



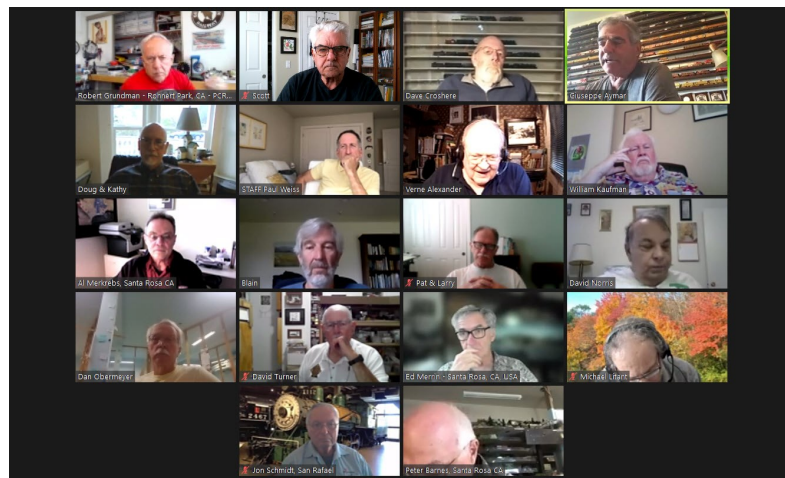
# CALLBOARD

## Late Summer/Early Fall 2021

RED Website: <https://www.nmra-red.org/>

### LATE SUMMER/EARLY FALL 2021 CALLBOARD

## Welcome!



### Late Summer/Early Fall 2021 RED Zoom Meeting

Welcome to the Late Summer (Early Fall) 2021 RED Callboard. We hope this edition of the Callboard finds everyone well and looking forward to Fall and hopefully some rain. The Summer meeting was held on Saturday, September 18th with eighteen members in attendance via Zoom. There were seven great Show & Tell presentations. A full

report of each of each presentation starts on page seven. A 2022 PCR convention update followed by division business is also available in this issue. I think many of us hoped that we would be meeting in person by this time. We have a reservation for Monroe Hall for our Fall meeting but given current events, this will likely be an online

meeting. Fingers crossed for next year! On a sad note, Clark Stewart, a long time RED member and active in Bay Area model railroading activities passed away on August 26, 2021. Many of you knew Clark through the RED, Coast Division auctions, the High Baller group and hobby shop business. On a personal note, I met Clark at a train show at the Santa Rosa Fairgrounds after moving back to Sonoma County. We chatted and he invited me to the High Baller's operating group and got me back into the model railroading hobby. He will be missed.

A video of the meeting is available below. Thanks to Al Merkrebs for hosting the Zoom meeting and recording the meeting on video.

View the meeting video: [RED Summer \(Almost Fall\) Zoom Meeting](#)

#### Points of Interest

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## **Director's & Achievement Program Reports**

### **Giuseppe Aymar, DDS, MMR**

**RED Director**

Nothing new to report. The PCR's BOD will meet on Oct 2<sup>nd</sup>. A report will follow on the next Callboard.

**RED Achievement Program Chair report**

A Certificate of Achievement in scenery was earned by our own Dave Croshere. That makes six Certificates Dave has now earned on his way to Master Model Railroader.

There are other RED members who are working on different achievement Certificates at the moment.

The upcoming RED's hosted Convention "Return to the Redwoods" slated for April 2022 will be a wonderful opportunity to advance one's agenda in the Achievement Program. One can earn points for the Volunteering Certificate by ..what else.. volunteering a few hours in the many areas needed to be staffed. Check with the Volunteer Coordinator listed on the roster in the website; additionally one can earn points for the Author Certificate by becoming a "Clinic Presenter" or by submitting articles to the Callboard on one's own experiences in the many aspects of Railroading as it relates to participating as an active member in the Convention. In fact, having an entry in Contest, becoming a "judge" in said Contest and writing an article about such an experience and maybe even giving a limited clinic on one's effort to get the entry ready for Contest can earn a GAZILLION points in one single swoop. Think about that. How sweet is that!!!

*Giuseppe Aymar*

*RED Director and Achievement Program Chair*

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### **Superintendent's Report - Paul Weiss**

Hello all, this is my very brief Superintendent's Report for Fall 2021. Of course the RED's offerings and activities have been curtailed by COVID this summer past and we continue to rely on Zoom meets until such time that it is prudent to get together in person. Our next meet is on Saturday November 20 and there's every reason to believe at this writing we will do another zoom call.

Both our spring and summer meets on Zoom were very enjoyable. The staff has tried hard to recruit presenters for mini-clinics to supplement show and tell spots. In each of these last Zoom meets approximately a half dozen presenters gave (on average) 5 minute talks about a project or technique they wanted to share. The feedback on these have been great! In several cases I received notes from viewers/participants who said basically "I thought I'd have no interest in that topic, but I loved it". We have pretty much been able to keep the meets to

Continued on next page

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90 minutes give or take... so the result seems to be a great combination of content and conversation. Please join us if in fact we default to another Zoom in November.

Along these lines, our YouTube channel has the recorded video archive of these calls and is readily available for you to view if you missed out.

When we can safely start having in person events we hope to schedule mini layout tour days, such as opening up 3-4 conveniently located layouts for tours and a lunch hour. Our first might be in the San Rafael-Novato area; Santa Rosa/Sonoma or Napa could follow, and we definitely hope to also have some in our further afield counties if we can gather enough layouts. I imagine a couple of layout open 10:30am-12 on tour day, a lunch meet up nearby, and a couple of layouts open maybe 1:15-2:45pm. How's that sound?

In the background we continue to work to improve and expand the new website, eventually adding a layout directory for those layouts interested in being listed.

Finally a plug for the convention coming up in late April. Like a lot of people, I tend to postpone registering for conventions until pretty late, figuring no one would care if I hopped on a few weeks ahead of the start. But this time I asked our Convention Chair people: is there really a reason to be leaning on people to register now? It turns out there really is. The Committee must juggle all kinds of assumptions about attendance with the reality of making plans to house and feed us all. It's no doubt maddening! Further it could mean adverse consequences if they are forced to guess and it's wrong. So take this chance to register now, allowing you to capture the early bird discount and help our fellow members on the Committee with their planning... it seems like the least we can do. As an aside, the company store on the website for the convention is full of some nice goodies and more are on the way. The convention car (the details about which I will let you discover in the store) will definitely find a home on our Central Vermont layout, actually we'll take two! Nice.

Come join us on November 20 for what I expect to be another good meet.

*Respectfully*

*Paul Weiss*

*RED Superintendent*

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**Chief Clerk's Report - Dave Grundman**

The RED bank balance as of 9/31/2021 is \$5,267.60. This includes the quarterly support check from the PCR for \$51.50.

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**Membership Report - Gus Campagna**

Based on the latest NMRA report RED membership stands at 111.

## Last Run - Clark Stewart



*Thank you to Bill Burket for providing this tribute to Clark.*

It is with great sadness that we lost Redwood Empire Division member, Coast Division auction committee member and auctioneer Clark Stewart. I've known Clark since 1968 when he first moved to San Francisco and joined the Golden Gate Model Railroad Club. That was also the year of the NMRA Convention in San Francisco. Prior to my meeting Clark he had served in the United States Marines and also played a couple of years on the San Francisco 49ers when they were only paid a couple of hundred dollars a month.

