



## Virtual Convention Replaces Cancelled In-person Gathering

by Chuck Harmon, MMR



The 2021 PCR Convention, Sugar Pine Centennial 2021, will not be held as planned, due to the on-going pandemic. Instead, a virtual, on-line one-day event will occur on Saturday April 24, 2021.

Starting at 8:30 AM we will have a virtual meeting room with your choice of break-out rooms for clinics, layout tours, a keynote speaker, door prizes, and awards presentations. All of this will take place on your computer screen in the comfort of your home without the time and expense of transportation or hotel. And, the really good part is that you can come and go as you wish. Events will continue throughout the day until just after 9 PM. What is required? There's no fee, but you must register on the PCR website. Go to <http://www.pcrnmra.org/conv2021/registration.html>

Instead of a model contest there will be a "Meet the Modeler" show and tell event.

Clinic presentations will be live with time for questions and discussion. Presentations currently planned include Robert Pethoud: *Basics of Steam Locomotives*; Jeff Johnston: *The Pains & Pleasures of Prototype Modeling: The Sugar Pine Lumber Company & Minarets & Western Railway*; Doug Wagner: *Sunset Railway*; Steve Redeker: *Modeling the Hetch Hetchy RR in Black and White*; Scott McGhee: *Madera Sugar Pine RR*; and Ed Merrin: *Focus Stacking and Low Perspective Smartphone Photography*.

Four layout tours will be conducted using a video of the key features of each layout, followed by a Q & A session with the layout owner. Layouts on the tour include Jim Niell's *SPLA Division/Bakersfield Sub*. (HO scale), Bob Jakl's *UP, AT&SF, CB&Q, Katy* (O scale), Glenn Sutherland's *Sierra Railway* (HO scale) and Rob Briney's *Sierra, Clovis & Western* (HO scale).

Later in the day we'll continue with our keynote speaker, Mike Osborne, narrating his experience as a new SP crewman on a trip from LA to Bakersfield. After the keynote presentation there will be a dinner break, then the presentation of awards for members of the year for the Region and for each Division, plus the selection for this year's John Allen Memorial Award. The evening will conclude with more clinics.

The convention committee has been hard at work meeting on Zoom weekly to shift everything from an in-person gathering to a virtual one in just a few short weeks. Convention co-chairmen Bill Scott and Walter Mizuno expressed their gratitude to Seth Newmann and the Rails by the Bay 2021 NMRA National Convention tech team for their assistance with the shift to virtual.

For more details and to register for the 2021 PCR virtual convention go to [www.pcrnmra.org/conv2021](http://www.pcrnmra.org/conv2021). Convention cars are still available and may be ordered on the website at <http://www.pcrnmra.org/conv2021/store.html>. Cost is \$30.00 each (includes sales tax), plus \$10.00 shipping. Allow 2-3 weeks for delivery. Convention shirts can be ordered directly from Daylight Sales. Visit their web site at: <https://www.daylightsales.net/product-category/pcr-2021/>



President, Chris Palermo 650-208-3150  
 Vice-President, Frank Markovich, MMR 408-505-2727  
 Treasurer, Bob Osborn 925-519-6016  
 Secretary, Chip Meriam 530-899-2609  
 Director - Daylight, Ed Merrin 707-542-3620  
 Director - Coast, Lisa Gorrell 925-228-4429  
 Director - Sierra, Jim Collins 209-566-0935  
 Director - RED, Giuseppe Aymar, MMR 707-291-0701

PCRPRES@nmra.org  
 frank@frankmarkovich.com  
 brakemanbob@yahoo.com  
 chipmeriam@comcast.net  
 edmerrin@comcast.net  
 snrylisa@gmail.com  
 jimcol51@gmail.com  
 giuseaymar@aol.com

Manager, Chris Palermo 650-208-3150  
 Budget and Finance Committee [President, Vice-President and Treasurer]  
 By-laws and Manual Committee, (vacant)  
 Nomination Committee Chair, Dave Connery, MMR 925-735-0134  
 Ballot Committee, Jim Provenza 415-472-6715  
 Honors Committee, Dave Connery, MMR 925-735-0134  
 Storekeeper (vacant)  
 Audit Committee, John Houlihan 559-435-0874  
 Historian, Dave Connery, MMR 925-735-0134

PCRPRES@nmra.org

dgconnery@sbcglobal.net  
 rrjim@aol.com  
 dgconnery@sbcglobal.net

oscalejohn@gmail.com  
 dgconnery@sbcglobal.net

Manager, Doug Wagner 661-589-0391  
 Member Services, Bob Ferguson 925-228-6833  
 Member Aid, Rod Smith 510-657-3362  
 Education (vacant)  
 Special Interests, Seth Neumann 650-965-4687

CarlDW@aol.com  
 BobPCRC@aol.com  
 Railgeezee@aol.com

sneumann@pacbell.net

Manager, Gus Campagna 707-664-8466  
 Editor, Chip Meriam 530-899-2609  
 Webmaster, Dave Grenier 408-431-8989  
 Chief Marketing Officer, Pete Birdsong, MMR 859-552-5467

campgus@earthlink.net  
 chipmeriam@comcast.net  
 pcrWebmaster@pcrnmra.org  
 rrpetteb@gmail.com

Manager, Tom Crawford 510-790-0371  
 2021 Fresno, Bill Scott 559-298-7715  
 Walter Mizuno 559-977-8577  
 2022 RED, Cliff & Denni Baumer 707-980-3250

tom@thecrawfordfamily.net  
 spc2021chair@pcrnmra.org  
 spc2021chair@pcrnmra.org  
 pcr2022conv@gmail.com

Manager, Earl Girbovan 650-248-9255  
 Daylight Division, Chuck Harmon, MMR 559-299-4385  
 Coast Division, Jim Eckman 650-996-6728  
 Sierra Division, Gary Ray 530-990-1276  
 RED, Giuseppe Aymar 707-291-0701

egirbovan@netzero.com  
 harmonsta@yahoo.com  
 jim\_eckman@roninengineer.com  
 Gerber1926@gmail.com  
 Giuseaymar@aol.com

Manager, Jack Burgess, MMR 510-797-9557  
 Daylight Division, Dave Grenier 408-431-8989  
 Coast Division, Earl Girbovan 650-248-9255  
 Sierra Division, Dave Bayless 530-613-5784  
 RED, Giuseppe Aymar, MMR 707-291-0701

jack@yosemitevalleyrr.com  
 grenida@pacbell.net  
 egirbovan@netzero.com  
 davebayl@pacbell.net  
 Giuseaymar@aol.com

Superintendent, Mike O'Brien 661-654-0748  
 Clerk / Paymaster, Bob Sexton 559-325-7528  
 Editor, Chuck Harmon 559-299-4385  
 Contest, Chuck Harmon 559-299-4385  
 Achievement, Dave Grenier 408-431-8989  
 Membership, Doug Wagner 661-589-0391  
 Member Aid, Bob Pethoud 559-438-7705  
 Webmaster, Dave Grenier 408-431-8989

obsmobile2002@yahoo.com  
 geezerbob5591@sbcglobal.net  
 harmonsta@yahoo.com  
 harmonsta@yahoo.com  
 grenida@pacbell.net  
 CarlDW@aol.com  
 pethoud@comcast.net  
 grenida@pacbell.net

Superintendent, Phil Edholm 408-832-5618  
 Clerk, Brian Booth 925-324-2181  
 Paymaster, Bob Ferguson 925-228-6833  
 Editor, Pete Birdsong, MMR 859-552-5467  
 Contest, Jim Eckman 650-996-6728  
 Achievement, Earl Girbovan 650-248-9255  
 Membership, Ronnie LaTorres 510-317-7456  
 Member Aid, Rod Smith 510-657-3362  
 Webmaster, Pete Birdsong, MMR 859-552-5467

pedholm@pkeconsulting.com  
 carcrazy832@yahoo.com  
 BobPCRC@aol.com  
 rrpetteb@gmail.com  
 jim\_eckman@roninengineer.com  
 egirbovan@netzero.com  
 veronicashadow@yahoo.com  
 Railgeezee@aol.com  
 rrpetteb@gmail.com

Superintendent, Chip Meriam 530-899-2609  
 Clerk, Dave Fryman 925-360-1377  
 Paymaster, Steve Folino 916-359-7543  
 Editor, Chip Meriam 530-899-2609  
 Contest, Gary Ray 530-873-0626  
 Achievement, Dave Bayless 530-613-5784  
 Membership, Jim Collins 209-566-0935  
 Webmaster, Gus Campagna 707-664-8466

chipmeriam@comcast.net  
 fryperson@hotmail.com  
 steve@fungusmungusrr.com  
 chipmeriam@comcast.net  
 gerber1926@gmail.com  
 davebayl@pacbell.net  
 jimcol@charter.net  
 campgus@earthlink.net

