



# CALLBOARD

## Spring 2021

Website: [www.pcrnmra.org/redwood/](http://www.pcrnmra.org/redwood/)

SPRING 2021 CALLBOARD

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## Welcome!



### Spring 2021 RED Zoom Meeting

Welcome to the Spring 2021 RED Callboard. The Spring meeting was held on Saturday, May 15th. Thirty members were in attendance. Our new Superintendent, Paul Weiss, did a great job running his first meeting.

The meeting started with convention reports. Chris Palermo gave a presentation on the NRMA Rails By The Bay Convention along with Frank Markovich the new PCR President. Danni Baumer provided an update on the 2022 Back to the Redwoods PCR Convention. Ed Merrin gave a brief review of the 2021 Sugar Pine Centennial PCR Convention. As the May meeting is also the annual business meeting, reports were presented by Chief Clerk/Paymaster Dave Grundman, Membership Review Gus

Campagna and, Scott Lockhart Callboard Editor. Member introductions followed the business meeting.

Seven members presented projects for the Show & Tell. You may view the presentations starting on page 11. Additional Show & Tell projects submitted via email are also presented.

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

We are looking at the possibility of having an in-person meeting/picnic this summer, depending on restrictions in place at that time. Stay tuned!

View the [Spring 2021 RED Meeting Video](#)

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**Director's Report - Giuseppe Aymar**

**This is a summary of the PCR's BOD spring meeting 2021, held virtually via Zoom and, prepared by Giuseppe Aymar, MMR, RED Director**

**President - Chris Palermo**

Chris, citing a relocation to Austin, Texas, officially tendered his resignation effective May 6, 2021.

**Vice President - Frank Markovich**

Frank noted we should begin discussions on "post-pandemic" operations, inclusive of a "hybrid model" for future conventions.

**Treasurer - Bob Osborn**

Bob Osborn noted there had been a positive cash flow for the first time in several years. There was some discussion about the wisdom of building a cash "reserve" when current operating needs might be better funded. The balancing concern was the potential loss of future revenue from the National subscription fees. Regarding the proposed budget, Bob noted three new expense categories: Promotion, Operations, and Membership.

**Department Reports**

- **Conventions - Tom Crawford**

The 2022 (Host: RED) is well under way. The committee is getting better deals on venue and accommodations than in previous years. The 2023 (Host: Sierra) has not yet formed a committee or started planning. A general discussion about offering PCR merchandise for sale resulted in a likely agreement that the vendors of such items as cups, hats, shirts, and patches could be called upon to provide online sales without the need for divisions to stock their own inventory. Denni Baumer noted that Daylight Sales would be doing just that for the 2022 convention.

- **Contest - Earl Girbovan**

Earl will be working with Frank Markovich and Giuseppe Aymar on some minor changes to the contests.

**All Board**

- Chris Palermo explained that this agenda item was included as a reminder to continue to consider region-sponsored virtual programs. As examples, Chris cited the virtual tour of Jim Providenza's Santa Cruz Northern and Frank Markovich's Weathering.
- Giuseppe Aymar: Allow an extension (past the two-term limit) for Division Superintendents when no other volunteers step forward. A motion was presented by Giuseppe Aymar and seconded by Lisa Gorrell to require PCR Board approval for extensions of Division Superintendent's tenure beyond two terms was withdrawn – as was the second. In its place the following resolution: RESOLVED, the Board of Directors has received New Business item 1 submitted by Mr. Aymar and has no objection to a Division allowing an incumbent Superintendent to serve past the two terms limit.

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- Giuseppe Aymar – Redrawing District Boundaries. Possibly trim down to three divisions to lessen the burden of filling positions for which volunteers are few. Following a general discussion about smaller membership census versus wider geographical dispersion, no action was taken by The Board.
- New Name For “Non-Rail” (Model Railroad Partner?) – Frank Markovich There was general agreement that “Non-Rail” should be replaced with a better name. Suggestions included “Passenger” and “Guest Program”. No action was taken by the Board at this time.

**Division Reports**

- Daylight Division, Ed Merrin: Ed commented that all the “prominent members” of Daylight Division were busily preparing for the virtual convention to be held two days hence.
- Coast Division, Lisa Gorrell: Lisa noted a loss of a long-time venue was the impetus for ongoing discussions about how to operate as a division going forward. In response to the ending of the pandemic, Coast has formed a “Back to Normal Committee”.
- Redwood Empire Division, Giuseppe Aymar: Giuseppe noted a new division Superintendent was in the process of being elected.
- Sierra Division, Jim Collins: The division has arranged for a loaner program whereby division members can share the use of a set of Fast Tracks turnout & crossing fixtures.