Clark grew up in Pocatello, Idaho and obtained his first interest in railroads through his uncle who was a Union Pacific locomotive engineer. The railroad highlight of his childhood was riding with his uncle on a UP freight train in the cab of a UP Big Boy. He told me that to the best of his recall it was #4019. When he first moved to San Francisco he worked at his Dad's liquor store near the corner of Stockton and Broadway. On July 20, 1974 Clark hired out as a switchman on the Southern Pacific in West Oakland. He worked as a switchman until April 1977 when he was accepted into engine service as a locomotive fireman. I hired out also as a switchman on August 28, 1976 and Clark and I ended up in the same fireman's class in April 1977. It was around this same time that we both left the Golden Gate Model Railroad Club to follow our railroad careers. Clark moved to Petaluma and along with working on the railroad founded W&W Hobbies and a very successful brass model painting business. Later on in 1986 we both transferred to Amtrak. After our Coast Division auction chairman John Dennis passed away Clark stepped up to help me with the auctioneering which he did through December 2019.

A few days after the December 2019 Coast Division meet and auction Clark suffered a severe stroke that left him partially paralyzed on one side. He never fully recovered and received the final call from the chief dispatcher August 26, 2021. Clark was 81 years old. Clark could be funny, stubborn and a prankster all at the same time. Nevertheless, he will be missed by many who had lives connected with him on Southern Pacific and Amtrak and through the model railroad community in the Bay Area. May Clark rest in peace.

*Bill Burket*



# 2022 PCR Convention Update



## Return to the Redwoods

### 2022 PCR Convention

April 21 - 24, 2022

Rohnert Park, California

Now that the NMRA Convention has finished we have started the big push for clinics, layout tours, operating sessions and vendors.

There has been some hesitation from layout tour hosts and operating session hosts because of Covid. We are hoping things will be better in a few months and hosts will be more open. We have discussed limiting the number of operators and limiting the number of attendees at layout tours to help alleviate concerns by hosts.

Several vendors have expressed interest in attending the convention but want a two-day show to make it worth their time and effort. We can fit that into the schedule so we will now have the vendor show on Thursday from 9am – 9pm and Friday 9am – 4pm. The member swap meet will still be held Friday evening. Denni has also set up Vendor Registration on RegFox so we can capture all the information. The cost of a table was changed from \$25 to \$40 and the maximum tables they can purchase will be four. This may change as we get closer. We are also selling advertising in the program.

An Official Convention Hat has been added to the Company Store and a coffee mug is in the works. Denni had a graphic artist redo the RED logo so that we can include that on the mug and also so that it can be used on other RED material.

As of September 13, we have 32 registrations for the convention – 23 Full Fare (early bird), 5 Non-Rail, 2 Express (no meals), 2 Non-Rail Express (no meals).

Several articles will appear in the next Branch Line. One is about Contests and encourages members to start now on getting those models ready to share. There is a great article about the history of the car chosen for the Convention Car. And there is an article about the importance of the Clinics and then an article that is a general update on the convention.

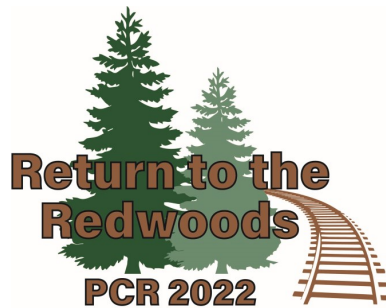
We are on track to host a fantastic convention and we hope everyone will register soon!

*Denni and Cliff Baumer, Co-chairs*

<http://www.pcrnmra.org/conv2022/index.html>

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# 2022 PCR Convention Update



**Register now and save \$20!** <https://pcrnmra.regfox.com/pcr-nmra-2022-convention>. Hotel reservations can also be made by clicking the Lodging and Hotel button in the upper right corner of the registration page. If you have any issues, please contact [registrar2022@pcrnmra.org](mailto:registrar2022@pcrnmra.org).

Join your fellow modelers in Rohnert Park, April 21-24, 2022. It will be the first time in two years that we can get together in person and we have planned three full days of activities plus the Sunday breakfast and business meeting. You don't want to miss this opportunity so register now and make those hotel reservations. We'll see you in Rohnert Park!

## Excursions



Sturgeon's Mill



Korbel Winery & Depot



Tour of Sonoma County Railroad Stations

<http://www.pcrnmra.org/conv2022/index.html>

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# 2022 PCR Convention Update

**A few thoughts, from Giuseppe Aymar, Contest Chair for the 2022 PCR Convention on taking part in contests.**

## The Spirit of Contest

Recently, while visiting my sister in Durango, Colorado, we were invited to a photographic exhibit titled "the Spirit of the San Juans" by Kathleen Norris Cook, documenting the majesty and grandeur of these beautiful mountains on the Southern tip of the Rockies. As it is a normal occurrence with me, my overworking mind started comparing what this exhibit has in common with model railroading and to Contest modeling in particular.

Exhibits bring together elements of a particular nature to tie together a common thread thusly creating a story interpretively or by participation, drawing the viewer into a world not otherwise available to most of us, typically busy, busy, busy toiling through our everyday chores. Personally I could not spend days and weeks hiking the "San Juans" covering all four seasons. As wonderful as that might be it is not in my capabilities. The photographic exhibit, then, allows me to have such an experience marveling at the beauty of nature and the wonderfulness of creation. What a treat indeed.

Can our Models, Photography and Arts & Crafts Contests/Showcase achieve such a quest? Can it bring the beauty of model railroading in all its forms to us allowing the viewer to savor and appreciate the interpretative achievements of our fellow modelers? As spectators we surely can participate in this delightful aspect of modeling. Yet, looking at it from a different point of view could we not, figuratively, walk the miles across different seasons and actually become participants in creating this canvas for others to enjoy?

Alexander Hamilton in the twelfth book of "the Federalist" alludes to the above albeit, I must confess, under a different theme.... "the assiduous merchant, the laborious husbandman, the active mechanic, and the industrial manufacturer.....all orders of men, look forward with eager expectation, and growing alacrity, to this pleasing reward of their toils". Participating in a contest then is tantamount to acknowledging that we can do what we set up to do; nothing less.

Basically what I am saying to you who is reading this: "do not be afraid". Start a project that is doable within the skills and abilities that you have. Complete the project and bring it to be displayed in the Contest room at the "Return to the Redwoods" Convention next April, 2022. Your work will allow us to put together an exhibit of all the works by our members for others to enjoy and to draw pleasure, astonishment and wonderment. The "Spirit of Contest" shall live through your work.

On a more mundane level, let me remind you and encourage you to start planning now for your project so as to enjoy the process and ultimately be satisfied with the results not hurrying on last minute finishing touches. (Do not ask how I know this!!!).

I hope you will be a part of the mosaic in the Contest Room.

*Ciao*

*Giuseppe Aymar, DDS, MMR*

**<http://www.pcrnmra.org/conv2022/index.html>**

# 2022 PCR Convention Update

## Call for Clinics

**Al Merkrebs is working for clinics for the upcoming 2022 PCR Convention.**

Upcoming Convention Clinics Draw New and Experienced Talent

As many of you know, RED will be hosting next year's Pacific Coast Region Convention in April 2022 in Rohnert Park.