Superintendent, Scott Lockhart 707-775-9889  
 Clerk / Paymaster, Dave Grundman 707-584-1964  
 Editor, Scott Lockhart 707-775-9889  
 Program, Al Merklebs 707-953-5358  
 Contest, Giuseppe Aymar, MMR 707-291-0701  
 Achievement, Giuseppe Aymar, MMR 707-291-0701  
 Membership, Gus Campagna 707-664-8466  
 Webmaster, Gus Campagna 707-664-8466

scottnl1947@gmail.com  
 dave\_pat\_1999@yahoo.com  
 scottnl1947@gmail.com  
 alm@sonic.net  
 Giuseaymar@aol.com  
 Giuseaymar@aol.com  
 campgus@earthlink.net  
 campgus@earthlink.net

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Chip Meriam  
 2260 Cherry Glenn Court  
 Chico, CA 95926  
 Phone (530) 899-2609  
 e-mail: [chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

All comments about materials contained in the BRANCH LINE should be mailed directly to the PCR Publications Manager, 1915 William Drive, Penngrove, CA 94951.

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

**Branch Line**  
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**JUL-AUG-SEP 2021 issue**

Articles due by  
**June 10, 2021**

**OCT-NOV-DEC 2021 issue**

Articles due by  
**September 10, 2021**

**JAN-FEB-MAR 2022 issue**

Articles due by  
**December 10, 2021**

**APR-MAY-JUN 2022 issue**

Articles due by  
**March 10, 2022**

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

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**PCR Membership Tracker**

<u>Division</u>	<u># Members</u>
<b>Coast</b>	<b>388</b>
<b>Sierra</b>	<b>36</b>
<b>Redwood Empire</b>	<b>114</b>
<b>Daylight</b>	<b>104</b>
<b>Total PCR Members</b>	<b>842</b>



By Chris Palermo

## The Glass Can Be Half Full

We now have more than one year of fully virtual operations complete. While the first three to six months were marked with considerable uncertainty and anxiety about how our Region would operate, in my view, today we have an embarrassment of riches—so much going on we're all faced with choices about how many meetings we can attend. Meanwhile, social conditions in our Region continue to improve and we can now look with confidence to at least autumn 2021 to resume in-person activities. I know that some of you still will have concerns about communicable diseases, and you can make decisions that work for you; but if the glass can be half-empty for some, it can be half-full for others. In that spirit, let's review some of the many good things going on in our Region.

Daylight Division is doing a fabulous job planning a one-day virtual PCR region convention on April 24, 2021. If you have not registered specifically for this online program already, please do so today. The planners have started to release previews of planned content and it looks terrific. I'm looking forward to attending and I hope to chat with you online during the event. For complete information, see the announce-

ments elsewhere in this issue.

Our most important activity after supporting the region convention is NMRA's 2021 national convention, set for July 6-10, 2021, also online. We have had solid participation of PCR members in planning the NMRA national convention for July 2021, but more help always is valued. Can you give a clinic? Contact Bruce Morden. Can you show your layout in a pre-recorded video tour, or host an "ask the layout owner" session online? Contact Seth Neumann. Other contributions or questions? Contact Ed Slintak or Ray deBlieck. Five days of up to twelve hours of online content is a huge undertaking—but we're going to succeed.

We continue to face challenges in recruiting and retaining members. Membership declined about 2% in each of 2018 and 2019, but 6.85% in 2020. COVID surely played a role, as our in-person social activities are important. In response, we have announced a 50% discount membership program for new members, and I am pleased to say we have received applications, which we have forwarded on to National with top-up payments from PCR. Tell your non-member friends to join us now! We're seeking 20 responses—not a lot if all of you mention the benefits of NMRA to someone. Speaking of benefits, review yours today—download a summary at <http://www.pcrnmra.org/pcr/doc/NMRA-Benefits-Summary.pdf>, or visit [nmra.org](http://nmra.org) to remember everything that NMRA offers.

Lockdown orders spurred a number of you to start new Achievement Program certificates. I have been delighted to see several members receive the Golden Spike Award and modeling-based AP certificates. Keep up the great work! Remember that many AP qualifications can be judged remotely, or with ample social distancing.

We've held successful regional online programs on weathering with Frank Markovich and exploring Jim Providenza's great Santa Cruz Northern layout. With our good-quality Zoom account, we can do any number of these, but we need your participation to suggest or run a program, or recruit others who can. Why are we in NMRA and PCR? A key reason is to SHARE OUR KNOWLEDGE ... please help us do so with virtual programs.

We have had excellent e-mail communications supported by Pete Birdsong with input from around the region. Our divisions present great educational and skills programs regularly, and each has found a distinct personality for producing its meetings, choosing the times and dates that work for local members.

A key pressing need: we need a new manager for maintaining the new "Magic of Model Railroading" exhibit at the California State Railroad Museum. By the time you read this, the museum will have reopened, a train will be running on the layout that Frank Markovich and Mike Blumensaadt constructed, and we'll need to start cleaning track and wheels, checking couplers, and other minor tasks. Who wants to "hold the keys" for that effort? We also need a Storekeeper to track PCR's capital assets like projectors.

We are also undertaking a comprehensive update of PCR's Manual of Operations to bring it into alignment with many changes in practice, including electronic elections and meetings.

*Continued on page 5*

## From The President ct'd.

We all these positive developments, we now move into our second summer of online meetings with the hope that we'll see each other in person in the autumn. I wish all of you great satisfaction and success in your modeling.

But now it's time for a farewell: in connection with a permanent move to Austin, Texas, I am resigning as president effective May 6, 2021. Discussions on replacing me in accordance with PCR's established procedures are underway in the Board of Directors and it's possible that you'll have an announcement by press time for this journal. Thank you to everyone who has supported me over the past two years—you will be missed. I owe a special thanks to Frank Markovich, who has been an invaluable resource during my service, acting as a sounding board, nudging me to get action items done, and listening when conflicts have arisen.



## From The Vice President



**By Frank Markovich, MMR**

We still can't meet in person, but that should be ending before long. I can't wait to go to model train events!

For those on the SF Peninsula some sad news, J & M Hobbies in San Carlos is closing. The owners are retiring after serving the hobby industry for over 50 years. I, for one, will really miss going there and getting my supplies. Also taking my grandchildren there to pick out models to build.

By now you know that the PCR had to cancel both the NMRA National Convention in Santa Clara and the PCR Convention in Fresno. Note that both conventions are planning to have online clinics and, for the national, virtual layout tours and virtual breakout rooms.

A reminder that achievement judging can be done remotely for all but a few categories. However, the NMRA will allow some onsite judging for Structures, Cars, and Motive Power. Contact me if interested.

The California State Railroad Museum should open up in May or June but there are train rides starting as I write this. *(Editor's Note: CSRM has reopened as of April 4)*

Also, Roaring Camp is open now so we can ride trains. We can also watch trains. Towards the end of last week we were in Sonora following a Sierra Northern train from Standard to Jamestown - a short train transporting oil cars. We had our grandchildren with us and they were excited to watch the train!

My modeling during the pandemic has not been all that prolific as I have spent quite a bit of time doing tasks on my layout. I had a short that was difficult to find. In the end, this caused me to work on the wiring. I run both DCC and regular DC as well as some dead rail. I plan on doing some upgrades to my layout once the electrical is back under control.

I want to thank all of you who voted. Chris Palermo and I have been re-elected: Chris to PCR President and myself to PCR Vice-President. The coming two years will most likely be a time of change in the hobby and in the organization. If you are willing and able we could use help in a number of areas. Let me know if you would be interested.

Thank you and happy modeling!

If you have comments or ideas contact me at [frank@frankmarkovich.com](mailto:frank@frankmarkovich.com)

Frank



## A Few Notes and an Apology

Several changes have been made since the last issue of the *Branch Line*. Most notably, the **2021 PCR Convention** has been cancelled but replaced with a one-day virtual event to be held April 24 (see page 1). Similarly, the **NMRA National Convention** has been cancelled but replaced with a multi-day virtual event to be held July 6 - 10 (see page 8). Toss in the announcement of the **2022 PCR Convention, Return to the Redwoods**, set for April 21 - 24, 2022 (see page 9), and we have a justifiable basis for some confusion. BUT...no need for worry. This issue of the *Branch Line* is your road map for all of these wonderful events. Just read the articles I noted above, take a gander at the "Time Table" beginning on page 35, and mark your calendar.