**General**

Chip Meriam: Chip asked the Board to consider authorization to digitize past BOD Agendas and Minutes and to destroy the paper records. Chip was asked to determine the cost of such an endeavor. No other action was taken.

Chris Palermo- Support of 2021 National Convention (virtual) July 6-10 –Chris solicited Board and membership support and volunteers for the July 2021 National Convention.

Succession Plan For President – Chris Palermo - As PCR Vice-President, Frank Markovich will assume the office of President, serving in interim, on May 6. The Board will then have 60 days to determine a permanent successor.

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**This is a summary of the PCR’s Special Board Meeting - May 2021****Selection of successor to Chris Palermo, former PCR President**

Giuseppe Aymar pointed out that the By-Laws provide for the Vice President to succeed the President. Ed Merrin discussed the advantages of having the Vice President step in as President. It was noted that there was no similar provision for filling a vacant Vice President position (Secretary’s note: see M.O.O. §5-A “A vacancy in the office of President or Vice-President shall be filled for the unexpired term by a vote of the Board of Directors at any regular or special Board of Directors meeting, within 60 days of notification of such vacancy...”) Jim Collins

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expressed agreement with the concept of the Vice President succeeding the President. Frank Markovich said he was willing to take on the position of President. A motion by Ed Merrin, with a second by Jim Collins, to install Frank Markovich as the PCR President for the remainder of the term vacated by President Chris Palermo.

**Filling Newly Vacant Position of Vice President**

Frank Markovich nominated Chip Meriam for the position of PCR Vice President. The nomination received a second from Giuseppe Aymar. The nominee was elected by vote of the President and the Directors and passed without dissent.

**Appointment of PCR Secretary**

With the position of Secretary now vacant, Frank Markovich appointed Mike O'Dorney as the PCR Secretary.

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**Respectfully submitted by Giuseppe Aymar, MMR , RED Director****Newly released information from PCR: May 11, 2021**

New PCR President, Frank Markovich, has nominated our own RED member Mark Poggendorf (owner of Poggie's Hobby shop in Rohnert Park) as PCR's storekeeper. Mark's role will be to keep track of all PCR's supplies scattered around the four Divisions.

Congratulations to Mark and thank you for taking this volunteer job that has been ignored for a number of years and yet so important to keep track of PCR's invaluable assets.

**Giuseppe Aymar, DDS, MMR  
 RED Director**

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**Superintendent's Report - Paul Weiss**

Hello RED membership,

What a wonderful time for our hobby, and how pleased I am to be corresponding with you as the new RED Superintendent. It is an honor to have this opportunity to serve you and further advance the work that the RED staff has been pursuing well for many years.

First and foremost, the RED staffers deserve our collective thanks for a job well done, and it is all of our good luck that they are willing to continue forward in their capacities in the RED. Scott Lockhart hands off the Superintendency after steering us masterfully through an extraordinary time indeed; he will remain Editor of the Callboard which no doubt we all agree to be one of RED's great offerings. Thank you Scott for your service, and also thanks to Al Mekrebs, Giuseppe Aymar, David Grundman, Gus Campagna, Ed Merrin and Verne Alexander for your ongoing commitment to our Division. We are indebted to you all. These guys know their roles and dispatch their duties with grace and commitment.

From there, what do I mean about it being a wonderful time for the hobby? Well,

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for those of us that were lucky enough to be in good (or good enough) health since March of 2020, our layouts and/or modeling projects filled time productively and happily. For me, when time stood still and we had to limit interpersonal contact, the chance to advance modeling projects and learn to stay connected via Zoom was viscerally important to my mind and body. I believe, based on conversations with a good number of you, that you felt the same way. Model Railroading is Fun! This slogan, now generations old, still rings true. It is. How lucky we are to have this shared interest. Now, as the signal up ahead turns from red to yellow, we can proceed at restricted speed. Highballing is just down the line from here.

So what of RED then? How will our Division move ahead and what can we do as we slowly return to normal? Wow, so very many things. There will be much to discuss in the coming months. We will return to meetings in person again, and yet the technology that brought us together before will remain useful. I imagine most RED meetings going forward will retain a Zoom element, enabling our members that are furthest afield (or in less than perfect health) to participate if joining in person is too difficult or just a bit inconvenient. I imagine we will find new and more frequent ways to get together as well using our different platforms, and clearly we are all eager to get back to old and new ways to convene.