The lineup of clinics for PCR 2022, "Return to the Redwoods," is beginning to take shape. Please go to the Clinics web page at <http://www.pcrnmra.org/conv2022/clinics.html> to get an early peek.

AND... we are looking to add more clinics and clinicians to the schedule from our talented group of modelers, veterans and those willing to step forward for the very first time.

If you are an interested first-time clinician, please don't feel intimidated. We want to hear from you and welcome you. We have experienced clinicians to help you. Clinic audiences are friendly and appreciative, and the clinic environment is relaxed and interactive. We also have resources to help you overcome any technical questions or issues you may have in preparing your presentation.

Our goal is to offer 40+ clinics at PCR 2022 in 45-minute sessions with a 30-35 minute presentation and allowing 10-15 minutes for questions and discussion.

Clinicians..... we need and want your involvement and expertise to enrich our convention experience for attendees. Please, share your areas of greatest model railroading interest with us and offer a clinic.

To propose your clinic, ask questions and get involved, contact Al Merkrebs, Clinics Chair PCR 2022 ([clinics2022@pcrnmra.org](mailto:clinics2022@pcrnmra.org)).

***Al Merkrebs***



<http://www.pcrnmra.org/conv2022/index.html>

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# 2022 PCR Convention Update

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## Operating Sessions

### R.E.D. Layout Owners !!!

Thank you in advance for your interest in opening your layout during the 2022 PCR Convention. We are still looking for more of the wonderful layouts within a reasonable distance of the Convention Hotel to be open for operating sessions during the convention. Signing up and getting ready for a session is easier started sooner than later. These Ops sessions are often a convention highlight for attendees. So having quality choices will have a positive effect on overall attendance. So if you would, please get the process started. We have 5-7 layouts on the list but it would be nice to have more !!!

There will be a form posted soon in the Operations page of the PCR2022 web site. Please provide the information outlined below on that form so that we can include your layout in the operations section and give prospective operators information they need to plan their convention activities.

Currently ops session are planned for Thursday through Saturday, April 21-23, 2022. Other times may be requested but we're trying to make the convention schedule work as planned. Don't let that stop you though.

The big question on everyone's minds is COVID requirements. The convention will abide by applicable city, county and state guidelines and requirements. If you desire any safeguards above these guidelines and requirements, it's your home and you may require whatever additional safeguards you wish. A degree of flexibility may be required as conditions may change at any time. But the convention committee will not force anyone into an uncomfortable situation.

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Layout Owner

Address

E-mail and Phone number (for the committee, not publication)

RR Name

Description (100 words or less) & Photos (format TBD)

Web site ??

Video (i.e., TSG link) ??

Scale

Number of Operators

Control System

Dispatch System of Choice

Any other information you'd like included in convention publicity.

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Thank you for sharing your layout with the convention attendees!

Cheers, Doug Smith

[Operations2022@pcrnmra.org](mailto:Operations2022@pcrnmra.org)

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<http://www.pcrnmra.org/con>

REID Website <https://www.nmra-red.org/>



## Dave Croshere's Scenery Achievement Award

Dave describes the modeling required to receive the NMRA Scenery Achievement Award

The Scenery Achievement Award requires, in HO, 32 sq ft. of scenery finished by the applicant. The judging will be in four different categories: Terrain, Structures, Background and Lighting. In each category the judging is on how suitable are your efforts to the overall presentation. Does everything look correct for your era of modeling and how well was it done?

For scenery I have hills, cliffs, retaining walls, an inlet bay, a large river, rocks, trees, bushes, weeds, planter boxes, flowers etc.

For structures I have two stations, two bridges, a maintenance of way facility, a commercial sea food establishment, a pier, a boatbuilder, a water tower and a private residence.

For background I have smooth walls painted light blue that pale just above the hills. Behind the through truss bridge I have an agricultural valley all done in perspective. The disappearing river, trees, crops and farm houses. Also a couple of distant mountains peaking over the hills.

For lighting I lit both stations, one with three library hanging fixtures and the other station with two gooseneck lights over the doors. The boatbuilder has shop lights, office lights and signage lights. The Sea Food Co. has lights in the retail space and in the office. The residence has a porch light, a living room light and an upstairs bedroom light. The locomotive at the station has a cab light and the engineer puffing on his cigar. The distant farm houses each have dimmed lights.

At first I thought 32 sq ft. would be easy. That's the area in a sheet of plywood. The area I used was 11.5' x 2.8'. Passing through the area are three mainline tracks and two passing tracks as well as, four spurs. I have ten structures in the area I presented, an Inlet harbor and a large river. With all that I was surprised how long all the scenery and details required. However, I am also happy with the things I learned along the way trying to come up with scenes I wanted.



# Show & Tell

Always a meeting favorite, there were seven Show & Tell presentations during the meeting. Rich Moss-holder could not attend the meeting and emailed in his presentation on converting an HO locomotive to HO<sub>n</sub>3. If you would like more information about any of the Show & Tell presentations please contact me at [scottnl1947@gmail.com](mailto:scottnl1947@gmail.com), and I will forward your request to the Presenter.

## Al Merkrebs' Alspur Layout

Al Merkrebs presented his switching layout located in his garage. The layout consists of a variety of industries with diesel locomotives switching various rolling stock.



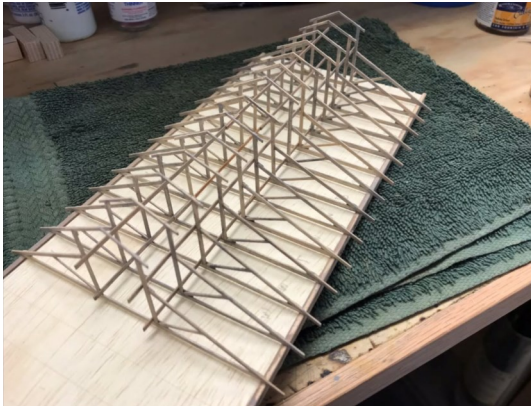
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## Show & Tell

### Dave Croshere's Teel Boat Works

Dave presented the construction of the Teel Boat Works named after a boat building friend, Stan Teel. The model was built from scratch.



Closeups of the wonderful lighting effects and scenes that Dave creates in his model buildings.



Continued on next page

## Show & Tell

Teel Boat Works



Summer Along the River



One boy has just swung out into the river while the other two boys await their next turn. You can tell it's not their first swing because the rock is wet.



A mother and daughter are walking in the shallow river bank with their parasols. The husband is in the shade of the umbrella with a back rest next to the picnic basket. Can you see the bottle of beer? In HO, a 9" beer bottle is 3/32" in HO. However, you can still see the yellow label on the bottle.