Earl Girbovan,  
Contest Chair

Another change is the appointment of Earl Girbovan, Coast Division, as the PCR Contest Manager. Earl is an accomplished modeler with plenty of practical experience as an exhibitor and contestant in several NMRA sponsored contests. Please join me in thanking Earl for volunteering for this important job.

Finally, we will soon see a change at the helm of our region. PCR President, Chris Palermo, is on his way to Austin, Texas. Please see the farewell from Chris on page 5. The entire staff here at the *Branch Line* wishes Chris a smooth and productive relocation and we extend our thanks for his service as PCR President over the past two years, and as PCR Secretary prior to that. Good luck, Chris. You shall be missed,

## From The Editor



Chip Meriam, Editor

Of note is the cover of the March 2021 *nmra magazine*. The cover photo introduces the feature story, "Railfanning The Santa Cruz Northern". That should sound quite familiar because the Santa Cruz Northern is also the subject of a regular *Branch Line* column, "Tales of the Santa Cruz Northern". Both the magazine article and the regular column are the creations of our very own Jim Providenza. Congratulations, Jim, on a great cover story.



The NMRA Achievement Program (AP) has been a focus of the PCR for some time. More recently, our Vice-Resident, Frank Markovich, MMR®, has been championing the program in these

pages and at meetings throughout the region. In this issue, our AP Manager, Jack Burgess, has offered an overview of the Golden Spike Program. I urge you to take a look at Jack's column. You may discover that you've already accomplished the necessary components and all you need to do is document your work to qualify for a Golden Spike Award!

My sincere apology for the late publication of this issue. Generally, I try to have the *Branch Line* available between the 25th and the 1st. This time, though, the task got away from me. I beg your forgiveness, and I promise I'll try to do better in the future.




**Improve your modeling with a few sheets of paper.**

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

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

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## Membership Missives

by Doug Wagner, PCR Membership Manager



Due to processing all the refunds for the now cancelled Sugar Pine Centennial 2021 Pacific Coast Region convention, that was to be held in Fresno, April 22-24, taking all my spare time, there will be no *Membership Missives* or *The Further Adventures Of Doug's Layout* articles in this issue of the **Branch Line**.

Yes, I know, I was just as disappointed as you were! But don't worry, they will return in the next issue!

Meanwhile, may all your signals be green and your trains on time.

Time to highball it!



### Welcome Aboard ! PCR's Newest Members

Member	City, Sate	Date Joined
<b>Daylight</b>		
Norman Shomber	Tollhouse CA	1/21/2021
Richard Murray	Templeton CA	2/3/2021
Everett Barnes	Grover Beach CA	2/9/2021
<b>Coast</b>		
Karen Tong	Concord CA	12/12/2020
Jeff Tucker	Martinez CA	12/12/2020
Ben Martin	Dublin CA	1/3/2021
Donald Gardyne	Los Altos CA	1/6/2021
Jeffrey Bright	Saratgoa CA	1/13/2021
Robert Knox	Kamuela HI	1/22/2021
Fran Foley	Newark CA	2/2/2021
Pat Buder	San Jose CA	2/3/2021
Robert Reininger	San Jose CA	2/11/2021
<b>Sierra</b>		
Gerald Thomas	Sacramento CA	12/15/2020
Nancy Thomas	Sacramento CA	12/15/2020
Theodore Kruper	Reno NV	12/19/2020
Terry Decottignies	Magalia CA	1/10/2021
Mardi Langdon	Marysville CA	1/12/2021
Jason Roye	Chico CA	1/13/2021
<b>Redwood Empire</b>		
Don Trinqu	Benicia CA	1/14/2021

## NMRA 2021 Santa Clara - Now Virtual!



### **NMRA 2021 Rails By The Bay – Join Us (Virtually) This Summer in Santa Clara**

As you've heard, NMRA 2021 Rails By The Bay has transitioned to a video-rich, online virtual convention scheduled for five days from July 6-10, 2021. We'll be offering live online video clinics and panel programs, with real-time Q&A with speakers. All video will be offered using high-bandwidth, high-resolution, pro-level service from Zoom, supplemented by online chat via the Slack platform. We will offer a number of channels for interaction among the attendees to capture some of the feeling of meeting old friends in the hallways. Each convention day will run 9:00 am to 9:00 pm, Pacific time. Most content will be recorded and available for playback for a period of two weeks after the original live presentation.

We'll be offering pre-recorded video layout tours, coupled with live Q&A with layout owners. You'll virtually visit the top-quality layouts of modelers like Jack Burgess, Guy Cantwell, Dave Connery, Bill Decker, Dave Houston, Otis McGee, Dave Stanley, and more.

We're also developing an online, photo-based model show so you can showcase the models you've built in the past year, with a "meet the modeler" panel so you can chat about techniques.

Interested in layout design? We'll offer a complete LDSIG program including videos of LDSIG-oriented layouts grouped in one block, and a panel discussion about lessons learned and layout improvements.

For operators, virtual op sessions (either as an active participant or viewer) also are under development.

A dedicated team of volunteers is working to make this a great convention. To obtain a registration form, visit <http://www.pcrnmra.org/NMRA2021/pdf/RegForm.pdf> or send email to: [registrar@nmra2021.com](mailto:registrar@nmra2021.com).

"Online registration and payment by PayPal now available on the website,  
<http://pcrnmra.org/NMRA2021/registration.html>"

For further convention information, contact [publicity@nmra2021.com](mailto:publicity@nmra2021.com). 2020-2021 have been a year unlike any other, and we appreciate your patience and positive support as we continue to develop the convention under challenging conditions. Visit [www.nmra2021.com](http://www.nmra2021.com) for further information.

# Return to the Redwoods PCR 2022

Mark your calendar! Registration for the 2022 PCR Convention, ***Return to the Redwoods***, will open April 24, 2021. Sign up early and get a \$20 discount on a Full Fare Registration.

The convention will be held April 21-24, 2022 at the beautiful Doubletree Sonoma Wine Country in Rohnert Park. With ample room for clinics and displays and easy access from Highway 101, this is the perfect spot for PCR/NMRA members to gather once more. A full three-day program is planned including over 40 clinics, layout tours, operating sessions, contests, vendor exhibit/sales, a member swap meet and a full non-rail program. And of course, there will be excursions including the ever popular, Sturgeon's Mill.

For more information and the link to registration, visit <http://www.pcrnmra.org/conv2022>



## Achievement Program



## Achievement Program - Golden Spike Program

By Jack Burgess, MMR, Manager, PCR Achievement Department

This month, we'll take a break from the Achievement Program certificates to discuss the Golden Spike Program. For some modelers, the requirements of the AP can seem too intimidating and/or too much work. The Golden Spike Program is much easier and requires demonstration of modeling skills in only three areas. The Golden Spike Program is thus a good way to get your "feet wet" with the Achievement Program and get some recognition for your modeling skills at the same time.

The first category is "Rolling stock". This category requires completion of six (6) models (motive power or cars) which can be scratchbuilt, craftsman kits, or detailed commercial kits. While purchasing a ready-to-run Kadee PS-1 boxcar or adding trucks to an Athearn flatcar won't meet this requirement, building a resin kit or even a Tichy freight car kit with some weathering would meet the requirements. They only need to be "displayed" meaning having them on display at a divisional meet or even on your layout.

The next category is "Setting" and can be satisfied by constructing a minimum of eight (8) square feet of layout with scenery. Note that eight square feet is a scene only 4' wide by 2' deep! There must be at least five (5) structures on the layout, which must be scratchbuilt, craftsman, or detailed commercial kits. If there are less than five structures, additional ones separate from the scene can be used to fulfill the requirement. Remember that bridges are also structures. The layout is not "judged" but only that it qualify as a "layout" which means more than plywood painted green with some track.

Finally, the last category is "engineering" (civil and electrical). It requires the completion of three (3) types of trackage (turnout, crossing, etc.). Even track on a grade is considered a type of trackage. The three examples of trackage do not need to be different; a passing track and spur will include three turnouts which will satisfy this requirement. All of the examples must be properly ballasted and installed on a proper roadbed which can be cork roadbed if desired. While hand-laid track can be used, commercial trackage is perfectly acceptable. All of the installed trackage must be properly wired so that two trains can be operated simultaneously by using a double-track main, a single-track main with sidings, block control, or command control. Note that this requirement can even be met by having selective power to a spur so that one engine can be run into a siding, the power cut, and a second engine run over the main. Finally, one additional electrical feature must also be provided. This can be a powered turnout, a track signal-, a turnout indication, a lighted building or campfire, etc.

