—781
 August 31, 2023—780

PCR Membership Tracker

<u>Division</u>	<u>#Members</u>
Coast	345
Sierra	237
Redwood Empire	112
Daylight	<u>86</u>
TOTAL	780

In Memoriam

Member	City, State	Date Joined
R. Richardson (Life-Time Member)	Coast Los Altos CA	1/1/1973



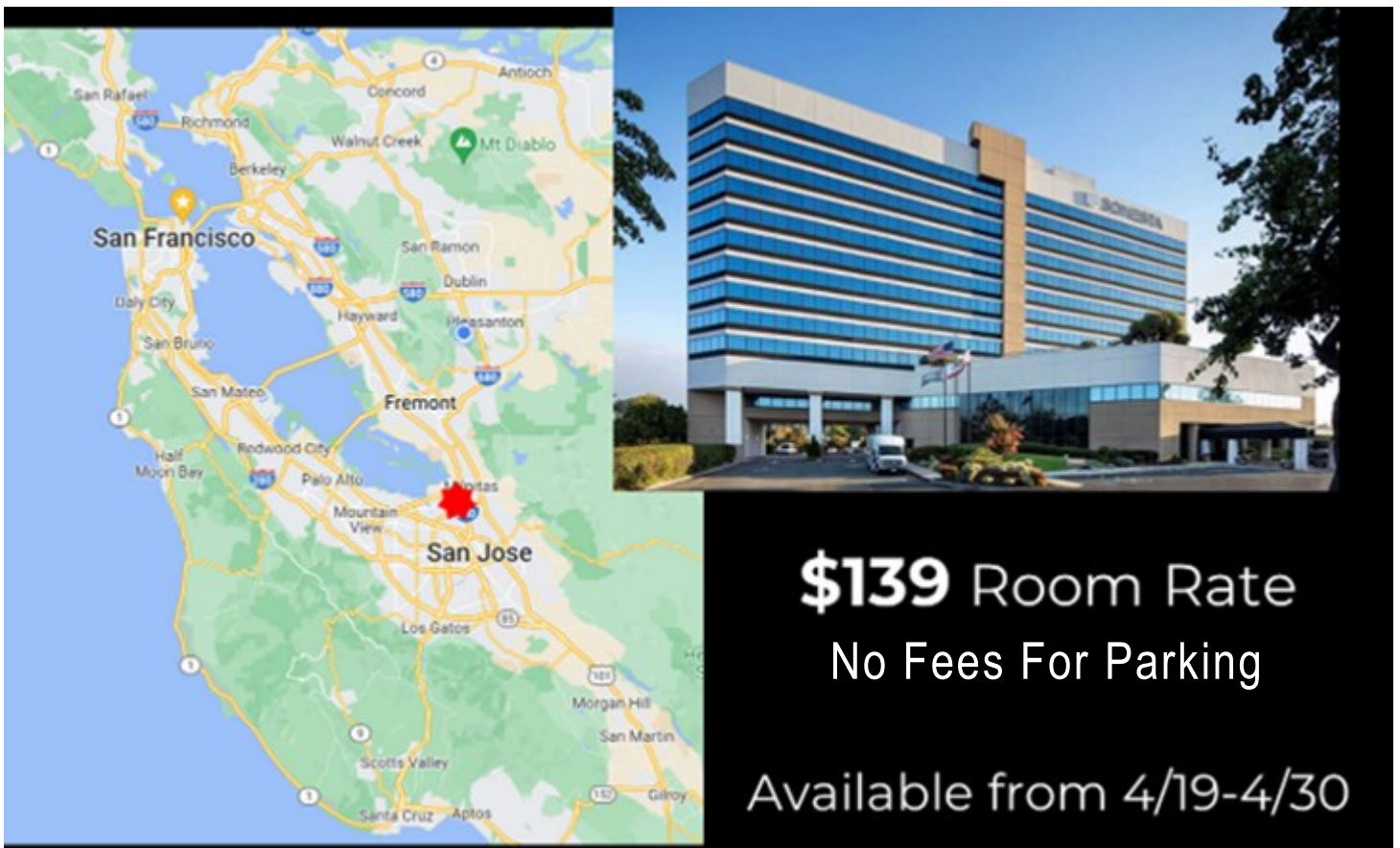
Where the Art of Modeling Meets Technology

THE TECH LINE

PCR Convention 2024 – Silicon Valley, CA

The 2024 PCR Convention will be hosted by the Coast Division at the Sonesta San Jose Hotel from April 24-28, 2024. The Sonesta is ideally located for great layout tours, prototype visits, and other activities. The hotel has great convention facilities, enabling a vendor and swap meet.

AND the **PARKING IS FREE!**



\$139 Room Rate
No Fees For Parking
Available from 4/19-4/30

The layout tours will feature the great layouts of the Bay Area. It has been 8 years since the last NMRA convention in the Bay Area and there are some great improved and new layouts. We are planning on having over 30 layouts open during the convention.