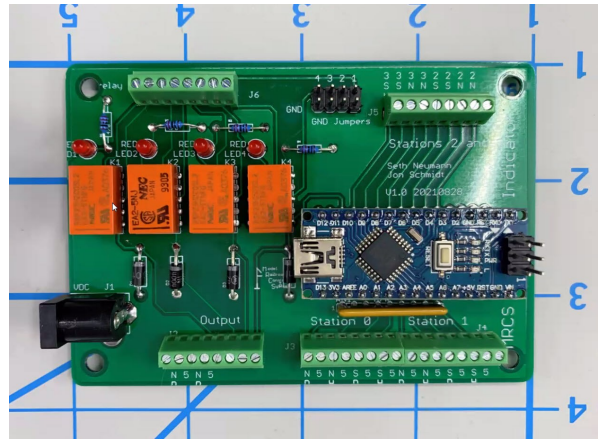
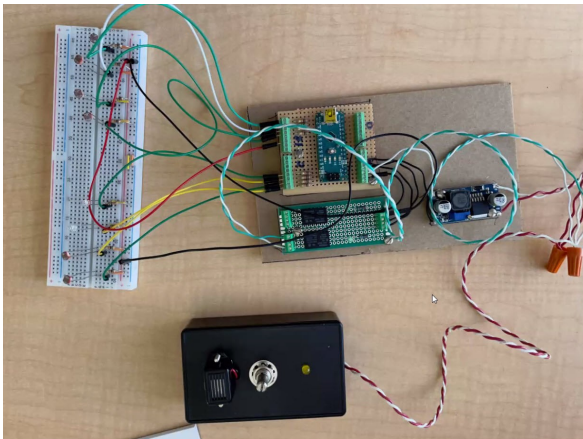
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## Show & Tell

### Jon Schmidt's Approach Indicator

Jon was asked by Paul Weiss to come up with approach indicators when the a train is approaching town but not when departing. Jon created a mockup us Arduino technology. After testing the unit, Seth Neumann created a finished circuit board for the indicator.



### Dave Grundman's Power Station Kit

Dave presented a power station model which he modified from a DPM kit. He added his own power plant signs in lieu of those provided in the kit. Any similarity to actual power providers is purely coincidental.



Continued on next page



# Show & Tell

## Michael Litant's Willimantic Research Project

Michael was asked by Paul Weiss to research the immediate area adjacent to the railroad as seen on the Vermont Central layout Vermont in Northern California. The area being researched is in Willimantic, Connecticut. Michael discussed the sources he used to make sure the model is as true to the locale as seen in the 1950's.

### What's next?

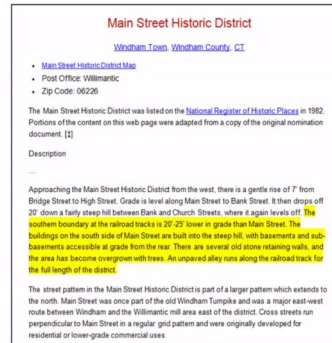
Select the buildings to be represented on Main Street



Compile photos, dimensions, etc.



Check available structures and modules



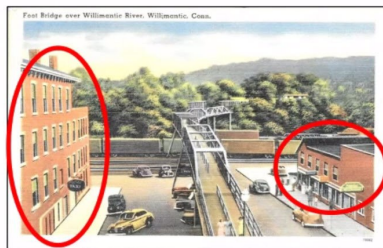
For your reference, sources used by Michael.

- Telephone Directories
- Advertisements from old newspapers
- Blogs
- Old postcards found on Etsy, eBay, etc.
- YouTube
- Flickr
- Sanborn maps
- GIS maps
- Books
- The National Register of Historical Places

### My initial information: Paul's trip and research



### Details from old postcards



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## Show & Tell

### Bill Kaufman

Bill presented his model of the Dart & Bogue Lumber Company. The original lumber yard burned down in 1985 and there were no photos of the original structures. Bill decided on a model representing a "typical" lumber yard of that era using photos of models and actual lumber yard.



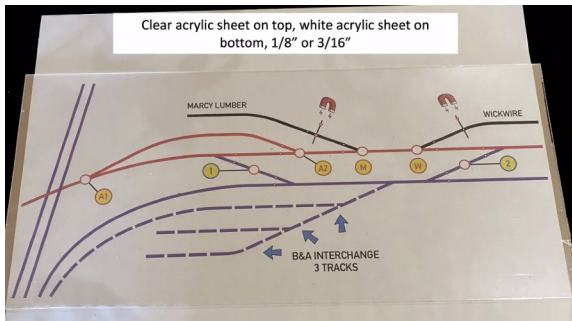
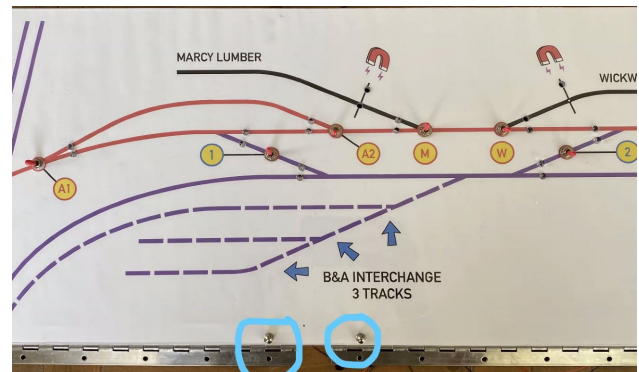
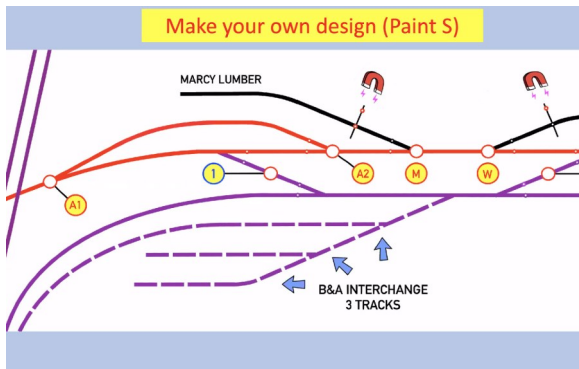
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# Show & Tell

## Paul Weiss

Paul created a control panel for the Palmer area of the Central Vermont in Northern California layout. He described the methods and material used to create the control panel. Paul uses LEDs from Evan Designs. The LEDs come with resistors installed in the assembly. Evan Designs located at <https://evandesigns.com/>.



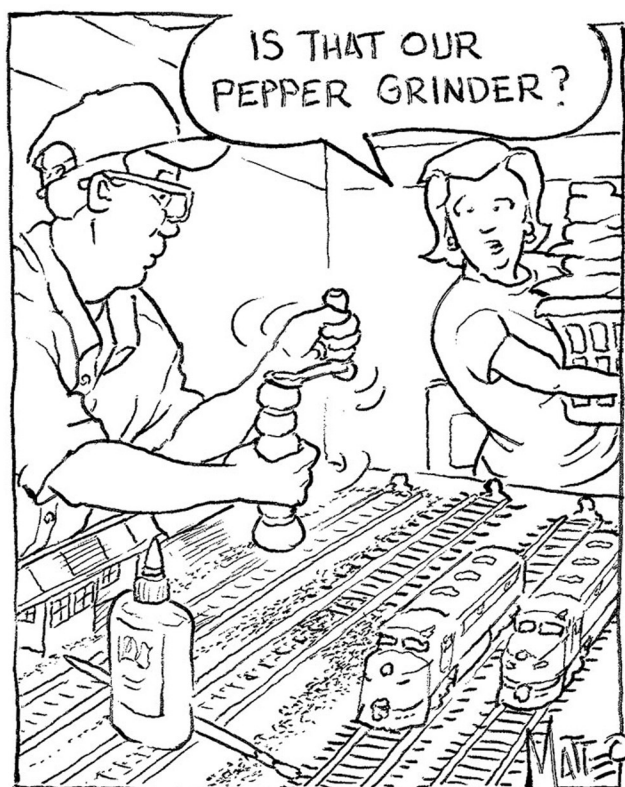
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## Show & Tell

### Central Vermont in Northern California



### Backdrops on the Central Vermont by Tom Swearingen



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## Show & Tell

### Rich Mossholder- Converting and Modifying an HO locomotive to HOn3

I recently started the journey towards achieving my MMR. Not fully understanding the sheer level of work (and paperwork), I am slowly making my way forward. While reviewing the various categories and speaking with friends who have achieved their MMRs, one of the common threads of discussion is “don’t make things harder than they need to be.” So with that in mind, I found a simple way to convert a standard gauge locomotive to operate on narrow gauge track.