Many modelers will quickly discover that have already completed these requirements with their layout (even if it is still under construction) and need only to complete an application in order to be awarded a Golden Spike Award. The Application Form for a Golden Spike is at: <https://www.nmra.com/golden-spike-award>

The verification on the application can be by any other NMRA member in good standing. **Attach a photocopy of your NMRA membership card** and the application is complete! Once you have this Award "under your belt", you can use this same work, with either some refinement or additional effort, as the start of your efforts for several Achievement Awards if desired.

I am happy to announce that Stephen Lowe has received a Gold Spike Award.

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

- Dave Croshere - Master Builder – Structures
- Ted Stephens - Master Builder - Structures

Congratulations to all three of you!

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





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## The Answers Are Out There

By Robert Pethoud

### WP's San Jose Branch



We model railroaders are a creative lot. Given the track arrangement of a prototype railroad's branch line, we can come up with as many different ways of representing it in miniature as there are wheels on a mile-long train of loaded triple-deck auto racks. For the 2021 Bay Area SIG Meet, the Daylight Division's own Bruce Morden posed a challenge to attendees of designing a model of Western Pacific's San Jose branch to fit in a square bedroom measuring 11.5 feet on a side. He provided track diagrams from WP's Training Manual Maps, ca. 1958, and Sanborn Fire Insurance maps for the relevant areas. The Training Manual Maps even gave the names of the industries served by the branch's many spurs.

Half a dozen layout designers—Dean Deis, Cal Sexsmith, Doug Smith, Steve Marquess, Mike O'Dorney, and myself—took up the challenge and created a very diverse group of plans.

From a three-level layout with a double helix to an ingenious arrangement of modules, they displayed an embarrassment of riches in creative ideas. I'm proud to say that my design finished among the top six entries. You'll find the track plan I created on the next page and I'll try to describe my approach to Bruce's challenge.

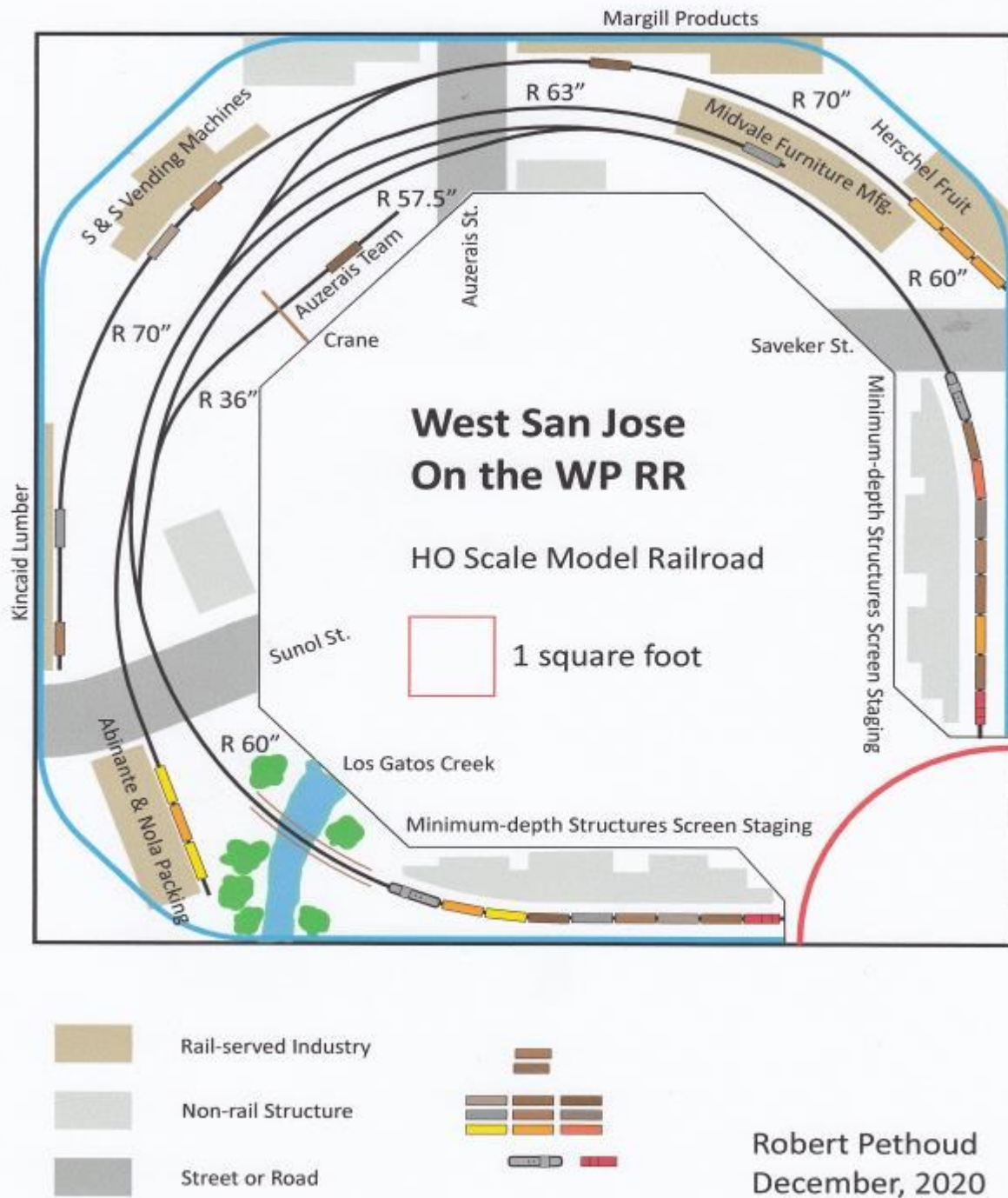
Western Pacific's San Jose branch has a lot to offer to a potential modeler. It's length of about eight miles (that would be 485 feet if shrunk to HO scale) included a six-track yard, several passing sidings, interchange with SP, and nearly 100 spurs serving scores of industries both large and small. Unless you have an aircraft hanger to house your model railroad, you'll have to pick and choose what to include and what to leave out. Having been on a minimalist kick for the past few years, I zeroed in on about one-half mile of the branch. Those familiar with my Fall Creek Branch will not be surprised to learn that the ½-mile piece I chose includes Sunol passing siding and a few spurs, including a switchback. The result, in fact, resembles nothing more than Fall Creek Branch—basically a British-style exhibition layout—lengthened from 12 feet to 30 feet and coiled around the walls of that spare bedroom.

Of the plans submitted for the design challenge, mine had the smallest number of turnouts and the largest radius curves. We practitioners of scale model railroading would not arbitrarily shorten the model of a 50-foot auto car or an 85-foot Pullman because the result would not look right. Yet we make do with ridiculously sharp curves never found on the prototype, simply because we must in order to fit the trackage into our available space. And, of course, the result does not look right. By using an around-the-walls design, I knew I could employ larger than usual curve radii, so I decided on this plan to see how far I could take that enlargement. It turns out that a 5-foot radius can fit inside the given room and results in a prototypically-reasonable 14-degree curve! This makes for a very realistic appearance and I doubt that I can find a model steam locomotive with a rigid wheelbase long enough to have trouble negotiating that curve.

The five spurs serve just seven industries. These small numbers in this bedroom mean that each industry can be impressively large—no shoebox-sized factories here—and they can be spaced well apart, resulting in an uncrowded appearance which can enhance the realism. With these huge curves and uncrowded tracks, you may be tempted to operate with lengthy freight cars. Resist that temptation. Instead, even as we enlarge the curve radius, consider back-dating the layout's era to the late 1940s/early 1950s so as to justify mostly 40-foot freight cars, with a few 36-footers thrown in. The shorter cars mean more spotting locations per industry and more cars fitting on the siding, which increases the potential for challenging operation. And here's a bonus: modeling the transition era means you must use cabooses, which further complicate your switching operations in ways that rightfully annoyed the actual train crews of the time, but which gladden the hearts of today's rabid model railroad operators.

Working on this layout design challenge for the Bay Area SIG Meet turned out to be an excellent pandemic pastime. It cost essentially nothing and provided many hours of brain stimulation in the quest for a model railroad plan featuring realistic appearance and challenging operation, all based on a historic prototype. The absence of judged competition or prizes was no disincentive, but instead served to encourage me to try new ideas which might not appeal to volunteer judges. If you'd like to experience the thrill of creating your own prototype-based plan, just track down some current or former track arrangements from a favorite railroad, grab a few sheets of paper and a pencil, and go to work.