In my opinion, what is terrific about the Divisions in the NMRA is that at the Division level we are all friends and basically neighbors. We can share our stories, projects, and cries for ideas and assistance in an entirely different and comfortable way than can occur at the Regional or National level. Under yellow we had our Spring Meet entirely virtually; with approximately 24 attendees over 90 minutes, from the comfort of our homes we could reintroduce ourselves and share our projects. I think we had great fun, and I'm going to be out there encouraging you to give it a try if you haven't come aboard recently for a physical or virtual meet. It's working. I'm looking forward to the next one, perhaps sooner than the quarterly rotation that has been our practice before. I hope you will join us.

We are looking at other ways to enjoy the hobby together. Gus has handed off responsibility for our website to me and I'm going to suggest some things to make the site a more useful and dynamic place for us. Thanks for your hard work to date Gus! I will report back on the website as we notch the throttle up slowly. Our longstanding tradition of a picnic in August will continue, might it have a different look and feel as we enter this next phase? The staff and I will be actively discussing how to make sure this is a not-to-be missed event. I'm also interested in exploring how we can more actively take advantage of the rich experience of our RED modelers and layout owners. Can we create a forum where you can come to us, your neighbors, with requests for help or ideas or feedback? Do you need somebody to come by and help solve a wiring problem or program some tricky DCC locomotives? Do you wish you could attend an operating session but haven't had the chance, or aren't sure what's involved? We can help you with that. Or, for layout owners looking for more regular help or for operators to come play, we can help with that too. These ideas, still in their infancy, will be part of my ongoing corre-

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spondence with you. Also, we'd like you to bring your "civilian" friends in on the fun. Do you have people in your life that are curious about the hobby but aren't sure where to start, or even what that means? We'd love to have them along, and we will be talking about how to make sure we have the welcome mat out. There are some amazing layouts in the RED, many of the owners would be thrilled to share. Might we have local open houses in manageable clusters for visitors? For example, we have a cluster of interesting layouts within approximately 15 minutes of each other in San Rafael/Novato where I live. Would you make the trip out our way some weekend day if you knew a bunch of us were throwing our doors open? We'd love to see you. Finding ways to connect us locally is a big opportunity for the Division, and I am hoping we can do a great job in this regard too.

As we look ahead, the big thing just over the horizon is the NMRA national convention on July 6-10. It's an innovative, virtual extravaganza which has been masterfully put together during these complex times. Our Region is hosting, a great privilege. That means WE are all hosts too. Yes I mean us, yes I mean you! Do register and join us. Opportunities to volunteer abound, even if you just want to do a small bit to help. Look for more info on the convention page and the volunteer page at these links:

**Convention home page:** <http://www.pcrnmra.org/NMRA2021/>

**Convention volunteer page:** <http://pcrnmra.org/NMRA2021/volunteers.html>

So yes, it's a wonderful time for our hobby. We hope to see you "out on the property" and hope to provide you with many ways to play along. More soon. There's a lot to talk about.

Have the best time my friends and neighbors. We have some catching up to do!

**Paul Weiss**  
**RED Superintendent**

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

The RED currently has a balance \$5,914 in the division checking account. Dave reported that member Frank George has donated a significant part of his train video collection to RED along with a number of framed train pictures to the RED. Dave is in the process of doing a valuation of the inventory.

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**Membership Report - Gus Campagna**

Based on the latest NMRA report RED membership stands at 110. This is down from 112 members in the last report.

# National Convention Update

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## *Rails by the Bay*

### NMRA 2021 National Virtual Convention Update

July 6 - 10, 2021



The 2021 NMRA National Convention is now an online event. Visit the website and Facebook page for the latest information.

<http://www.pcrnmra.org/NMRA2021/>

<https://www.facebook.com/NMRA-2021-Rails-By-The-Bay-468420130594709>

View the introductory slide show.

<https://www.nmra2021.com/convention-introduction/>

Register Here

<http://pcrnmra.org/NMRA2021/registration.html#olRegPay>

Clinics

<http://pcrnmra.org/NMRA2021/clinics.html>

Layout Tours

<http://pcrnmra.org/NMRA2021/layouts.html>

Birds of a Feather Breakout Rooms

<http://pcrnmra.org/NMRA2021/bof.html>

Volunteer!

<http://pcrnmra.org/NMRA2021/volunteers.html>

# PCR 2022 Convention Update



Registration for the 2022 Annual PCR Convention is now open! Last year, PCR made the decision to try a new online registration program through RegFox. This will be the first full convention to use this program exclusively. It has many great features and we hope you find the registration process easy to follow. Everything is included all on one site – registration, excursions tickets, convention shirts, convention car, and swap meet tables. **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





## RED Member Introductions

Our meetings have traditionally opened with introductions by all members and guests in attendance. We also do this in our online meeting. Here are our a few more member introductions. If you not have submitted an introduction for this issue of the Callboard, please consider doing so in a future addition.