For the intentions of this article, I will explain the process I used for building the first of the three locomotives required for the Motive Power category. I wanted to build something that was different, using inexpensive materials, and be a little more whimsical. I am not one who is prone to a strictly prototypical adherence. I prefer to model what I like and I don’t care if running a Big Boy in New England seems absurd. I am inspired by modelers, who with tongue placed firmly in cheek, modeled their miniature world as they saw it. Folks like John Allen, John Olsen, and Malcolm Furlow were, for me, inspirational and fascinating story tellers in writing, photography, and especially their modelling.

I needed a locomotive that was small but mighty to pull the MoW track cleaning train around the layout. I have an old blue box Athearn F7 which was modified to run on HOn3, but is too wide for my tunnels and bridges. I needed something narrower, but just as powerful.



I didn’t want to use my steam locomotives for this because they require more maintenance and don’t have the tractive force to pull the cleaning train without double heading. There aren’t many narrow gauge diesels available in HOn3 that will work for this, so let’s build one.

As I stated earlier, it must be inexpensive, reliable, and powerful. Old Athearn blue box locos are everywhere. They’re cheap and relatively easy to convert to narrow gauge. I made the initial conversion using an Athearn SW1200, which fit well and required no modification to the shell. I didn’t like the noisy gearbox, so I looked for an alternative locomotive that I could convert. My thoughts instantly went to Kato for their smooth running characteristics and reliability.

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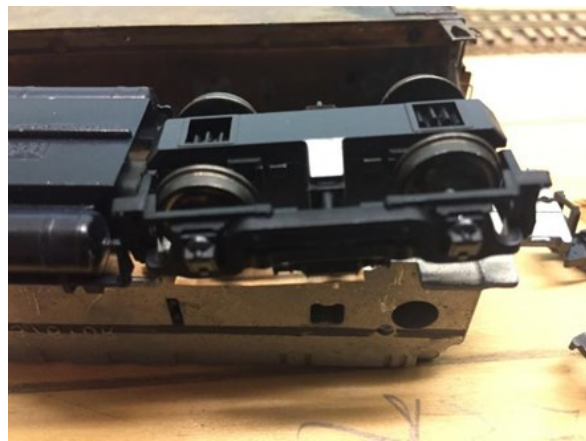
## Show & Tell

I have four HOn3 brass diesel shells that I purchased a couple of years ago from a friend. They are White Pass and Yukon shovel nose locomotives.



I had thought about scratchbuilding the chassis and drivetrain to build them as prototype, but that is beyond my level of ability for the moment, and some parts would be challenging to source and near impossible for me to build.

While digging through some of my old boxes under the layout, I found a Kato NW2 that I bought when I was involved with a local HO scale modular club. To my surprise, the NW2 wheelbase was a great match for the shell. To top it off, the axles appeared to be very easy to convert to HOn3, much like the old Athearn blue box locos. The major difference between the NW2 and shovelnose were the number of axles. The shovelnose having six and the NW2 only four. This was very concerning at first because I know the rivet counters would be extremely critical of such an outrageous discrepancy. But then I remembered rule number one. "My layout, my rules!"



Continued on next page

## Show & Tell

The first step in making this conversion was to disassemble the NW2. The shell didn't want to comply, but soon gave up the chassis and was set aside for the scrap box. Inspecting the chassis opened my eyes a bit, because I couldn't just drop the brass shell onto the chassis. I knew there would be a fair bit of milling involved to make it fit, but there was something unexpected. Kato designed the NW2 much like their N scale locomotives with a split chassis. This meant that if I were to mount the brass shell directly to the chassis, I would create a dead short in the locomotive. I needed to construct an insulated chassis mount that would isolate the chassis from the shell. While I had plenty of time to think about how to electrically isolate things, I needed to be certain I could actually narrow the axles so the wheels gauge to 10.5mm.

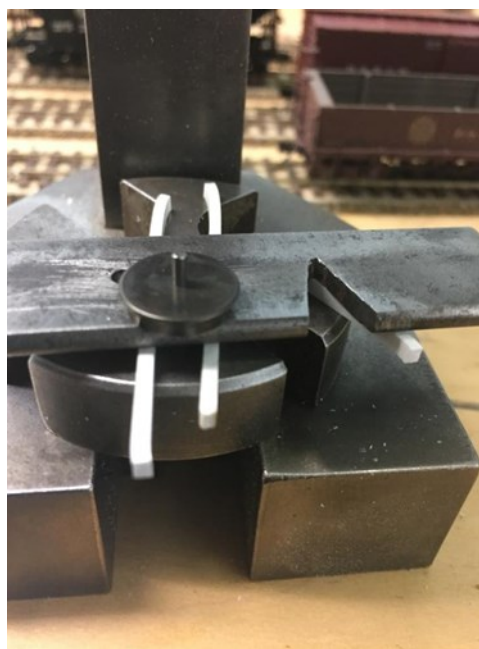
Disassembly of the trucks was very simple, and removal of the axles was too. The axle tube and gear is made of a slippery engineering plastic called Delrin.



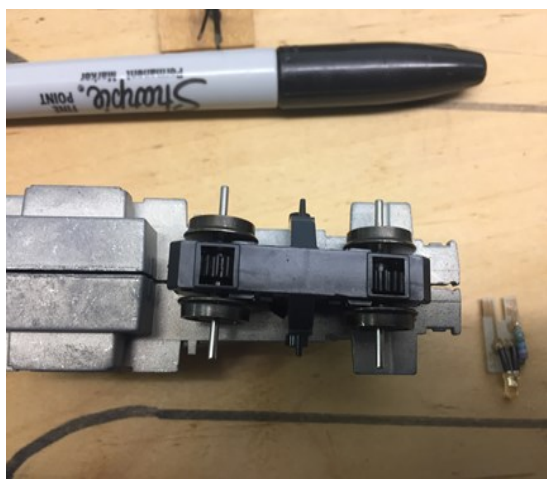
The wheels, which have a stub axle pressed through them, are then pressed into the geared axle tube. The end of the tube presses against the back of the wheel. The geared tube has been engineered in such a way that the length of it, when pressed to the back of the wheel, is properly gauged for HO standard gauge (16.5mm). To make this work for HOn3, I needed to remove 3mm from each side of the tube. This was done with an Xacto blade and some careful sanding. Since I didn't want to alter the truck side frames and have to change the way the locomotive picked up electricity, the next step was quite easy. I made a jig to use with my arbor press. I took a 1/8" thick piece of steel scrap and drilled a hole in it the same diameter as the axle stub. I pressed the stub 3mm out from the back of the wheel.

Continued on next page

## Show & Tell



I then pressed the wheels back on to the geared axle and measured the flanges with an HOn3 NMRA gauge. I made some slight adjustments and all four axles were correct. I set the axles back into the gear tower, and snapped the cover plates back on.