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Until next time, you can reach me with comments and/or questions at

[pethoud@comcast.net](mailto:pethoud@comcast.net)





## Pacific Coast Region SIG Report

by Seth Neumann

As in the previous several months, we have been not been able to hold regular op sessions due to the Pandemic, but we have had SIG activities via Zoom conferences. The Operations SIG has been holding clinics and layout tours every other Sunday afternoon at 1:00 PM, see <https://www.opsig.org/Virtual> for topics and meeting information. LDSIG is holding Zooms on a more-or-less monthly schedule,

The Bay Area PCR/LD/OP/SIG meet was held virtually on the traditional last weekend in January (Jan 30-31 2021). We had 7 clinics, and an excellent design challenge based on the WP in San Jose and a panel, organized by Bruce Morden. Virtual layout tour links were posted and we had 2 panels of owners discussing their layouts on Sunday morning. The meet was well attended with about 135 on Saturday and 95 on Sunday, which compares favorably with traditional face to face meets. Interestingly about half the attendees were first timers, mostly from outside of the Bay Area.

The most recent LDSIG event was a panel I moderated with several prominent owners of operating layouts titled “What Would You Do Differently.”

Virtual Rails by the Bay 2021 in Santa Clara planning continues, and we will have a full LDSIG program of tours and David Parks is working on Virtual Ops. If you would like to help, please go to

<https://www.signupgenius.com/go/10c0b48abaf2aa3fd0-rails>

With the increasing availability of vaccines (for our age cohort) and falling case rates we are all looking forward to resuming operations in the latter part of 2021. Most layout owners are expecting guests to be fully (2 shots if the vaccine requires them) vaccinated and have “run time” for the appropriate waiting period, to be asymptomatic, wear masks at all times, and maintain distancing. We expect to operate at reduced intensity in order to maintain distancing indoors and will be ventilating to the extent possible. All of this is subject to further public health guidance and community case levels. As the rule book says: “Safety is of the first importance...”

Seth Neumann



## Tales of the Santa Cruz Northern

By: Jim Providenza

### It's Only a Cement Car...

Last time we discussed the long, in both time and distance, journey of D&LW 19525, a kitbash of a Roundhouse PS-2 covered hopper into a model of an ACF 1790 cement car. D&LW 19525 was only one car and there were a number of others involved in the overall project to prepare a suitable fleet of cement hoppers for Paul Weiss' Central Vermont. I'd like to discuss two others, because one digs a bit into the history of our hobby and because they both confront what for lack of a better term I'll call 'fear of failure'.

The two cars couldn't be more different. The first, (actually two cars) is an old Varney / Life Like model of a USRA 55-ton hopper car that had been converted to a covered hopper. From a time long ago and far away, and despite potential historic interest, the car is really nowhere near what would be considered suitable even as a stand-in on most layouts today. The other (actually about 12 cars) is the Kadee PS-2 covered hopper, ready to run and a true jewel to see and operate.



**Compare CNJ 794, a stock Kadee PS-2 receiving its new identity, with CNJ 65039, one of the rebuilt USRA 55-ton hoppers. The PS-2 is a much larger car – and it is only about 35 feet long!**

Varney / Life Like model was in fact representative of the rebuilds a number of eastern railroads did in the 1930's to convert some of their 55-ton coal hoppers into covered hoppers for bulk cement service. However... the only change made to the model to make it a covered hopper was to add a roof with hatches. Varney, who originally cut the dies for the car, did not change the bottom hopper bays, one of several crucial modifications needed to convert the car to cement service. The Varney product line was taken over by Life Like. Other than a change in stirrup steps from metal to plastic and a slightly different frame and coupler pocket the model remained the same.

I mentioned last time the 2003 cubic foot capacity is a sure way to identify Pullman Standard PS-2's. Another capacity measure comes into play with these rebuilds of USRA 55-ton coal hoppers. When I was looking at the ORER and I would find a really short LO with a capacity listed at 110,000 pounds, I was pretty sure what I would see if I could find a photo. And the photos I did find confirmed that such cement service cars were USRA rebuilt hoppers with hopper bays with a different slope and with horizontal outlet gates - similar to what are still used today.

I thought it would be neat to model one of these cars for the CV's fleet. But first, was I ruining something of historical value? No, in fact these cars are still pretty easy to find with an eBay search.

## Tales of the SCN



These two models ended up in the queue for very different reasons. The PS-2 covered hoppers that Kadee (and a host of other manufacturers) modeled did not begin being built until the early 1950's. Prior to that the ACF 1958 style car was the predominate covered hopper. The initial car fleet on the CV had about 18 PS-2's and no ACF 1958's. As the CV is set in 1956, the fleet needed to be rebalanced. Further, over a dozen of those PS-2's were lettered for western roads – and cement is not a long distance commodity. So, we needed to reletter some and rebuild some...

The Varney / Life Like car is an oddball. And for decades the Life Like car I owned remained a curiosity on the Santa Cruz Northern. It rarely saw the light of day. It seemed so small. But it was one of the first 4 HO cars I ever owned. I added better trucks and Kadee couplers so it did make the occasional appearance. And no one ever remarked about it.

A PowerPoint presentation by Roger Hinman on early New York Central covered hoppers was the first time I ever saw anything definitive about this group of cars. The

*Continued on page 16*

## Tales of the SCN ct'd.

But second, what if I ruined it in the rebuild? I mean, this car has some special meaning to me. I wanted to rebuild it for Paul's railroad where it would be in regular use. But... What if... what if... what if... After a bit of thought I decided that I would forge ahead and assume that I could fix any mistakes I made. Along the way Tony Thompson offered up an original Varney model as another rebuild candidate. The photos highlight some of the work on these cars.

The Kadee PS-2's presented several issues. But biggest was, "What if... what if... what if... I botch it?" I mean, these are high end, expensive models. Delicate and refined. I could ruin them! Oh, not the ones I just relettered. That is just care in removing lettering or repainting, and finding and applying appropriate decals. But how about the ones that would require kitbashing? Why kitbash such wonderful models you ask (thanks for asking by the way!)? Well wouldn't you know it, the eastern roads in 1956 had not gotten around to buying a bunch of PS-2's. And in fact, they had a bewildering number of cars that were either ACF 1958 style cars or were similar but not quite the same as either the ACF 1958 or the PS-2. Different number of ribs. Different side sills. Different hatches and hatch spacing. What if... I screwed that up?

Again, I took counsel with myself. I decided that I was a good enough modeler that I could do the work I thought needed to be done, or a good enough modeler to repair any mistakes I made!

But I will confess, I bolstered my confidence with one key insight: They are only CEMENT CARS! No matter what I did to them I would be hard pressed to match the degree of weathering and abuse these cars suffered over the years. I refer you to the rest of the photos.



One of the two 55-ton rebuilt coal hoppers, in this case the Varney car, with oversized details removed and work proceeding to create the new hopper bays. Note how the slope of the new styrene overlays does not match that of the rivet lines on the bottom of the outer slope sheets.



A second shot of the Varney rebuild. Here we can see the new outer slope sheet rivet lines made with Archer Fine Transfer rivets. Cement needed steeper slope sheets in order to be self-cleaning during unloading. Railroads didn't remove the old outer slope sheets – they just riveted in new ones at the correct 50-degree angle inside the car!



Here is the Life Like car showing of its new jewelry – scale grab irons, stirrup steps, cut levers, brake wheel, roof hatches handles, hatch locking bars, and of course the new hopper bays with outlet gates.

*Continued on page 17*

## Tales of the SCN ct'd.



The Varney model complete as Reading 79038, a class LOa car clearly labeled "For Bulk Cement Only". As a nod to the car's history, I left the original metal stirrup steps in place.



Blanks have been cut and fit into the holes for the center hatches and the two on the right have had Squadron white putty applied. When everything is dry and sanded flush new hatches will be applied in different locations.



Pushing the fear boundary. The cement car on the right is a stock Atlas PS-2 kit. The other two are / were Kadee PS-2 kits. Lehigh Valley 50213 at the rear has had the channels at the ends of the side sheets removed, new hat section ribs have been added at the ends and the middle of the side sheets and the round roof hatches have been replaced with square ones from Yarmouth Models. The car at left front has had the bottom of the side sill extended slightly as on the prototype, a new rib added to the middle of the side sheet, and is in the early stages of having its hatches moved.



Just ignore the Pennsy H-30 cement car (if you can. For your information it is a stock Bowser kit, weathered to match a prototype photo). LNE 18104 has received some weathering – not much, it is a new car. RDG 79598 is complete, and not only does not look like a PS-2, but also does not look like LV 50213. The hatch spacing different and an observant crew member will see that while the hatches on the Lehigh Valley car open perpendicular to the car sides, the hatches on the Reading car open parallel to the car sides!