### Ed Merrin

Hi, I'm Ed Merrin. I've been modeling the NWP in HO scale for over 25 years and I've been building and operating my third NWP layout since about 2003. Prior to the pandemic the Sonoma County Highballer's had operated my layout about every 6 weeks since 2008, so it has had quite a workout. My interests include scratch-building structures, scenery, detailing locomotives and rolling stock, and dabbling in electronics. I've been a photographer since my early teens and I enjoy blending the two hobbies together by photographing layout scenes and operating sessions. In my spare time I've served as RED Chief Clerk/Paymaster, PCR Vice President and President, and am now serving as Director of the Daylight Division. If you recently voted in the PCR election, I am responsible for setting up the online balloting.



ED's current modeling activities have centered on modeling the D Street drawbridge located in Petaluma.

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## RED Member of the Year Ed Merrin

Ed Merrin has been named the Redwood Empire Division Member of the Year. Ed has been very active in PCR/RED model railroading activities. He models the Northwestern Pacific Railroad in HO scale. In his spare time he has served as RED Chief Clerk/Paymaster, Vice President and President for the PCR and now as the Director of the Daylight Division. Congratulations to Ed for his outstanding contributions for the PCR and PCR RED and Daylight Divisions!



## RED Member Introductions

### Peter Barnes

I started with average youthful interest in toy trains (40's & 50's) up thru first years of college ending with a small Märklin based European HO collection. Career and family intervened for 25+ years. As kids matured (I, not so much) interest was reborn, still focused on European HO. I joined the European Train Enthusiasts (ETE) the national European club where SF Bay Area has a large chapter.

First plywood analog layout (80's and 90's) grew to several sheets when we had an empty, unfinished basement outside D.C. I helped to form the DC area ETE chapter. The second layout was built in a spare bedroom after moving back to the Bay Area (90's & 00's). It functioned for both digital and analog trains and had live catenary. The layout had two levels, with the lower level staging and U-Bahn.



Two third's of Peter's 2002-2012 HO scale layout.

I also built a small yard module for ETE modular group. Along the way was invited to participate in operational sessions in the South Bay and was hooked on that part hobby. However my layout was not suitable so I developed successful operating scheme for trains ETE club modular layout. The club focus was centered on displays running for the public.



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# RED Member Introductions

## Peter Barnes

A third layout was developed when we moved to Santa Rosa (2010's). I participated then joined a local informal, operational round robin group, the Highballer's.

In the home we bought I successfully negotiated for half of the garage space. The double deck layout is on mounted on one garage wall and on both sides of a peninsula wall down the middle of the garage. It's footprint is 8' by 11' with additional aisle and crew space when the auto is in driveway.

The layout benchwork and trackage is "finished" (at present!), scenery, details and structures are a mix of finished 30-50% and "good-for-now". It is my eclectic interpretation of a regional N-S / E-W, stub end railroad (the Bummel Bahn) ostensibly in Tyrol and Bavaria (Austria and Germany).



North - South tracks.



East - West tracks and helix.



The Highballer crew working at Regensburg.



# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## John Huckaby - "CATBOX" LCL Cars

I have been in HO model railroading off and on from about age 19. In the past I have built about a dozen or so portable layouts. I have displayed them up and down the west coast for about 15 years. From Seattle to Los Angeles, Las Vegas, Reno, Tulsa and Omaha. The best one was shaped like the letter "X". Where the front end almost hits the rear at the crossing. While living in Ferndale, Ca. I helped form the Humboldt Bay and Eureka MRC, and the Ferndale, Arcata Railroad Modules and Member of the Eureka Hi-Ballers. I live in Santa Rosa and I am a member of the Coastal Valley Lines and Sonoma Short Line groups.

My LCL (less than carload) cars called "CATBOX" came about when short line railroads could only afford to get damaged cars from the main line railroads and fix them up. The Dispatcher orders were "take that cat-box up to (name of town) and dump it".



Half cattle car - half box car = CATBOX

## Paul Weiss - Creating signs from old advertisements

In building our Central Vermont in Northern California layout, we were seeking out information about prototype industries that we knew were rail served in our model year, 1956. In addition to searches for ephemera on eBay and other places, we have found the Yellow Pages to be an excellent resource. Most 20th century communities had Yellow Pages whether large or small, and most businesses had a listing if not a display ad. These Yellow Pages are often available on eBay, in our case a collaborator found a link to several relevant digitized versions at the Library of Congress for exact towns and year we are modeling. Yellow Pages Advertisements.