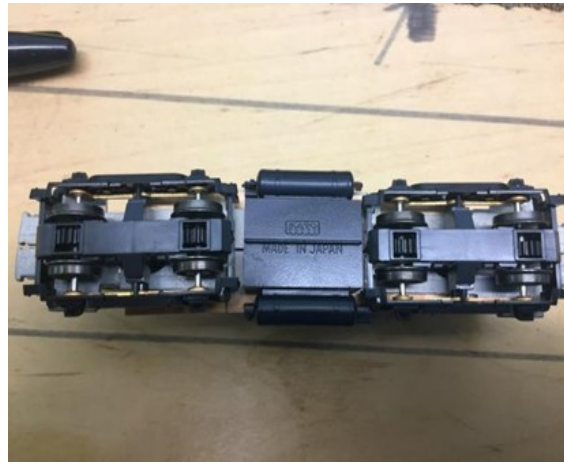
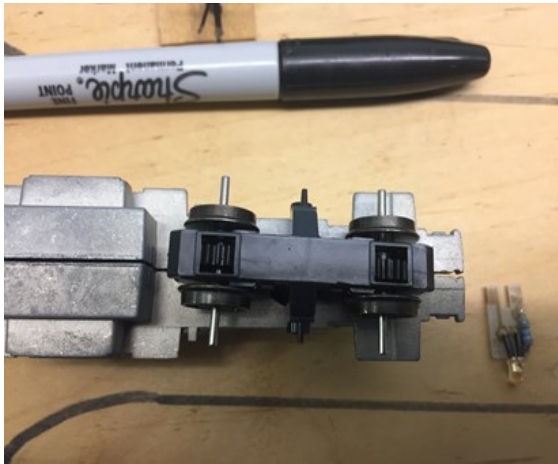


The truck side frames with their electrical pick ups went on next. Everything was looking good so far. I placed the chassis on a length of flex track and touched a 9v battery to the rails and she ran beautifully! What a great moment. I was so happy to see this operate correctly. The best part was that it only took about one hour to convert the chassis to run on HOn3 track.

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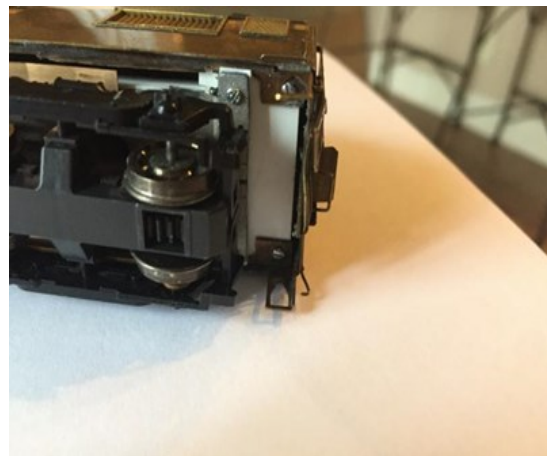


## Show & Tell



After some careful grinding of the chassis and the shell I was able to fit the shell over the chassis. This took considerable time and multiple fittings to get the shell situated correctly.

The next step was to insulate the shell from the chassis. I started with locating some mounting points for the chassis. The shell had six tapped holes, two at each end and two in the middle. The two tapped holes in the middle of the shell were ground away to accommodate the chassis. I didn't want to grind the chassis away here since that is where the phosphor bronze electrical pick-ups and plastic fuel tank are mounted. I drilled two holes in the rear chassis and made a styrene plate to fit around it. The styrene was drilled and tapped to make a solid mount to the chassis. It was trimmed to fit into the shell and then drilled and tapped to mount it.



The front of the locomotive required similar treatment but additional support was needed. The material that was needed to be removed from the chassis left nothing to secure it to the shell. I epoxied two thick styrene plates to the nose of the chassis, one on each side, making sure not to permanently connect both halves of the chassis. I'll need to be able to take the chassis apart later to isolate the mo-

Continued on next page

## Show & Tell

tor and install the DCC decoder. I drilled and tapped the bottom of these plates to accept a horizontal plate of walnut to mount to the chassis. I chose the walnut strip because it was a little more rigid than styrene and maintained the electrical isolation. The walnut strip was drilled to mount to the shell.

With all of the fitting and fussing, getting the shell to fit, it was time to test it out again. I set it back on the test track and she ran great. I figured I should test it on a curve, so I made an S curve in the flex track. This is where another problem reared its ugly head. The truck frames were fouling the cab ladders while going through the curves. Narrowing the truck frames would involve some major re-engineering of the trucks, and to that I said NO! The obvious solution was one that I struggled with for the better part of a week. I didn't want to cut off the ladders, but in the end, it was the logical solution. With the ladders removed, my shovelnose will easily negotiate the 16" minimum radius curves on the layout.



There are quite a few remaining projects for this shovelnose, like DCC, sound, lights, and paint. I might even build a fully detailed cab interior, since there's room for it. I have three more shells to modify, and some ideas for a B-unit and double ended cab unit.

It's truly a wonderful thing to make something that works well. If you have an idea to build something, go for it!





## Real Railroading

**Locomotive 81, the latest addition to the Nevada Northern's locomotive roster.  
Video courtesy of Bob Battles.**

<https://fb.watch/8dS-vozKSN/>

Locomotive 81 was purchased from the Baldwin Locomotive Works in 1916. She was constructed in March 1917 and delivered to the Nevada Northern Railway in April 1917. She is a 2-8-0 steam locomotive. She operated here until 1958 when she was retired. For thirty years she sat outside at the White Pine Public Museum with her ore hauling buddy Locomotive 93. No one believed they would ever operate again. This is an excellent example of why you never say never.



# Online Model Railroading

## National Model Railroad Association

The NMRA provides a vast source of model railroading resources for it's members.

<https://www.nmra.org/>

### NMRA Video Library

A comprehensive library of videos covering all facets of model railroading. You must be a member to access this website.

<https://www.nmra.org/members/videos>

### National Convention Clinic Videos

A source for 147 videos presented during National Conventions. You must be a member to access this website.

<https://www.nmra.org/clinic-videos>

### Special Interest Groups

Information about railroad and model railroad organizations which have chosen to join the NMRA Special Interest Group Program.

<https://www.nmra.org/special-interest-groups>

### Forums

Discussions about the NMRA and its organizational structure, Education and Standards, model railroading, prototype railroads and more. You must be a member to access this website.

<https://www.nmra.org/forum>

### NMRA Data Sheets

One of the benefits of membership in the NMRA is access to the series of Data Sheets which have been compiled over the years. You must be a member to access these website.

<https://www.nmra.org/members/legacy-data-sheets>

<https://www.nmra.org/members/data-sheets>

### NMRA Turntable

The NMRA's Turntable is a monthly publication which, like a railroad turntable, will lead you in several directions on the Internet. This e-publication is a collection of railroad and model railroad videos, podcasts, websites, and/or other information freely available on the internet that may be of interest to members.

### NMRA Partnership Program

A list of companies that give NMRA members discounts for buying their products when using a special discount code. Members can visit the Partnership Page to view the list of companies participating in this program.

<https://www.nmra.org/partnerships>

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# Online Model Railroading

## National Model Railroad Association

### NMRA Live Programs

The NMRA presents live video programs that cover a wide variety of topics. As a member of the NMRA, you will receive notification of the live programs. Many of the video programs are recorded if you missed the live presentation.