Continued on page 13

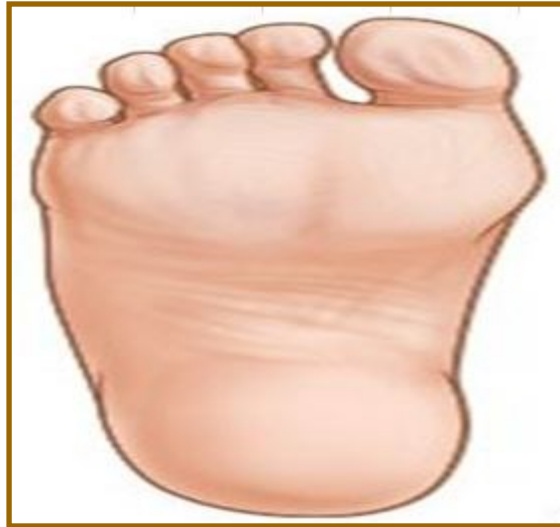


The convention will include prototype tours and operating sessions as well as lots of other model railroading activities. Check out the [PC2024 website](#) for more information. Don't miss this opportunity to go to a great local convention. With the great \$139 room rate and all of the great model railroading attractions, this is a convention not to be missed.





Square Foot Challenge



We are going to try something different for 2024. Based on some feedback from earlier this year, the rules for the square foot challenge in 2024 will be as follows:

1. Railroad themed.
2. Entry must include a piece of track.
3. Entry can be of arbitrary shape as long as it has a footprint of 144 square inches. A rectilinear shape is preferred, with the smallest side being 4" or greater.
4. No limit on height.

For odd shaped entries that are not readily measurable , it is up to the person entering to show that the entry is 144 sq in.

Entries can be prototypical or whimsical, this is a chance to try something new and show off your creativity.

Entries in the Square Foot Challenge do not require any contest paperwork. Judging is by popular vote. However, if desired by the entrant, it can also be judged as a diorama which would require contest paperwork to be filled out.

Earl Girbovan
PCR Contest Manager



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!





The Museum of the San Ramon Valley
and
The San Ramon Valley Branch (SRVB)
of the Southern Pacific Railroad
Historical Model Railroad Group



Present

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



Danville model



Scan the QR Code to watch the Layout Tour Video!

SAN RAMON VALLEY BRANCH LINE MODEL RAILROAD
VIEWING TIMES AND DATES: November 24 to December 31
Tuesday through Friday 1 PM – 4 PM Saturday 10 AM – 1 PM
Sunday 12 - 3 PM closed Monday

At the Museum of the San Ramon Valley
205 Railroad Avenue, Danville, CA
(925) 837-3750
info@museumsrv.org



By Jack Burgess, MMR, Manager, PCR Achievement Department Model Railroad Engineer—Electrical

Continuing our discussion on various AP certificates, this month we will talk about the requirements for Model Railroad Engineer - Electrical. Like the other certificates, the full requirements for this category are available on the Internet at the NMRA website.

The essence of this AP certificate is to demonstrate knowledge of wiring a model railroad. The required work can be done on your own layout, a club layout, or even some on a friend's layout.

I will talk about the first two requirements this month and the rest of the requirements in the next issue of the Branch Line.

The first requirement is that you construct and demonstrate the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction and containing at least a) five electrical blocks if running DC or, for DCC, sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting; and b) one mainline passing siding; and c) one reversing loop, wye, or turntable; and d) one yard with a minimum of three tracks and a switching lead independent of the mainline; and e) facilities for the storing of at least two unused motive power units; and f) one power supply with protective devices. Note that you do not need to build a power supply as long as it includes the required protective device. While this might seem like a long list, note that even a small DCC layout could qualify if there is a way to turn motive power and it includes a small yard, a passing track, and circuit breakers.

The next requirement is that you wire and demonstrate the electrical operation of at least three of the following items: turnout, crossing, crossover, double crossover, slip switch, gauge separation turnout, double gauge separation turnout, three-way turnout, gauntlet turnout, spring switch, or an operating switch in an overhead wire. You do not need to scratchbuild any of these track components, just show that you can make them work electrically. For example, wiring up the simplest powered turnout from the hobby shop will satisfy one of the three required electrical track components. Likewise, most commercial crossings come pre-wired. All you need to do is set one up so that you can run trains through both tracks. The whole point of these requirements is for you to demonstrate a variety of skills and understand the need for track gaps, etc. The guidelines continually stress to not read more into the requirements than need be or make them harder than they have to be.

I'll talk about the rest of the requirements in the next issue.

Once you complete these requirements, submit a Statement of Qualifications (SOQ) which includes the required drawings and forms. Witnesses must sign a Certificate of Operation verifying that the required items are operational and meet all applicable NMRA standards. Send the completed SOQ to your Divisional AP representative, along with a photocopy of your NMRA membership card and you are on your way toward another certificate!

I am happy to announce one new Achievement Program awards this issue:

Ron Chaffee - Model Railroad Engineer - Electrical

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



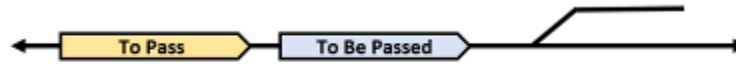


The Answers Are Out There

By Robert Pethoud

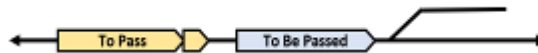
Non-Clearing Trains 3

Welcome back to the concluding chapter of Non-Clearing Trains, AKA, what do we do with trains which are too long for the siding in single-track territory? So far, we've discovered that meets and passes are still possible, though they take significantly more thought, effort, and time from savvy train crews. Last time, I posed the question illustrated in the figure labeled "Pass at Short Facing Point Spur." Try this maneuver for yourself before you read on.