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# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Paul Weiss - Creating signs from old advertisements

While providing info for accurate modeling of prototype businesses and their own signage, the Yellow Pages provides the names, slogans, and character of local businesses that were the fabric of American life in the 20th century; restaurants, funeral homes, car dealers, plumbers, hardware stores, ice cream shops. The fonts, graphics and slogans they used were very relatable as true to the era, and yet hard to fake in a modern recreation. As such, both accurate prototype modelers and freelancers can find colorful inspiration just from browsing the pages... possible uses include signage, billboards, and even ideas for businesses and industries that you want your layout to include.

These scans often need enhancement; the imagery (even if you have a hard copy in your hand) is often a bit grainy, hard to read or pixelated. A simple paint program (I use Paint S) for Windows or Mac platforms might be free or only cost a few dollars. Images can be "snipped" from your desktop and dropped right in to the program. It is easy to master the fill tool, which can whiten all your backgrounds and blacken all the grey looking graphics in seconds. With additional tools in the programs representing basically pens, erasers, and rulers, you can very quickly learn how to make your image crystal clear when hugely magnified on your screen, resulting in a perfect sign when "scaled down" to model railroad size. Colorizing these black and white images is an easy next step.



Importantly, and thankfully, the complexity of these programs is a fraction of what masters of Photoshop have to learn. For our purposes, these programs can help you make wonderful authentic signs from these very attractive and fun source images



# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

**Bill Kaufman - Thames Shipyard: Or building a wooden building.**



As some of you know, Paul Weiss, our new Superintendent, is building a model of the Central Vermont Railroad in a building in Novato. Why the CV? He announced that he would not do anything in California,

"It's been done!" says he so we ended up in the city where he went to college, New London, Conn. Just north of New London, near the Coast Guard Academy (Paul was going to a different college) lay the Thames Shipyard and as I am pottering around on the layout doing my usual disorganized stuff, he walks by and says he is collecting buildings to use at the shipyard.

"Huh?" or "What is that?" or something similar were my first responses.

Somehow, I am not quite sure how, I seem to be in charge of the area. I realized, after a while, that I was actually following an old scenery scheme. "Put something on the layout, if you like it you have done well and should put some more on. If you don't like it, you should cover it up by putting some more on." The answer to everything becomes "put some more on."

Michael Litant, I believe it was, touted me off onto the Library of Congress internet site which is

where I found the picture that leads off this article (actually there are a further 93 pictures, some of them useful and some not. All these pictures were taken around 1970, before the business was moved farther down the river.)

The shipyard is rail-served. You can just barely see the Central Vermont main line passing and in 1956 (which is what we are modeling) there was a siding for the shipyard.

There are lots of funky buildings to model. I ended up concentrating on four of them. The building to the right I had already put together for some other purpose. The real reason is lost to



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# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Bill Kaufman - Thames Shipyard: Or building a wooden building.

the mists of time, but adding a brass pipe for a smoke stack made it the nicest little addition to a building called the "Headhouse".

This brick building was home to a number of



marine railroad tracks down to the water. The Headhouse is well documented down to the point of having a measured drawing available from the LOC. I built the building using that drawing.

There is a building that I cannot see well in any of the pictures. I cobbled something together out of old Design Preservation parts and we ended up with this building. It also seems to have a sort of headhouse function, I know its roof is not right but I do not have a decent picture of the roof so it will continue to look like this.

The big effort turned out to be the Machine Shop. It is gorgeous and large and had all the

advantages and disadvantages of a large, old structure.

I became enamored of it the instant I saw it. It has all the charm of a *Narrow Gauge and Shortline Gazette* building but it lived next to a major railway.

It clearly served the shipyard, The problem is that I had no plans. I poked around and did measurements. I warped the picture this way and that. With effort and with some comparing it to other buildings on the site, I finally decided that it was about 40 feet across the end, a tad less than 50 feet tall, and a bit over 100 feet long.