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### Social Media

The NMRA is available through many social media platforms:

#### NMRA Facebook Page

<https://www.facebook.com/NMRA.org/>

#### NMRA YouTube Page

<https://www.youtube.com/c/NMRAORGMModelRailroading>

#### NMRA Twitter Page

<https://twitter.com/nmraonline>

#### NMRA Instagram Page

[https://www.instagram.com/nmra\\_online/](https://www.instagram.com/nmra_online/)

#### NMRA Pinterest Page

<https://www.pinterest.com/nationalnmra/>



## Pacific Coast Region—NMRA



The PCR has also moved to more online activities, especially staff meetings. All indications are that online meetings are working well and will continue until the pandemic finally subsides. The Pacific Coast Region website provides links to all PCR Divisions as well as all PCR documentation, contact information, Branchline newsletter access, PCR calendar, and convention clinics.

<http://www.pcrnmra.org/>

### PCR - Clinic Presentations

The PCR provides a broad selection of clinics from PCR conventions going back to 2013. Presentations are available to download as PDF files.

<http://www.pcrnmra.org/pcr/clinics/clinics.shtml>

### PCR Branch Line Back Issues

Branch Line back issues going back to 2001.

<http://www.pcrnmra.org/pcr/branch/branch.shtml>

### PCR Facebook Page

<https://www.facebook.com/pcrnmra/>



The Coast Division hosts interactive Saturday Morning Virtual Zoom Meetings at 9:00 am, Saturday mornings twice a month. The meetings will generally include one or more segments of Layout Tours, Clinics, Show and Tell, or general discussion. Please visit their website for more information.

Website: <http://www.pcrnmra.org/coast/>



### Daylight Division - PCR DaylightDivisionPCR@groups.io

The Google group supports discussion, image, and file-sharing activities of the Daylight Division of the Pacific Coast Region of National Model Railroad Association, Inc., a California nonprofit corporation dedicated to promoting education, social activities, achievement, and contests the hobby of model railroading.

Google groups: <https://groups.io/g/DaylightDivisionPCR>

Website: <http://www.pcrnmra.org/daylight/>

## Pacific Coast Region—NMRA



The Redwood Empire Division has started hosting Show & Tell Zoom meetings. Thanks to Al Merkrebs for taking the initiative to host the first meeting.

A RED Facebook page has been created to provide another online venue for members to share their modeling activities. This site is available to all NMRA members.

**RED Facebook page:** [Redwood Empire Facebook Page](#)

**RED Website:** <https://www.nmra-red.org/>

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**Website:** <http://www.pcrnmra.org/sierra/index.html>

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## Other Resources

Online resources are growing every day. Here are just a few.

### YouTube

YouTube provides videos covering every conceivable model railroading topic, including tutorials by many manufacturers. There are many amateur tutorials as well, some better than others, so be prepared to do a bit of searching to find the answer to your question. YouTube also provides access to museums, tourist railroads, etc.

### Hobby Magazines

Most hardcopy and online magazines provide access to information and tutorials. A few are free, and some require a subscription. Don't limit yourself to just model railroading publications. Other modeling magazines are a gold mine of information, especially in painting and finishing techniques, dioramas, tools and photographing models.

### Modeling and Historical Societies

Many model railroad and historical societies provide a wealth of information particular to a specific railroad. They also offer access to many museums and private archives, many of which continue to move their documentation and photos to digital format for online access.

### Public Model Railroad Layouts

Many large public model railroad layouts may also have archived information on the building, design and layout of their layouts. For example, the Golden State Model Railroad Museum provides information about their layout and links to prototype layouts and museums.

**RED Website:** <https://www.nmra-red.org/>



## Redwood Empire Division Facebook Page

The RED has a Facebook page. If you have contributed to this issue's Show & Tell section please consider contributing your modeling activities to the Facebook page. This is just another way to share model railroading with other model railroader.

### Redwood Empire Division Facebook Page

Redwood Empire Division - PCR/NMRA

Private group

About

Discussion

Rooms

Members

Events

Photos

Watch Party

Moderate Group

Group Quality

Search this group

Shortcuts

Redwood Empire Divisi...

Write something...

Photo/Video

Create Room

Watch Party

NEW ACTIVITY

Scott Lockhart 2m

The Union Pacific rostered GTEL (gas-turbine electric) locomotives from 1949 until final retirement in 1970. Built by GE, the locomotives used Bunker C heavy fuel oil to fire the GE Gas Turbine prime mover. Athearn produced models of the second and third generation gas-turbines. The second-generation locomotives were called "Verandas", because of the open walkways on each side of the car body. I am updating the model with a Tsunami2 decoder that includes UP gas turbine specific sounds with a Tsunami Current Keeper. I am replacing all of the bulbs with LED's, adding marker and number board lighting, and a new speaker.

UNION PACIFIC

POPULAR TOPICS IN POSTS

Show & Tell (0)

INVITE MEMBERS

Embed Invite

+ Enter name or email address...

INVITE FRIENDS

Ask your friends to join the group and add to the discussion.

Karen Lockhart Invite

Giuseppe Aymar Invite

Gus Campagna Invite

MEMBERS

24 members

DESCRIPTION

Edit

First things first. This is a private group. Only members can se... See More

GROUP TYPE

General

LOCATION

Edit

Petaluma, California

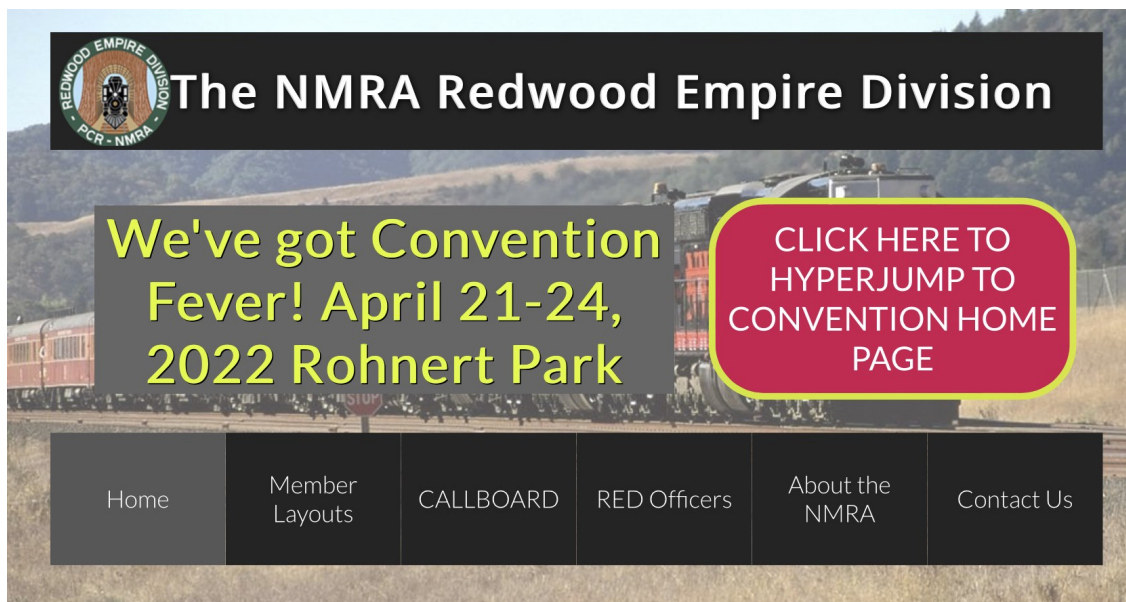
RECENT GROUP PHOTOS

See All

## Redwood Empire Division Webpage

*The RED has a new webpage!*

[Redwood Empire Division Webpage](#)