Pass at Short Facing Point Spur

I don't believe that this maneuver can be done without ending up with the passed train pushing its own rear end ahead of the locomotive. Am I wrong? That assumes, however, that the passed train has just one engineer. If it were double-headed with two locomotive crews, or if it had a manned helper engine elsewhere in the consist, then the pass could still take place. See the figure, "Pass at Short Facing Point Spur 2," and try this one also before you continue reading.



Pass at Short Facing Point Spur 2

One way for a pass like this to take place follows. The train to be passed proceeds just past the facing point switch, where it stops. When the passing train arrives, the head end uncouples from the rear end on the main; then the head end enters the spur and sets the switch for the main. Then the train to be passed backs well past the switch, coupling to and shoving the rear end of the passing train behind it. Once the "passed" train is out of the way, the road engine uncouples from the head end helper, leaving the helper on the spur, and the "passing" train backs out of the spur and then moves ahead far enough to allow the other train to maneuver. The train to be passed then pulls forward, uncouples the rear end of the passing train just before the switch, and then continues forward to clear the switch. Now the passing train's head end helper engine, still on the spur, backs to couple to the rear end of the passing train, then pulls it forward onto the spur. Once it is clear of the main and the switch reset, the train to be passed backs up well clear of the switch. This allows the rear of the passing train to back out of the spur and go forward to rejoin its head end, albeit with the former head end helper now acting as a mid-train helper engine.

So far, we've assumed the spur—and, before that, the siding—to be long enough that more than half of the train will fit clear of the main track. If that is not the case, then the number of required steps would rapidly become ridiculous, but, in theory, the meet or pass could still take place if the spur or siding were long enough to hold the longest car or locomotive. The pass at the too short facing point spur would require as many locomotives on the passing train as pieces into which the passing train would have to be broken in order to fit onto the spur.

There is one more complication I would like to propose. What if the dispatcher orders three (or even more?) trains to meet and/or pass at a given too-short siding? If you've followed along this far, I'm sure it will not surprise you to learn that such maneuvers are indeed possible. In fact, in her excellent 1961 book, *The Rio Grande Southern Railroad*, author Josie Moore Crum describes such a situation in detail on pages 163-164. The dispatcher gave orders for a southbound freight with five engines and 64 cars to meet two northbound trains—a freight train with two engines pulling 40 cars and a passenger train with one locomotive and three coaches—at Millwood, a siding just 36 cars long. The conductor of the southbound freight was aware of the particulars when his train was made up, so he made sure it was prepared. What the conductor did not know until he arrived at the siding, was that the siding was already occupied by 25 empty cars. In seventeen lengthy steps, author Crum describes how the passenger train passed the northbound freight and met the southbound freight, the two freights met, and the empty cars were put back where they were found in under two hours—in the dark and on rough track. It was quite an adventure!

In addition to peddler freight switching and switching the yard, such multiple train maneuvers on the main line represent prototype operations we can replicate on the model. Such switching provides provocative intellectual puzzles which enhance the appeal of model railroad operation. Try it—I think you'll like it!

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





Pacific Coast Region SIG Report

by Seth Neumann



The SIG story for 3rd quarter was the NMRA Texas Express convention August 21-28 in Grapevine (DFW Airport) Texas. TexEx exceeded my expectations: the attendance was better than St Louis last year and the clinic program was strong as was the Tour program (from what I heard from the people who participated, the tours were excellent and worth battling the 108 degree heat). The OPSIG had a good selection of layouts and lots of slots (I operated all 4 nights I had free) and the LDSIG Tour (thanks to our local coordinator, Don Winn) was very good. The SIG Room was more than adequate and a number of smaller (other than LD/OP) SIGs participated, including Women in Model Railroading [*see story on page 6*], O Scale, American Civil War, Burlington Route Historical Society and CMRI. (I'm sure I missed someone). LCC had their display on the usual back left corner. Operations Road Show cooperated with regional Fremo-N groups and was running TT&TO training sessions all week.

As noted in my last few reports, national visiting operations meets are back, and events are falling back into pre-pandemic schedules. We often have slots for these meets, and some have open registration. The first batch of fall Ops Meets were held the weekend of Sept 9-10 and more are coming in late September, October and early November. Please contact me if you are interested in participating in these events!

Save the date for the 2024 Bay Area/Northern California SIG Meet, which will be held in Santa Rosa the weekend of February 3.

Seth Neumann



Tales of the Santa Cruz Northern

By: Jim Providenza

Put a Rock on It

This Tales is a celebration of friends – and a lot of work.

Back in the early Spring of 2023 I was asked if I would host an open house / lay-out tour of my outdoor railroad, the Sandy River and Rangeley Lakes, during the Garden Railway National Convention in early July. I was surprised, honored, and, so for some silly reason, agreed. Silly because I knew that there was a tremendous amount of work to do to get ready. Much more than just a bit of a spruce up, so to speak!