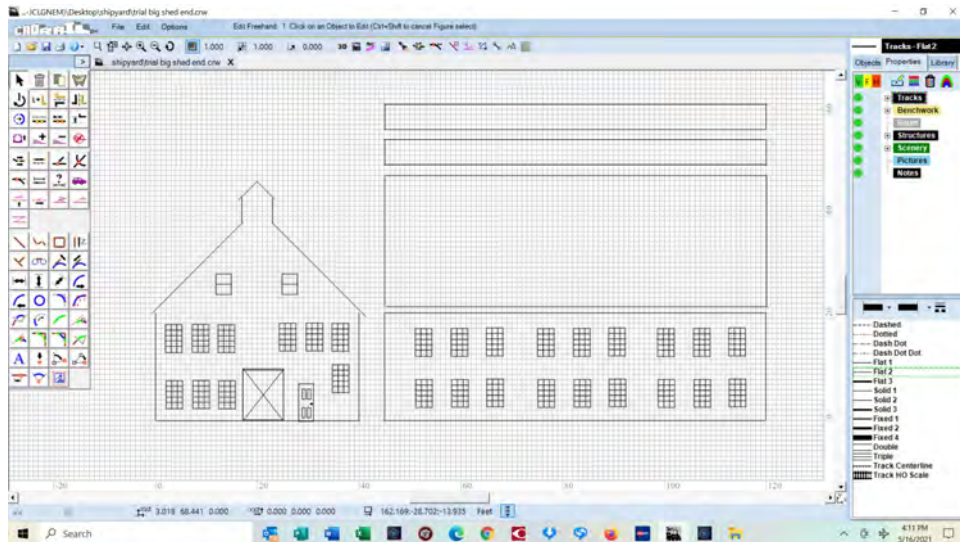


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# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Bill Kaufman - Thames Shipyard: Or building a wooden building.



That gave me enough information to pull up CadRail (there are other drawing programs) and make some plans,.

I drew the outline of the end first. The sides may be more than 25 feet tall but that is how I drew them. I assumed that the structure on the top was five feet tall and that its roof was about five feet. When the bigger roof was drawn in, I was good to go. Tackling the side, I could then make it into a rectangle, that height and 75 feet long. I used one of the roof angles, straightened it to 000 degrees and created a 75 foot long rectangle out of it. The side of the structure on top and its roof were handled similarly.

My next concern was windows and doors. I had a set of Tichy 6 over 6 double hung windows, I measured them carefully and created a single window. I then cloned it twice and spaced it out so I had a row of three that I liked. I made a unit out of that, cloned it, and made a unit of six windows that I liked. I cloned and pasted them. I went back to the original one and reused it for a single window on the side, re-cloned the three and pasted them there too, and, and finally pasted another set of six.

Bingo, I had plans. Now to implement them.

Northeastern Lumber makes nice scribed siding and I used a stain I bought at my local Michael's to make the siding dark. Once everything was dry, I could just lay the printed versions of the CadRail drawings on them.

Real piece of cake, except that the sides were only 26 feet long so I had to cut six of them and paste three of them together.

Northeastern also makes paper shingles. They are very nice. Big problem is that they are just floppy paper. Fortunately, Northeastern supplies a nice sort of tag board to separate them and it took almost no time to create and glue together the bases for the roof. I had already drawn how big they needed to be. Then I glued the shingles to the bases and was ready to go.

Northeastern also makes paper shingles. They are very nice. Big problem is that they are just floppy paper. Fortunately, Northeastern supplies a nice sort of tag board to separate them and it took almost no time to create and glue together the bases for the roof. I had already drawn how big they needed to be. Then I glued the shingles to the bases and was ready to go.

(continued on the next page)



# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Bill Kaufman - Thames Shipyard: Or building a wooden building.

The windows too were pretty much a piece of cake, except I needed a lot of them. Something around 60 so I ordered them from Tichy.

I decided to paint them all brown. Everything looks quite dark on the building, It is just a black and white picture so the color could be anything.

I have a flat chisel blade in one of my Exacto® knives. It is just about the width of one of the windows, so it is mostly a question of rocking it back and forth for a while at the top and bottom of where the drawing says there should be a window to begin cutting it out. I use a regular Exacto's to carve out the sides and pop in a window and we are good to go.

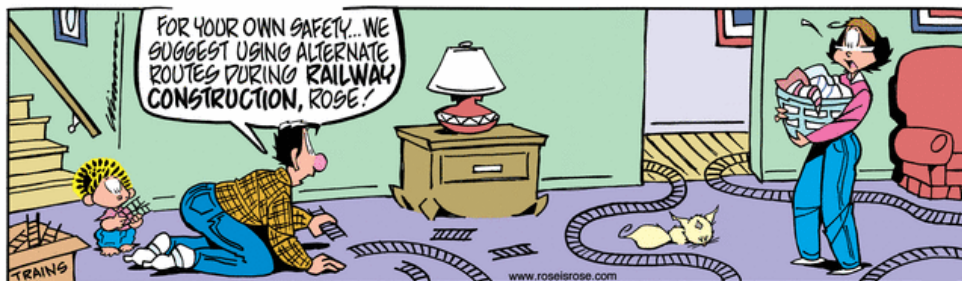
I have had a chance to try this out on the 8 windows I already have. With any luck the rest will be here this week.