## Multi-Scale Modeling

# MULTI-SCALE MODELING

By Ed Loizeaux

This column will present examples in which products from several different scales are used in a realistic and plausible scene. These examples come from my own layout, but photos and stories of your multi-scale modeling would be appreciated. Send them to: [Loizeaux@SBCGlobal.net](mailto:Loizeaux@SBCGlobal.net)

Finally, someone sent in an example of multi-scale modeling which has nothing to do with the S scale New York Central. I knew it could be done!

Michael Starkey is an accomplished modeler working toward his MMR while building an Sn3 layout. He discovered that Sn3 models are nearly the same physical size as HO standard gauge. Thus, the track radius and space required for an Sn3 layout is not any different from typical HO layouts. Here is his example of multi-scale modeling.

### Converting HO Trucks to Sn3 By Michael James Starkey

I wanted to scratch build the Pacific Coast Railway flatcar #751 in Sn3 using plans from the book THE PACIFIC COAST RAILWAY. Wood, decals and details were not a problem, but finding prototypically authentic trucks was a challenge. Rio Grande Models had previously made them in white metal, but they were out of production. I looked at a lot of other S scale trucks, but nothing else had the right profile. Not wanting to compromise, I started looking at HO scale trucks. Tichy #3002 arch bar trucks had the correct profile and the axle spacing was close. These HO sideframes were a close match to the plans as can be seen in the photo.



*Continued on page 19*

## Multi-Scale Modeling, ct'd.

Converting the HO trucks to Sn3 trucks turned out to be simple since the styrene Tichy trucks were easy to work with. The first step was to replace the HO wheelsets with Sn3 wheelsets available from Precision Vintage Classics [PVC-SN3.COM](http://PVC-SN3.COM) ([pvc-sn3.com](http://pvc-sn3.com)) which are slightly shorter than the HO axles. After pressing the bearings into the sideframes, I removed about 2 (S scale) inches from each side of the bolster. Then a brief test to make sure the wheels would not fall out, but still roll freely. Next, I cemented the bolsters to the sideframes keeping everything as square and straight as possible. If I accidentally removed too much material from the bolster, I simply cemented a thin styrene spacer to the end of the bolster and refiled until the fit was good.



Now my converted trucks needed some details. The Tichy trucks include some very nice brake shoes, but they represent “inside” brakes instead of the correct “outside hung” brakes. To change them, I first cut the shoes off the sprues and their connecting plastic. Setting the brake shoes aside, I went back to work on the trucks. Styrene 1x8 was used to cover the underside of the bolster leaving the mounting screw hole open. Then short sections of 4x4 were cemented onto the 1x8s on both sides of the screw hole. These pieces prevent the long styrene 1x3s (installed next) from rubbing the axles. I tried 1x2s, but they were too flimsy. The 1x3s support brake beams made of styrene 4x4s. Then I added nut/bolt/washer detail to the 4x4s. The wheel clearance was checked and the styrene parts were trimmed as necessary. Finally, I cemented the brake shoes to the end of the 4x4s while trying to position them at a slight angle.

Now the converted trucks were ready for paint and installation with 2-56 screws. It only took a little effort and imagination to create a Pacific Coast Railway Sn3 truck from a Tichy HO truck. There are a few more HO parts on this flatcar including a PSC #31117 brake wheel and a Tichy #3003 ratchet and pawl.

### Parts List

Evergreen Styrene, S scale, 1x3, 1x8 and 4x4  
Tichy Train Group, 3002 arch bar trucks, 3003 ratchet/pawl.  
Precision Vintage Classics, PV #23 Sn3 wheelsets  
Deluxe Materials, Plastic Magic cement.



## Looking Back

by Dave Connery, MMR, PCR Historian

### A Brief Review of our History

## Looking Back



I am taking a short break from interviewing people important to the history of the Pacific Coast Region. There are still a number of people that fall into that category, and whom I have not yet interviewed. I will get back to them in the future. This month I thought it useful to do a brief overview of the history of the Region.

The NMRA was organized in 1935, initially with the purpose of developing standards for the hobby. At that time each manufacturer used their own ideas of how things should be done and as a result, equipment from one company often did not play well with equipment from another. At the time most clubs (the backbone of the hobby in those days) set their own standard but when members of one club went to run on another club layout things went poorly. The NMRA quickly grew to much more than standards, leading to meetings, conventions, publications, clinics, contests, layout visits, lots of social interaction and all the things we now associate with our organization.

The concept of a Pacific Coast Region was formed in January, 1943. We are the first Region within the NMRA, with our original charter granted by NMRA and our initial constitution adopted in June 1944. At that time the preponderance of NMRA activities were clustered in the northern mid-west and east coast. With the great distances involved and travel restrictions imposed during WWII, NMRA members in the west yearned for the opportunity to participate in NMRA social activities. They successfully lobbied for the addition of Regions within NMRA. Initially the Pacific Coast Region was composed of California, Arizona, Nevada, Oregon, Washington and Idaho. In 1949 the Pacific Northwest Region was chartered and PCR became California, Arizona and Nevada. Starting in 1946, PCR was managed by a President, Vice-president, Secretary, Treasurer and an elected Board of Directors. That same year the **Branch Line** became the official publication of the PCR.

In the early days of the region, activities were mostly built around the various model railroad clubs. In the post WWII boom era the building of larger homes with room for home layouts became popular. These modelers, and modelers who lived in areas not close to a model railroad club, agitated for a local organization so they could enjoy NMRA activities. At the same time, the size of the region and distances involved made travel to region activities often problematic for many members.

In February 1952, PCR members were asked to choose between three potential organizational arrangements:

1. Divide the Region into two Divisions (North & South) along a line that passed between Boulder City, Nevada and Coalinga, California.
2. Divide the Region into five Divisions; Division I San Diego, Imperial counties and the State of Arizona; Division II Orange, Riverside, San Bernardino, Inyo, Mono, Los Angeles, Ventura, Santa Barbara, San Luis Obispo and Kern counties in California and Southern Nevada; Division III the counties of Kings, Tulare, Fresno, Madera and Merced; Division IV the counties of Monterey, Santa Cruz, Santa Clara, Alameda, San Mateo, San Francisco, Contra Costa and other counties north of San Francisco Bay and west of the Coast Range; Division V compose of Northern Nevada and the counties of Stanislaus, San Joaquin, Yolo, Colusa, Sacramento and all other counties lying north of those named and East of the Coast Range.
3. Leave the Region as it stood without Divisions.

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## Looking Back ct'd.

Option 2 was selected by a majority of the PCR members voting and this change was made a part of the PCR Constitution later in 1952. While several Division quickly began meeting, electing officers and developing an organizational framework, it took some areas several years to complete their basic organization. Meanwhile, in late 1954 a constitutional amendment was approved creating Division VI to be comprised of the entire State of Arizona. This was followed by the creation of Redwood Empire Division in 1961, Cajon Division in 1973, Silver State Division in 1975 and the Hawaii Division in 1985. Over the years the original Division boundaries have been altered to better meet the needs and desires of members.

Beginning with weekend meetings held at club layouts several times a year, PCR's meetings quickly morphed into a primary Convention (ultimately encompassing 4 ½ days) in the spring and a mini-convention in the fall in conjunction with the mid-year Board of Directors Meeting. One of the early aspects of our conventions was a banquet dinner that included a guest speaker – in the early days this was often one of the top officials of a prototype western railroad. Holding model contests started in the early days and were made an official part of the PCR gathering in 1949. A Switching contest, photography contest, model performance contest and craft contest followed in later years. Clinics also became a regular part of these conventions in 1949 (in that year the clinicians were Richard Houghton, Walter Brown, Cliff Grandt, John Allen and William Hoffman). The program for spouses of modelers started as "Railroad Widows", changed to "Railettes" and today are called "Non-Rails", recognizing that in some cases the modeler could be the wife and the Non-Rail spouse might be her husband. In 1961, a group of members calling themselves HOBOS had breakfast together, a group that had traveled together by train to the 1960 NMRA Silver Anniversary Convention in Chicago.