Part of a pine tree had fallen on part of the railroad (thank God missing the high bridge). I had misunderstood information on the prototype's grade on part of the line I was modeling and had built 50 feet of track at a 4% grade – something an HO scale locomotive can handle with effort but which 1:20 locomotives can barely get themselves up. And after 15 years in the ground there was serious track maintenance to do...

Terri calculated afterward that in the six weeks running up to the open house I put in about 360 hours on the SR&RL, averaging 10 hours a day 6 days a week. The work paid off and the open house was successful.

But almost all my work came only after one of the folks who came over to help pointed out a problem I needed to fix. Everyone leant a hand too, don't misunderstand me. But the most important part for me was the input and constructive criticism. Early on I started replying, "Okay, put a rock on it." And it got to the point that I would hand Jon, or Jason or the next poor soul 4 or 5 rocks from the around in front of Strong – 'Here, put a rock on it and tell me what the problem is – I'll get to it before you come back next week.'

Several people kept coming back. Others made two-hour trips to help out for an afternoon, or found time in a hectic work schedule to spend a couple of hours down on their knees doing track maintenance. I tried, and mostly succeeded, to get a photo or two of everyone who answered the call. And so, this Tales is a celebration of their willingness to help out.

Thank You All.

Putting a rock on it – work needed on a ground throw!



Tales of the SCN



Continued on page 21

Tales of the SCN ct'd.



Early in the campaign, Linton von Beroldingen is surveying his track work on the south lead to the Strong turntable.



Jason Schoenmann checking the grade as he helps put 50 feet of track back in at a correct 1.5% climb.



Jon Schmidt caught on one of his many work session visits, checking another trouble spot (and about to leave a rock).



RED Superintendent, Paul Weiss, taking a break from several hours on his knees working on track, closely watches SR&RL No 24 gingerly crossing the high bridge with a test train.

Continued on page 22



Trackwork tools in large scale...



The Golden Hour – late afternoon sun shining on part of a test train at the temporary end of track on the F&M Branch at Salem.



Master Gardener and *Garden Railway* magazine columnist Nancy Norris spent two days working her magic on the garden portion of this garden railway the week before the tour!

Continued on page 23

Tales of the SCN ct'd.



The day before... Nick von Beroldingen putting the finishing touches on the road between the Dagget and Will general store on the left and the Forster toothpick factory on the right.



Looking out from the house – early morning of the tour. We are almost ready!



Linton and Jason were able to help out during the tour – they have just driven SR&RL No 9 from its caddy onto the track at Strong. The trusty PCR Layout Tour cross-buck has an addition – and will be out on the street in a few minutes. Show time!



Should You Use JMRI OperationsPro?

JMRI OperationsPro is a part of the Java Model Railroad Interface found at <https://www.jmri.org/>. This amazing software provides tools for managing your model railroad. Look at the website for a complete list of the functions it provides. I use DecoderPro and OperationsPro for my Nicasio Northern. As far as I'm concerned, they are indispensable. And the software is *free*!

I'm a big fan of JMRI OperationsPro (JOps). I use it on my Nicasio Northern and on the Central Vermont. It manages car movements on each railroad very effectively. The NN has 100+ cars, the CV has almost 700 cars.

JOps isn't for everyone. I'll discuss issues you should take into consideration when considering moving to JOps to manage your car movements. But first let me note that JOps doesn't require any electrical connection to your railroad. It is software that runs on your PC or Mac and produces instructions for moving cars.

JOps is a complete car movement management system. You set up JOps for your railroad and it will build trains and manage car movement at the click of a button. On paper, of course. It creates train manifests and switchlists which you use to move things on your railroad. If you enjoy producing by hand the paperwork aspects of running a railroad, if you enjoy creating manifests and switchlists manually, then JOps isn't for you.

JOps does not do train orders, clearances, track warrants, or other paperwork related to running the railroad. It's strictly managing car movement.

JOps replaces car cards, thumbtacks on cars, or any other car movement system. One could say that it reduces spontaneity. Your local peddler under JOps uses the JOps manifest to know what cars to pull or drop at each location. It should be followed to the letter. If you're used to doing a lot of "spur of the moment" car movement, JOps isn't for you.

JOps can be used for a single-town railroad, or for a major complex of multiple railroads, yards, industries, staging, and interchanges. If you have a small switching layout and just want to generate car movements at the touch of a button it's perfect. If you have a complex railroad, you will grow to appreciate all the features of JOps.

Medium size railroads can use JOps very flexibly. If you run operating sessions, JOps will create all the car movement paper for the session for you. On the other hand, if you just want to run one train by yourself, JOps will create that train and off you go.

JOps maintains your inventory of cars (and optionally engines). It keeps track of where those units are. It assigns them equitably to trains and tracks. It keeps a history of train and car movements.

As opposed to car cards which direct a specific car from one location to another repeatedly, JOps is industry-oriented. Under JOps an industry needing a car will have that car assigned from the pool of available cars based on car type and load. It won't be the same car each time. JOps "Schedules" for an industry allow you to customize every aspect of car movement to and from an industry.