Doors come out of the piles of junk I have around. Looking at everything I feel the need of some bracing so I am working on the 5 foot sides of the top section, outlining them with strip wood. I will do the same to the sides once the windows are done.

When the sides and roofs are finished, it is mostly a question of gluing everything together.

From the picture at the bottom of the page, in which the Machine Shop is in its current unfinished state, it is clear that I have a lot of scenery work to go, but I have fine sand to build the beach with and Woodland Scenics turf in various colors.

Looking at the picture at the bottom of the page, I still need to work on the road, paint the water and use somebody's water. However, I'm close to done.



## Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

### Jon Schmidt - Nicasio Fruit Company

Here's the latest addition to the town of Nicasio on Jon's Nicasio Northern Rwy. The Nicasio Fruit Company is a big shipper out of Nicasio, especially during apple season. Made from a Campbell kit, the kit included 50 pre-cut 'fruit crates.' I went to the web to find an appropriate fruit label for the box, and a picture of apples for the top of the box. Printed on label paper the boxes now look good. I also found a picture of stacked boxes for the larger piles on the deck. Someone asked what is in the cans. It's an open secret around town that there's a still in the office area, and those cans hold applejack.



Stacked fruit boxes and cans of applejack waiting for pickup.



## Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

### Jim Providenza - Those New London Northern Places

The southernmost portion of the Central Vermont Railway from New London, Conn. to Palmer, Mass. was initially built by the New London Northern RR. The NLN built a number of brick stations of similar design, two or three of which are at towns we are modeling on Paul Weiss' Central Vermont in Northern California. These brick buildings are distinctive and serve to anchor several scenes on the layout. Each of the station scenes contains other 'signature' structures.

I scratch built the two stations working from photos and some few measurements from the existing station at So. Coventry (South KAW-ven-try) and several photos of the station at Monson (MUN-son). At So. Coventry I then kitbashed the bridges over the Middle River on either side of the station; at Monson I scratchbuilt another signature structure, the coal silo at Squiers Coal.



So. Coventry under construction... prototype photo of the station converted to a residence... .040" styrene inner walls being fitted with Tichy Train Group doors and windows.



The So. Coventry station complete and in place on the CVinNCA. Compare the operator's bay, which appears to be a replacement, with that of the more ornate one at Monson.

(continued on the next page)

# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Jim Providenza - Those New London Northern Places



The Monson station under construction with the much thinner brick siding laminated to the .040" styrene inner wall, 'granite' header and sill stone (.020" styrene) glued to the brick walls above and below windows and doors, and the bay window constructed around several Tichy windows.



The Monson station in place. The tree along side it helps hide the fact that the rear quarter of the station is missing... The rooming house to the rear is a modified Walthers structure, modeling a building visible in one prototype photo. That is an Old's Rocket 88 parked in front. All we need now is The Fonz leaning against the hood!



This Polaroid photo of the coal silo at Squiers Coal was under the glass counter top at the service counter of the company when Paul and I visited it in 2019. It was taken just before the silo was torn down. I took a picture of it with my iPhone, downloaded the picture, enlarged it to HO scale by estimating that the pallets were a standard 4' long.

(continued on the next page)



# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Jim Providenza - Those New London Northern Places



The completed model of the Squiers Coal silo, scratchbuilt from Evergreen styrene sheet, with Tichy doors, windows and coal chutes. The legs are reused balsa, the stairway at the rear next to the elevator leg is from Plastruct. Like the prototype, the CVinNCA tracks run on the hillside above the coal and building supply company.

## Ron Learn - Automobiles

Ron presented four automobiles from Oxford diecast. They sell for about 10 or \$11 and they come pretty much complete. Ron just takes them out of the box and puts them on the layout. The only exception is the blue Pontiac which has a repainted roof. The car on the left is a '46 to '48 De Soto followed by a '53 Oldsmobile and then the '54 Pontiac, the car on the far right is a '55 Buick. Thank you to Beverly Learn for taking the picture of Ron's automobile collection.



## Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

### David Norris - Double Stack Containers for Railroad Well Cars

David writes, "As you all may know, there are on the internet pictures of containers for double stack rail cars that can be printed on to card stock and cut out for use. The challenge is to use computer photo publishing programs to resize images to correct scale size, with the help of an HO scale ruler to measure with. I found that one inch equals eight HO scale feet. This is the actual width of shipping containers. I had several scrap pieces of 3/8" and 5/8" plywood which I glued together to create 1" (8 scale feet) thick pieces to cut to needed lengths and heights. One photo shows 2 sets of Evergreen containers, 8 feet high (Standard Cube) and 9 1/2 feet high (High Cube). The same picture shows a comparison to molded plastic Glenstar containers to show their better detail.