The organization continued to grow and while the remainder of the country (and the UK, Europe, Australia and New Zealand) was all formed into Regions, the Pacific Coast Region had become the largest in terms of membership. Many began to feel PCR had grown too large and in 1982 the region was divided into the Pacific Southwest Region (PSR) and Pacific Coast Region, today consisting of Coast, Daylight, RED and Sierra Divisions (Silver State and Hawaii have been inactive for a number of years). A PCR President's Award was made sporadically beginning in 1963 and starting in 1980 both the President's Award and Division Member of the Year Awards have been given annually to members making an important contribution to the region and/or its Divisions. In addition, in 1973, the Gorre & Daphetid Operators organized the John Allen Memorial Award. There have been 25 PCR Members recognized by the NMRA as Master Model Railroader's over the past 60 years.. Conventions have been held every year beginning in 1944 and extending until 2019. Due to the Corona Virus we missed having a convention in 2020 and will miss an in-person convention again this year but hopefully all our members will stay healthy and we can again return to well organized and interesting conventions in Rohnert Park in 2022.

Most national organizations I can think of start as local groups who eventually see the advantages of developing larger aggregations and eventually develop a national or international umbrella organization. Our history is just opposite, starting as a national organization, developing regions and eventually forming Divisions, where most member activities take place but under the secure umbrella of the NMRA. I hope this brief overview of our history is of some interest to **Branch Line** readers.



# Nicasio Noodlings

News from the Nicasio Northern

By Jon Schmidt

## Dancing with the Passengers

This is a story about a dance: A carefully choreographed sequence of steps. Not with people and music in this case, but with passenger trains and a timetable.

The Nicasio Northern is primarily a freight railroad with lots of switching. We have incorporated passenger operations for a couple of reasons.

Yes, passenger trains are there to bedevil the freight operations. But not just that. Passenger trains add challenge and interest to TT&TO operations. Not only are crews trying to keep to a timetable as they go along their route, but passenger trains have great value in disrupting freight movements. Many times I've planned out a series of freight moves only to realize that I'll be delayed or thwarted in my moves by a passenger train.

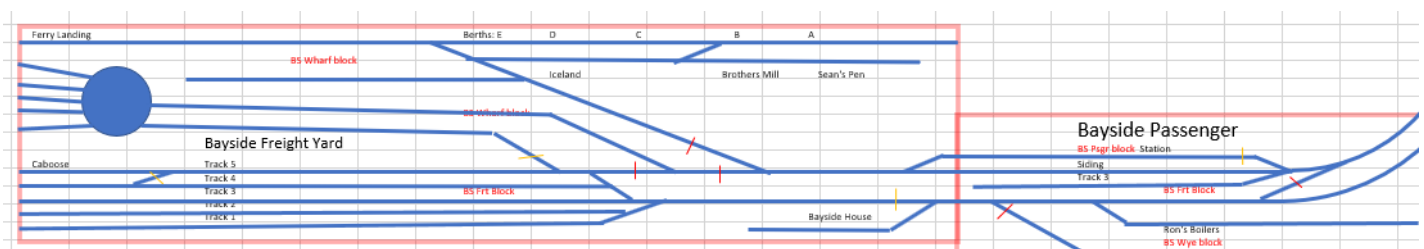
Then too, passenger trains can have their own challenge to run. They don't just go from point A to point X, with stops in between. They can have real work to do. On the Nicasio, there is a freelanced prototypical reason: The San Francisco commute. The San Francisco ferry arrives at the Bayside ferry terminal at the Wharf twice a day. It's met by appropriate trains.

Thus the "Dance."

There are three trains involved in the morning:

- No. 111 Early Mail, a second-class train with RPOs and coaches, arriving from the East.
- No. 10 Early Riser, a first-class train that meets the ferry and proceeds "up" from the Wharf at Bayside to Ureeka.
- No. 11 Early Bird, a first-class train that originates in Ureeka and proceeds "down" to the Wharf to deliver passengers to the ferry.

We also have the switch job servicing the industries at the Wharf. That crew must keep a sharp eye on the timetable to avoid interfering with the passenger operations. Here's a schematic of the town of Bayside, with the Bayside passenger station and yard on the right and the ferry landing on the left.



The Dance:

1. The Early Riser crew gets their engine and proceeds to assemble their train on track 2. But they are missing the RPO which is to travel with their train up to Wittits.

*Continued on page 23*



2. The Early Mail arrives at Bayside on the main. The crew drops their train and takes the engine to the house.



3. The Early Riser crew then pulls the Mail's consist and places it on track 3, and selects the RPO that is to go with them to Wittils and places it on their train.



4. The Early Riser then does a reverse move down to the Wharf to wait for the Ferry.

*Continued on page 24*



5. Around this time the Early Bird arrives at Bayside track 2, and discharges those passengers wanting to detrain at the Bayside station.



6. The Ferry arrives and its passengers transfer to the Early Riser, which departs for Bayside station.



7. When the Early Riser arrives at Bayside, the Early Bird continues to the Wharf to drop passengers headed to San Francisco on the ferry.

*Continued on page 25*



8. The Riser departs on its run to Ureeka.



9. The Early Bird leaves the Wharf, turns its train, and parks it on track 2, in preparation for the afternoon return run.



In the late afternoon the Dance happens again with the Evening Glow (No. 30), Evening Star (No. 31), and Evening Mail (No. 110).



To add more disruption to the freight operations across the railroad, there is also a noon Doodlebug turn (the “Shopper”) from Wittils to Bayside and return.

Passenger operations need not be boring. Program a dance into your timetable. Add RPO and LTL switching to your trains. Keep your crews busy and challenged!





## Part 1

By Steve Folino

It is Friday, October 12, 1906, at 6:05 am. The chow whistle at the Hubert “Hugh” Mungus Timber Co. Logging Camp 2 has already sounded, and loggers are jostling for seats at one of the long tables. Platters piled high with ham, sausages, eggs, and griddle cakes are being placed on the table as the coffee pots are passed around. Within minutes, the platters are empty as the hungry loggers chow down.

The four camp flunkies, Billy Jo, Bobby Jo, Betty Jo, and Becky Sue, all daughters of Ida Baker, one of the camp cooks, keep more platters coming and the coffee flowing. In a few minutes, the loggers will have consumed over 2,000 calories, only a portion of the 6,000 that they will need for the day ahead.

At 6:30 am the second whistle of the day will sound, alerting the crews that it is time to assemble for the trip to the Camp 2 logging site a couple of miles up the hill. As they leave the chow hall, they will grab their lunch buckets, each of which has been neatly packed with two meatloaf sandwiches, a butter and jam sandwich and a large piece of cake, another 1,500 or so calories.

After the loggers depart, the flunkies, who started at 5:00 am, will clean up, wash the dishes, and take a well-deserved mid-day break, returning at 4:00 pm to help prepare dinner. The flunkies take turns earning a little extra cash by washing and repairing the loggers’ clothing during their down time.

The camp is far from deserted. After a couple hours break, Kris P. Bacon, head cook, and Al Dente, his helper, will spend most

of the afternoon preparing a dinner of chicken and dumplings while Ida Baker will be doing what she does best, baking biscuits and apple pie for tonight, with enough pies leftover for tomorrow’s lunches.

Elsewhere in the camp, the blacksmith will be hard at work repairing the previous day’s damage to the tools, and the saw sharpener and his assistant will be ever-busy keeping the saws and axes sharp. The store’s keeper will be checking his inventory and preparing a list of needed supplies to give to the conductor of the train that will be by later to switch empty log cars for loaded ones and to swap out the soon-to-be empty commissary car for a full one.

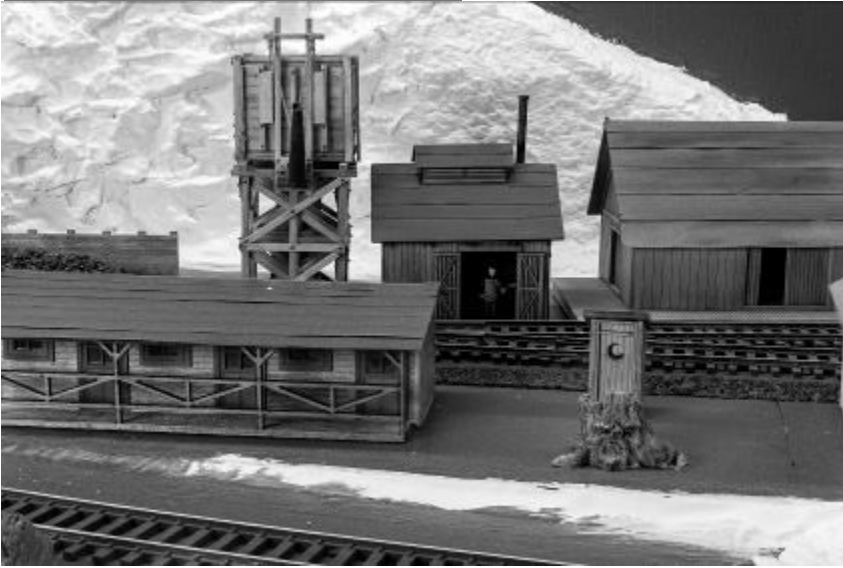
These two cars, rebuilt by the Fungus and Mungus Railroad, were once Minneapolis and St. Paul Refrigerator cars. They were converted to half refrigerator and half dry storage by installing an insulated bulkhead in the middle of the cars. Perishable meats, milk and fruit are stored in the refrigerator side while flour, sugar, lard, and other non-perishable food are stored in the dry half. The two cars are switched out a couple of times a week and returned to the commissary down at Cloud’s Rest where they are cleaned, dried, reloaded and iced.