### Welcome

We are a membership organization of model railroading enthusiasts, part of the National Model Railroad Association which has 18,000 members around the world spread across 5 Regions. The Pacific Coast Region includes California,

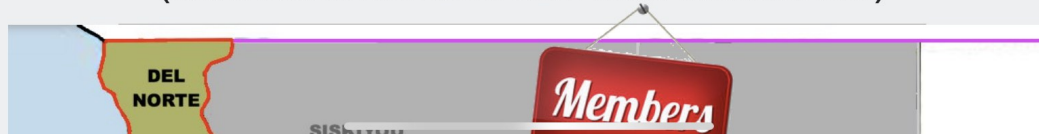
Our Division is comprised of NMRA members in Northern California from the following counties:

*Marin, Sonoma, Napa, Solano, Lake, Mendocino, Humboldt, and Del Norte in the state of California.*

In 2021 our Redwood Empire Division had 111 members.

## map

OUR DIVISION SPANS THESE COUNTIES  
(but we have members from other counties too!)



## Clubs in the RED

**Due to COVID-19, please contact the listed clubs before planning a visit.  
The RED is not responsible for changes to listed schedules.**

### **Coastal Valley Lines Modular Railroad**

The Coastal Valley Lines Model Railroad Club of Sonoma County, LTD (CVL) is an association of novice-to-expert model railroaders from around the Sonoma County, California area. We operate our HO modular railroad at public and private events and gather for clinics, work sessions, and regular monthly meetings. Visit the website for additional information. [Coastal Valley Lines Modular Railroad](#)

### **Eel River Valley Model Railroaders**

It is the purpose of the Eel River Valley Model Railroaders to preserve the rich history of the Northwestern Pacific Railroad and the history of the North Coast of California. The club has a series of modules depicting several areas of the Northwestern Pacific Railroad between Schellville and Eureka, California. Our goal is to preserve the rich heritage of the railroad and the North Coast through these representations of the past. Please go to the club's website for information on visiting the layout.

### **The Humboldt Bay and Eureka Model Railroad Club**

The Humboldt Bay and Eureka Model Railroad Club is the largest, most active model railroad club in Humboldt County. It has existed in the same location for about 40 years. The large layout is freelanced but with many scenes based on NWP locations. The club typically meets each Saturday at 7:30 pm. Visitors are welcome. Open house occurs during Veteran's Day and Rhododendron Days Weekends. The club is located at 7th and A Streets in Eureka, CA.

[The Humboldt Bay and Eureka Model Railroad Club](#)

### **Mendocino Coast Model Railroad and Navigation Company**

See logging history brought to life at this walk-around large G-Scale layout representing a history of logging and the railroads located in the Redwood Empire. Over 1300ft of track - equivalent to 6 miles - with views of a mill, logging camp, town, pier, bridges, and trestles.

*Hours: 10:30 - 2:30 pm: every day except Tuesdays and Thursdays.*

[Mendocino Coast Model Railroad and Navigation Company](#)

### **North Coast Historical Model Railroad Society (NCHMRS)**

The club operates an HO scale layout based on the Northwestern Pacific Railroad as it ran in the 1950s through Sonoma County to Ukiah. The club is building the layout as a display for the Depot Museum and will be located in the historic Healdsburg Freight Depot. Stop by on the 3rd Saturday of each month as we open the doors to the depot. [North Coast Historical Model Railroad Society](#)

### **Redwood Empire Live Steamers Interactive Museum**

The Redwood Empire Live Steamers is a non-profit organization dedicated to preserving Sonoma County's Railroad history through re-creation, railroad equipment, and historic landmarks in miniature.

[Redwood Empire Live Steamers Interactive Museum](#)

Continued on next page.



## Clubs in the RED

**Due to COVID-19, please contact the listed clubs before planning a visit.  
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### **Sonoma Short Line Modular Group**

The Sonoma Short Line modular group is loosely based on the Southern Pacific branch line from Sonoma through Glen Ellen and Melitta Station to the old Santa Rosa Depot on North Street. They are currently looking for new members. Contact Steve Lewis for more information. Phone: 707-527-0396, Email: [sdlewis@cds1.net](mailto:sdlewis@cds1.net)

### **The Redwood Empire Garden Railway Society**

The REGRS is a loosely knit club of garden railroad enthusiasts from areas north of the famous San Francisco Golden Gate Bridge who share an interest in model trains. Our members are primarily located in Sonoma County and Marin County. Contact the club for public tours and shows.

[The Redwood Empire Model Railway Society](#)

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Gerhard Valentinsen wrote the following editorial in the Napa Valley Register concerning the closing of the Napa Valley Model Railroad Historical Society.

### **Winners and losers**

Gerhard Valentinsen

June 2, 2021

As a member of the Napa Valley Model Railroad Historical Society and a volunteer docent at the California State Railroad Museum, I feel I must comment on the win in the courts by the Napa Expo Board over the Napa Valley Model Railroad Historical Society. A board not elected but appointed by the Governor.

The exhibit built over 50 years can now be removed (per master plan) to clear more land at the Expo fairgrounds. I actually heard a comment made "It's just a bunch of old men running trains!". They must have never visited the exhibit, because that is so far from what the society provided to the community.

Who are the real losers? The Napa community. As a docent at the California State Railroad Museum, I get to interpret the railroad equipment, people and history that built the state of California and our country. At the Napa Valley Model Railroad Historical Society exhibit, our visitors got to see the trains from history and trains from today actually running through a wonderfully detailed work of art. Many years of work went into the quality scenery and detail that were presented in the exhibit by the society.

We also exhibited historical artifacts from the trains that ran through the Napa Valley. It was a place that a family could visit for no charge and enjoy the amazing world of trains. We were open on Friday nights, during the Town and Country Fair, during the Christmas gift shows, and had an open house one Saturday a month. There were many community groups that would schedule a visit to the exhibit for their members. We were even available to give talks about the history of the trains that ran in the Napa Valley. We would

Continued on next page

## Clubs in the RED

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### Winners and Losers

answer many questions people had about the trains and the influence they had in the valley. We even had a "Can you find it?" game for visitors, if they found all the items they received a little prize. The prizes were provided by a railroad safety group called "Operation Lifesaver."

I am a volunteer for this group, and we provide information to the public on being safe around railroads. One item I liked to stress was "The Blue Sign" that could save a life.

The original method for running trains at the exhibit was a dial up phone system adapted to allow up to four trains to run on the mainline and separate controls for the sidings. In 2010 that system was replaced by a digital computer system that gave each operator the ability to walk around and run their own train on the whole layout. This gave us the ability to let visitors at our open house to experience running trains on the layout.

Many generations of Napa residents and many visitors will have fond memories of the Napa Valley Model Railroad Historical Society and many future generations have been robbed of those memories. One of my fond memories was during the fair a few years ago, when a young boy was pulling his moms arm toward the exhibit saying "come on mom this is where the trains are, and where Gary lives."

So is that how you measure your win? Now the Expo board can live with it.

Gerhard Valentinsen  
Napa

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