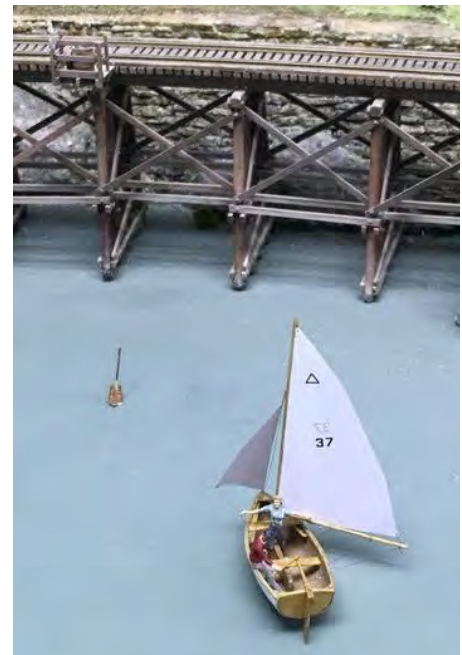


### Dave Croshere - Scratch built boat

On my layout I have a harbor scene under construction. I have scratch built a model of the boat I learned to sail in. This was in the mid 50s and I soon started yacht racing. Something I have done most of my life.

The hull of the dinghy and the sails are made of copper. The rigging was from multi stranded wire unwoven. The rest of the boat is in wood stained to look like the varnished mahogany prototype. The figures under went pretty serious surgery to devote themselves to sailing. With waist, neck, arm and leg relocation. As well as elbow and knee manipulation.

The boat is about to round the leeward mark as the "commodore" (seagull in the upper left next to water barrel) looks on. The commodore is quite used to trains going by and doesn't move.





# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## David Ross' Layout with Ferne Manor

A few shots of David Ross' layout. The house is a wood model that is called Ferne Manor after his wife. Note the helicopter needed for transportation as there is no road up Mt Ferne. The mountain overlooks the town. Other pictures are the yard and the engine terminal.





# Show & Tell

A review of Show & Tell presentations from the Spring RED Meeting and email contributions.

## Scott Lockhart - Narrow Gauge Camelback Locomotive

While rummaging through my closet I came upon a long lost project. While surfing the internet (always hazardous) I found a web site selling kitbash kits for On30 locomotives in this case a Camelback conversion. The Camelback locomotives acquired there distinctive Wooten fireboxes in order to burn anthracite coal. Because of the size of the firebox the cab was moved to the middle of the locomotive.

I purchased the kit to convert a Bachmann On30 Mogul into a Camelback steam engine. The kitbash was started then shelved. While cleaning the project as one of my pandemic activities I found the semi-completed project scattered among several boxes. I gathered the parts and finally completed the locomotive project. I removed the Bachmann electronics and installed a LokSound decoder with LED lighting into the locomotive boiler. The speaker was installed in the smokebox. It was painted and then weathered using paint and modeling chalks. Next up is an articulated Camelback.



# 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 Datasheets 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>

(continued on the next page)

# 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/NMRAORGModelRailroading>

#### 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. We have had online two meetings and will continue with them until we can meet in person.

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

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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, photographing models, and the list.

### 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 their layouts' building, design, and operation. For example, the Golden State Model Railroad Museum provides information about their layout and links to prototype layouts and museums.



## Redwood Empire Division Facebook Page

The RED has a Facebook page. If you have contributed to this issues 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. The web page is open any NMRA member.

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...

About

Discussion

Rooms

Members

Events

Photos

Watch Party

Moderate Group

Group Quality

Search this group

Shortcuts

Redwood Empire Divisi...

Write Post

Create Room

Photo/Video

More

Write something...

Photo/Video

Create Room

Watch Party

More

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 see... See More

GROUP TYPE

General

LOCATION

Edit

Petaluma, California

RECENT GROUP PHOTOS

See All

# 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 Railroad**

It is the purpose of the Eel River Valley Model Railroad 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.

[Eel River Valley Model Railroad](#)

## **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 Counties Railroad history through the re-creation, railroad equipment, and historic landmarks in miniature.

[Redwood Empire Live Steamers Interactive Museum](#)

**Continued on the next page.**

## 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.**

### **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](#)



"He claims there should be one more rivet."