Continued on page 25

JOps works with a few basic entities:

Cars of any type. You have total control over how cars are identified. Road and number, obviously, but the car type is totally configurable. You can use “box”, “boxcar”, “XM”, “XM Box”, or however you identify your cars. Their loads are also totally configurable.

Locomotives may be defined and assigned to trains by JOps if you like.

Locations (towns) group tracks. Those tracks may be industries, yards, classification tracks or interchanges or staging. Each track is named and is identified with a town.

Routes identify a path a train takes as it travels across the railroad. A route will identify each town to be traversed and worked. It also identifies the amount of work to be done in that town: How many car moves, whether pulls or drops are allowed, and the maximum train length as the train leaves the town.

Trains are movements of an engine and cars traversing a route.

JOps produces:

Manifests for trains which show what work is to be done by each train at each location.

Switchlists (optionally) which show what work is to be done at each location by each train working that location.

Lots of reports and CSV export files to manage your railroad.

There are at least three sources of add-on tools for reformatting the manifests and switchlists to your liking. Start with the standard options provided by JOps, and if these are not to your liking then review the options provided by <https://manifestcreator.weebly.com/> or <https://github.com/joneschmidt/BuildInstruction>.

Considering JOps doesn't require a major commitment. It does have a learning curve, however. It is tremendously feature-rich, so you can end up spending a lot of time fine-tuning how it works.

But it's easy to start learning how it works. The JOps website has references to several “how to” postings, including on Youtube. My recommendation is to jump in and start playing with it. Download Java and JMRI onto your computer, and then create a “play” railroad. You'll need to create a couple of towns, a spur or two in each town, and a couple of cars for your “play” railroad. You'll then define a train route covering those towns, and then a train using that route. Push the button to build that train, and then look at the manifest created. You're using JOps!

Getting started putting your railroad into JOps is easy. If you have a spreadsheet with your cars and their current location on your railroad you're more than halfway there. JOps will import that spreadsheet and populate the *Cars* table and the *Locations* table.

Working with JOps is also easy and forgiving. It has a trivial backup and restore feature which I use extensively. When I'm ready to make a change or do a build I will create a backup at the push of a button. If I'm not happy with the results, I'll do a restore at the push of a button, make my adjustments, and try again.

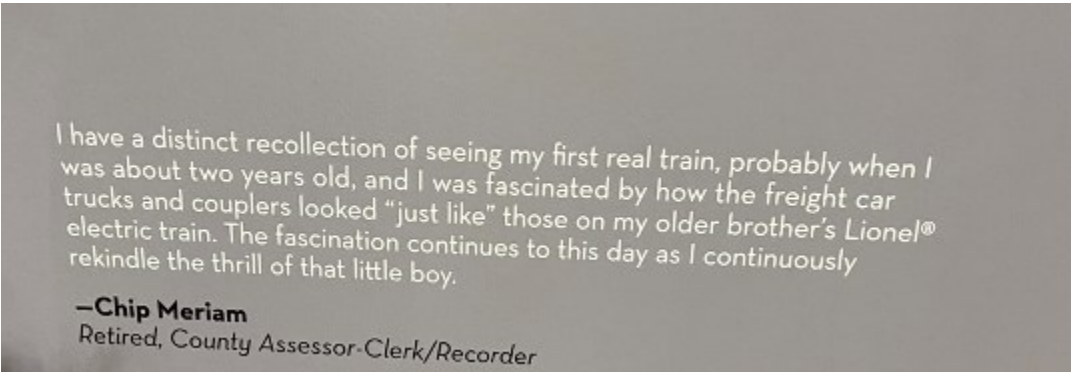
Happy Railroading!



Looking Back

by Dave Connery, MMR, PCR Historian
Voices – An Interview with Chip Meriam

Chip's early interest in model railroads is a rather similar story to many others. In Chip's case his older brother had a Lionel train set. He remembers vividly being at a grade crossing with his mother and as the train rolled by, he became entranced with how the wheels and trucks on the prototype train closely resembled those on his brother's trains. This fascination with trains has stayed with Chip to this day.



From the NMRA Exhibit, Magic of Scale Model Railroading,
California State Railroad Museum - Sacramento

When Chip's older brother left for college, Chip took over his brother's trains. While in High School, probably his Junior year, Chip became interested in scale model railroading. He traded in some of the Lionel for some HO models (Athearn, Atlas, etc.) and made the transition. Chip continues to model in HO although at one point he considered N-scale but found it too small to work in effectively. He notes, however, there has been considerable improvement and N-scale equipment operates so much better today than when he was considering it.

Chip was born and grew up in Chico. He attended Chico State for a short time after high school, but then paused his education to work in the family business (women's apparel) for the next fourteen years. Then, at age 32, Chip re-entered Chico State and earned a degree in accounting. From college he became a real property appraiser; first for 17 years as an independent, and thirteen years as a property tax appraiser for Glenn County, for a total 30 years in the same field. During his final three years, he served as the Glenn County Assessor. Chip has now been fully retired for four years.

He married his wife, Lorri, in 1984. Their two children, both in their 40s, live in Minnesota with four grandchildren. Lorri has spent 32 years as an office manager for a manufacturing and machine company and has recently retired.

Western Pacific is the prototype Chip most closely follows. There were two railroads in Chico: the Southern Pacific's line from Los Angeles to Portland and the Sacramento Northern, which terminated in Chico. The Western Pacific owned the Sacramento Northern, so the WP was a natural railroad for Chip to follow. In addition, there was a family friend (almost like a grandfather to Chip) who lived in Greenville along WP's High Line/Inside Passage. Visits to him were an added incentive to concentrate on modeling the Western Pacific.

Chip has had a home layout for, well, forever. His first scale layout was in 1971 and in those days, it moved with Chip. The latest was started in 1990 and has moved once. It is nearly complete. There is no longer a hobby shop in Chico so Chip usually gets his supplies from the Western Depot in Yuba City, Railroad Hobbies in Roseville, Walt Schedler in Colusa, or on-line. He enjoys scratch-building structures, generally modeling specific buildings. He finds special joy heading out with Lorri and his measuring stick, tape measure, and camera to acquire the information he needs to get replicating a specific building. He has recently begun entering his models in contests.

While he joined the NMRA in 1992, for many years Chip was a "Lone Wolf" modeler and was not active with the association at any level. Then in 2015, Gary Ray was looking for a replacement as Editor of the Sierra Division Short Line. Chip was always interested in writing and was looking for some sort of activity to pursue in retirement, so he volunteered for the job and has been editor of the Short Line ever since. Once in this position he realized he needed to be more active since he needed to know what was happening. He began to attend division meetings and met others in person. Then he took over editorship of the PCR Branch Line from Chuck Harmon, editing his first issue in January 2018.

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Looking Back ct'd.

As *Branch Line* Editor, Chip got to know many who were very involved in the management of PCR such as Ed Merrin, outgoing PCR President and Chris Palermo, who selected Chip to then serve as PCR Secretary. Then, when Chris relocated to Texas and Vice-President Frank Markovich took on the Presidency, Chip was appointed by the PCR Board of Directors to the position of PCR Vice-President. He was elected by the membership in early 2023 to a full term as our VP.

Chip had missed the social aspects of the organization and he relished the opportunity to meet with like-minded people interested in common model railroading topics. He served for four years as Superintendent of the Sierra Division and two years prior to that as Division Secretary/Chief Clerk. He found that he enjoyed putting together and presenting clinics and interacting with other modelers.

When asked what his favorite model is, Chip remembers back to the late 1970's – an Atlas RS-3 he painted and decaled in the SP Black Widow scheme. This model turned out good and continues to run well to this day. Then about 2006 his wife, Lorri arranged for a trip to Portola where Chip had a chance to operate WP F-7 #921-D and WP NW-2u #608 (painted in WP Orange with black lettering). He then created a model of the NW-2 he operated at Portola.

As noted earlier, Chip enjoys modeling prototype structures from scratch. His model of a Municipal Water Pumping Station replicates a building by the California Water System built in 1929. He gave a clinic on this model at a past PCR Convention. He built and modified a Sawdust Burner –discarding the top and replacing it with a strainer and adding electronics to replicate the glow of the embers. For this project he kept in-progress photos and submitted an article to Steven Priest, editor of *Scale Rails*, for his first national model railroading article.

Chip is interested in the NMRA Achievement Program and has his certificates for Model Railroad Author, Association Volunteer, Electrical Engineer, recently submitting the paperwork for Association Official. He is actively working on the Structures and Scenery Achievement Awards. The last Award he will attempt will probably be the Cars Award. When reviewing the requirements to become an NMRA Master Model Railroader he recognized he had completed a great deal during the construction of his layout. What he did for electrical was all pre-DCC and so perfectly matched the requirements for the Electrical Engineer Award. In today's mostly DCC world these requirements badly need updating to take into account the great strides in electronics and digital equipment available today.

Hobby enrichment is today the greatest value that comes with NMRA Membership. While you are working at a job you get a lot of social interaction that often goes away with retirement. The need for social activities and contacts is well met by NMRA activities and through active participation at the Division, Region or even National Organization level.

Chip has twice been the Sierra Division Member of the Year, first in 2017 and again in 2022. This is a tribute to Chip's extensive and acknowledged support for the Division as Chief Clerk, Short Line Editor and Superintendent. PCR members should be especially appreciative of Chip's current roles as Vice-president and *Branch Line* Editor.





The Daylight Division held its Summer Meet, in Goleta, on July 29th, at the Goleta Depot. Heh, us valley guys love traveling to the Santa Barbara area to escape the San Joaquin Valley’s brutal summer heat! Bruce Morden organized the event and, again, did an excellent job and we thank him for it! It takes a lot of effort and time to organizing these meets up. The Daylight Division would also like to thank Bob Chaparro and Neil Fernbaugh for presenting two outstanding presentations! The meeting was attended by 13 NMRA members and 11 visitors.

There were two presentations. The first clinic was presented by Neil Fernbaugh on weathering your rolling stock. This was a hands-on clinic. The second clinic was presented by Bob Chaparro on *Freight Car Tune-up Tips*. After the clinics, the gang was able to tour 6 local home layouts.



Neil Fernbaugh demonstrates how to weather rolling stock.

Photo by Bruce Morden.



Looks like a packed Goleta Depot Freight Room where Bob Chaparro presents his clinic on Freight Car Tune-up Tips.

Photo by Doug Wagner.



Doug Wagner demonstrates to Laurence Orr how NOT to weather an N scale reefer.

Photo by Bruce Morden.



We had some REALLY Big Boy's Toys demonstrated. This is a portion of the trains that give visitors to the The South Coast Railroad Museum a ride around the grounds.

Photo by Milton SansSoucie

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Daylight Division, ct'd.



Gary Siegel's HO scale L&N Eastern Kentucky Division is always fun to visit!

Photo by Doug Wagner.



And what's a Daylight Division meet without the donuts?

Photo by Doug Wagner.

The next Daylight Division get-together will be held during the Central Coast Railroad Festival, which occurs October 6-8, 2023. But we all know that you'd rather be enjoying the layouts instead of some dumb meeting, so the meeting will actually be a luncheon meet-n-greet, to take a break for lunch, while traveling around touring the local layouts. The non-host luncheon will be at the A-Town Diner, 7305 El Camino Real, in Atascadero, on Saturday, October 7th, starting at 11:00 AM, which is just down the road from Central Coast Trains. That makes it very convenient for the winner of the \$100 Central Coast Trains Gift Certificate, to go visit Anita, at Central Coast Trains, and use the gift certificate (Disclaimer: You MUST be an NMRA member to be able to win the Gift Certificate). The gift certificate drawing will be the ONLY meet event thing we do at the luncheon! Be sure to keep up with the latest news in and around the Daylight Division by visiting the Daylight Division's web site at <http://www.pcrnmra.org/daylight/index.html>

Thank you to all who attended the Goleta meet! Hope to see a lot of you in Atascadero, Saturday, October 7th!



Home To Central California's



Largest Model Railroad Club

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

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Great Model Railroading in Central California and Hawaii

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!!





A big "Thank You!" to the Golden Gate Railroad Museum for opening their facility for the annual Redwood Empire Division Picnic on Saturday, August 19th. Members took self-guided tours of the engines and rolling stock and rode on the museum's railbikes.



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Following the tour of the GGRM, the picnic moved to the Sonoma Depot Park for a Redwood Empire Division hosted picnic lunch and tour of the Sonoma Depot Museum. A big **“Thank you!”** to Paul Weiss and RED staff members for putting together this year’s RED picnic.



1419. N. W. P. Depot, Sonoma, Cal.





by Chip Meriam

For the first time in seven years, the Sierra Division visited Northern Nevada. Superintendent, Dave Putnam, arranged for open house layout tours in Carson City, Fernley, Reno, and Sparks. Although we did have a short business meeting at the Carson City Railroad Association’s Mills Park Station, the August meet was exclusively self-guided layout tours.

We all enjoyed seeing the work and various stages of progress of our fellow modelers in the Silver State. Our heartfelt thanks to all of the layout owners who graciously opened their layouts (and homes) to all of us who attended.



Dennis Drury At Home On His Railroad
(photo Dave Putnam)



The “Drury Helix”
(photo Ethan Doty)



“Chasing Its Tail On The The “Drury Helix”
The Geeps Are Directly Above Their Caboose.
(photo Lorri Meriam)

Dennis Drury
Dayton, NV
HO

Continued on page 37



The Opening Scene Of Jim Price's Southern Pacific
(photo Lorri Meriam)



Then There's The Addition
(photo Ethan Doty)



And The Rest Of The Addition
Note The Upper Level Benchwork Under Construction
(photo Ethan Doty)

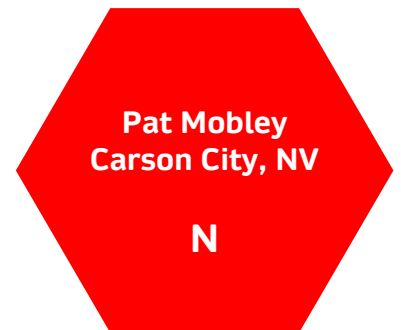
Continued on page 38



Beautiful Hand-Carved Rock Work by Pat Mobley
(photo Ethan Doty)



More Of Mobley's Remarkable N Scale Scenery
(photo Ethan Doty)



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**Operatoins at 7th Street Yard
On Jim Petro's Denver & Rio Grande Western
(photo Ethan Doty)**

**Jim Petro
Reno, NV
HO**



**Mike Coen's WP #179 Visits the D&RGW
(photo Ethan Doty)**



**"Friendly" Competitors Share The Action At Palmer Lake
On Jim Petro's D&RGW
(photo Lorri Meriam)**

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One Of The Many Station Stops On MacLean's Garden Railroad
(photo Dave Putnam)



Water And Rails
(photo Lorri Meriam)

WATER & RAILS

Pond & Garden Railroad Tour

The Water & Rails Tour is a unique, two-day event organized by MacLean Financial Group and Rail City Garden Center to benefit the ALS Association Nevada Chapter. This family-oriented event invites visitors to take a self-paced home tour to see some of the most impressive ponds and garden railroads in Northern Nevada.

Proceeds from the event benefit the ALS Association Nevada Chapter, an independent nonprofit organization that serves ALS patients and their families in the Silver State by providing programs that offer emotional, physical, and financial assistance. Programs include home visits, medical equipment loans, counseling, support meetings, and more.

[Visit NV ALS Website](#)

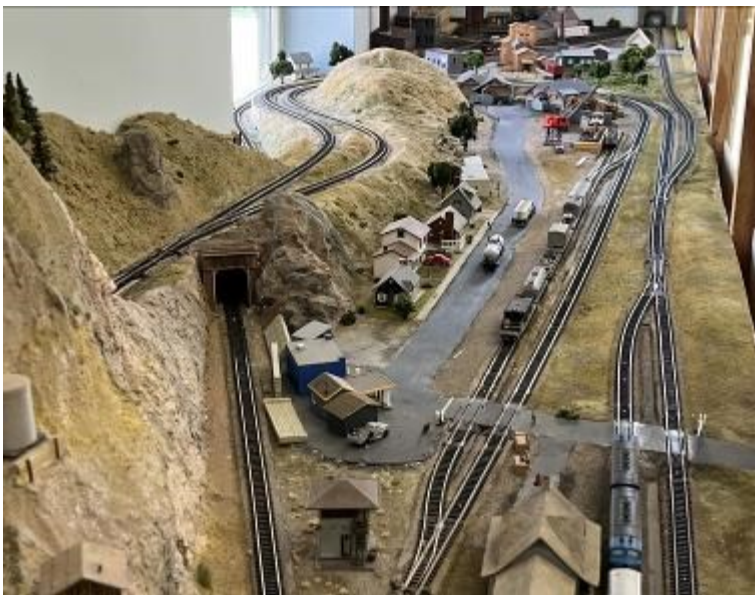
**Hawley MacLean
Reno, NV**

G

Continued on page 41



**Carson City Railroad Association's HO Scale Layout
Catches The Attention Of Dave Putnam
(photo Michael Eldridge)**



**N Scale Display Layout - Carson City Railroad Association
(photo Lorri Meriam)**

**Carson City
Railroad Associa-
tion
Carson City, NV

N & HO**





**The Northern Nevada Layout Tour will be
Nov 17-18-19, 2023**

**There should be about fifteen layouts open for tour in Reno
and the surrounding area.**

**Those interested may contact Jim Petro for information. Al-
so, look for a downloadable booklet in the PCR calendar
about Oct 24.**

Jpetro328@gmail.com

775-852-5636

Time Table**PCR Event Calendar****Sunday, September 24**

9:30am Coast Division Fall Event

Saturday, October 14

Sierra Division meeting

Wednesday, October 25

SP Historical and Technical Society Convention

Thursday, October 26

SP Historical and Technical Society Convention

Friday, October 27

SP Historical and Technical Society Convention

Saturday, October 28

SP Historical and Technical Society Convention

8:30am Railroad Prototype Meet

Saturday, November 4

10:00am Modular Layout Weekend at CSRM

Sunday, November 5

10:00am Modular Layout Weekend at CSRM

Saturday, November 11

International Rail Fair

10:00am International Railfair

Sunday, November 12

International Rail Fair

10:00am International Railfair

Saturday, November 18

11:00am RED Meeting

Saturday, December 2

10:30am Sierra Division meeting

Saturday, December 9

10:30am Sierra Division Zoom meeting

Friday, February 2, 2024

9:00am Layout design and operations weekend,

Saturday, February 3, 2024

9:00am Layout design and operations weekend,

Sunday, February 4, 2024

9:00am Layout design and operations weekend,

Wednesday, April 24, 2024

9:00am PCR 2024 Convention, The Tech Line, Silicon Valley, CA

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Time Table, ct'd.

Thursday, April 25, 2024

9:00am PCR 2024 Convention, The Tech Line, Silicon Valley, CA

Friday, April 26, 2024

9:00am PCR 2024 Convention, The Tech Line, Silicon Valley, CA

Saturday, April 27, 2024

9:00am PCR 2024 Convention, The Tech Line, Silicon Valley, CA

Sunday, April 28, 2024

9:00am PCR 2024 Convention, The Tech Line, Silicon Valley, CA



August 4 - 11, 2024

The Westin Long Beach
333 E. Ocean Blvd.
Long Beach, CA

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Monthly Activities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Fourth Wednesday 7:00 PM / Coast Toy Train Club / Wood Glen Hall, 3010 Foothill Rd (at Alamar), Santa Barbara, CA / Lots of collecting in S, O, and Standard gauges. / Contact: Ken Kelley, e-mail: 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. We meet Tues. (work night) & Fri., 6:00pm to 8:00pm. Visitors can always find trains running every Friday club night. For more information, e-mail info@blackdiamondlines.com or visit us on the web at www.blackdiamondlines.com and we can be found on Facebook and YouTube.

Bay Area Ntrak Model Railroad Club

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

Bay Area S Scalers

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

California Central Model RR Club

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

Carquinez Model Railroad Society

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 HO_{n3} branch-line 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

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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>

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 HO_{n3} 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/>

Enjoy the fellowship and learning experiences of a club near you

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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 setup 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 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, tinsplate, 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.

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San Leandro Historical Railway Society

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

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South Coast Society of Model Engineers

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

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

Tri-city Society of Model Engineers

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

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

West Bay Model Railroad Association

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



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

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chipmeriam@comcast.net

We're looking forward to hearing from you!





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