**A treetop view of Hubert “Hugh” Mungus Timber Logging Camp at the 5,117 feet elevation on the west side of Big Pine Mountain. Shown in this undated photo are the cookhouse, dining hall and six of the eight-man bunk houses.**

*Continued on page 27*

## Fungus & Mungus, ct'd.



A view of the southern end of Camp 2 showing the three-room, six person, ladies quarters currently occupied by Ida Baker, assistant cook and her four daughters employed as flunkies. Also visible is the black smith shop, the ladies' outhouse, the water tower and coal rick used by the FMRR and the tool and equipment shed.

removed, the choker setters will attach steel cables and ropes to the trees and attach them to the logging wagon so that the teamsters can haul the logs down to the log landing where they will be bucked to length for loading. This time of year, it is an all-out race against mother nature to get the trees off the mountain and down to the landing before winter closes the site.

At noon, everyone will knock off for an hour, enjoy their lunch and rest up for a busy afternoon. At 6:30 pm, the loggers will quit for the day and bring their teams and tools down the mountain where they will join their fellow workers at the landing site for the wagon rides back to camp. They will only have a few minutes to turn in their tools and clean up before the dinner whistle sounds at 7:00 pm.

After dinner, the loggers will have time to relax in their bunk houses, take a not-so-warm shower, as there never seems to be enough hot water, maybe play some cards, or write a letter to the wife and kids back home. Tomorrow's another day, but it won't be any different than today. The day repeats itself, six days a week, 8-9 months out of the year.

In a couple of weeks, heavy snow will bring the logging season to an end; the loggers, fellers, toppers, teamsters, and many of the others will return home to their families, having been away for up to 8 months. Loading at the landing will continue through the winter, keeping some of the workers employed year-round. Ida Baker and her daughters will move on, hopefully to return in the spring. Many of the loggers will return season after season, a few pounds heavier and with lighter pockets. Camp 2 will continue to run, to house and feed the twenty or so who remain. There is always work to be done at the end of the season.

Once the loggers reach the loading site, the crews will split up, with a few remaining at this site and the others continuing up the side of Big Pine Mountain to where the timber is currently being cut.

The donkey crews, choker setters, buckers and loaders will continue to ready another days' worth of timber for shipment by rail down to the Hugh Mungus Lumber Co. sawmill at the bottom of the mountain. Two to three cars of 5-6 logs each is a normal day's shipment. This late in the season, they are pushing to get all the fallen trees down to that landing before the first heavy snow closes the logging operation for the season. The landing does not get snowed in, but you can bet the logging site will before a couple more weeks pass.

The toppers, fellers, some choker setters, and the teamsters will continue up to the logging site, about 30 men in all. The toppers will climb up to the tops of the trees to cut off the narrow tops while the fellers, working in two-man teams using whip saws, will bring the trees down. After the limbs and branches are re-



A view of the landing where logs from further up the mountain are staged for loading onto the log cars. The Hubert "Hugh" Mungus Timber Co. sawmill at the base of Big Pine Mountain can only process 2-4 cars of logs per day. As loggers race to keep ahead of Mother Nature, a reserve of logs is building here at the landing





It appears as if spring is here, at least by the temperature on the day I am writing this. The good news is that Covid cases are down, vaccines are up, and the end finally appears to be in sight. A couple of counties in the Division have moved to a more lenient tier and clubs and layouts are reopening.

But, with the cancellation of the physical meetings of both the PCR convention in Fresno and the NMRA convention in Santa Clara, the end is still a way off. Of course, both conventions will proceed virtually, but not physically this year.

Until face-to-face events return, we will continue to have our semi-weekly Coast Virtual Events and there are great virtual events being planned for both the PCR and NMRA conventions. If you are interested, there are several volunteer roles available in the on-line convention and opportunities for doing clinics and a tour of your layout.

While the virtual events have proven their ability to keep us together, I believe in-person events are the backbone of the NMRA and the general fellowship of Model Railroaders. The ability to share our efforts, see models/photos and interact and see details in clinics and in-person cannot be replicated virtually. Ours is a physical and detailed hobby.

Looking forward, while the end is in sight, the timing of returning to in-person events is a bit murky. The optimistic view is that we might be able to have in person meetings in Q4, the pessimistic view is probably early 2022. In either case, the in-person event world we will return to is going to be very different than before. Even prior to Covid, there were changes that were driving the division to rethink our event strategy.

In closing, I hope your modeling is going great, you are close to or through getting vaccinated and that everyone in your world is doing well.

Stay Safe and Keep Modeling

Phil



Playing with LED lighting in the SP engine. A lot better than stock LED light. *Photo: Craig Matoza - Coast Division*



San Leandro G&O new Golden Gate Bridge installed. O scale and G scale railroads combined. Will be a nice center piece for depot. *Photo: Craig Matoza - Coast Division*

by Mike O'Brien



Welcome..

As we move to the new Spring season of the year, the Daylight Division seems to be fairing on an even positive pace - with a few exceptions - the biggest being our reluctant cancelation of the upcoming 2021 Convention, Sugar Pine Centennial to have been

held in April. The fact of current issues with the C-19 overshadowing our daily lives, along with Local/State agencies keeping public gatherings to minimum amounts, it was inevitable that the safety concerns for all involved had to be seriously given attention. So, with considerable lengthy discussions, the committee had certain options that ran out and it reluctantly decided to cancel the event..

With that being said, I would like to say thanks to the fellow members who put in many hours of meetings planning the Sugar Pine event. They worked diligently and planned to the last minute to bring us a safe and very exciting convention highlighted with two exciting excursions visiting two of the best know train rides in central California..

**But** there is a caveat... a bright light at the other end of the tunnel - so, to speak.. The committee also realized there were other viable options available. They decided to work out a new plan to do some sort of virtual type event, tentatively the same weekend of the Sugar Pine event. So, I ask everyone to keep an eye out for upcoming email announcements inviting you all to attend this virtual FREE event.

I would also like to THANK all those who signed up for the Sugar Pine event in which we were trending to have full convention attendance. We appreciate your support and loyalty to the Daylight Division, the PCR, and the NMRA.

Congratulations to Chris Palermo elected for a second term as President as well as Frank Markovitch as Vice President.

As you can see.. it's becoming the "normal" way to conduct meeting with ZOOM or other similar venues and probably will continue even after the C-19 issues are figured out. As we have previously mentioned, the Division converted over to ZOOM for the most part to present our quarterly meetings. Our average attendance has stayed consistent over the past year, *(we could a lot better if more would join in)* and we will continue to do the ZOOM meetings until further notice. Please keep an eye out in Daylight Division publications for updates concerning future meetings and other affiliated NMRA - groups with their virtual meetings and get-togethers. There is something happening almost every weekend for model railroaders and lots during the week. See our website <http://www.pcrnmra.org/daylight/nextmeet.html> for more info.

One last item, which is very important, is that during the upcoming year each one of us needs to help promote the hobby to our younger crowd. Suggestions and ideas are welcome to bring younger people to model railroading. One easy one that could be accomplished is by coordinating with various schools, and kid oriented organizations to share your Daylight Division experiences thru online presentations and virtual layout tours to show off what can be accomplished in this hobby. Just about every kid has a cell phone, a notepad, or some device to which they have access. Using ZOOM is a great way to spread our knowledge around.

Cordially

Mike O'Brien DD Supt





### Zooming with the RED!



The Winter 202 RED meeting, which took place online, Saturday, February 20th. Twenty people attended the Zoom meeting including four from other PCR divisions. A big thanks to Al Merkrebs for hosting the meeting and to Ed Merrin for acting as meeting emcee.

As in previous meetings Show & Tell was the theme. After the attendee introductions, Denni Baumer updated us on the 2022 PCR Convention activities. Nominations were opened for a new Superintendent. There were no nominations. We proceeded to the Show & Tell part of the meeting with four presentations.

*Continued on page 31*

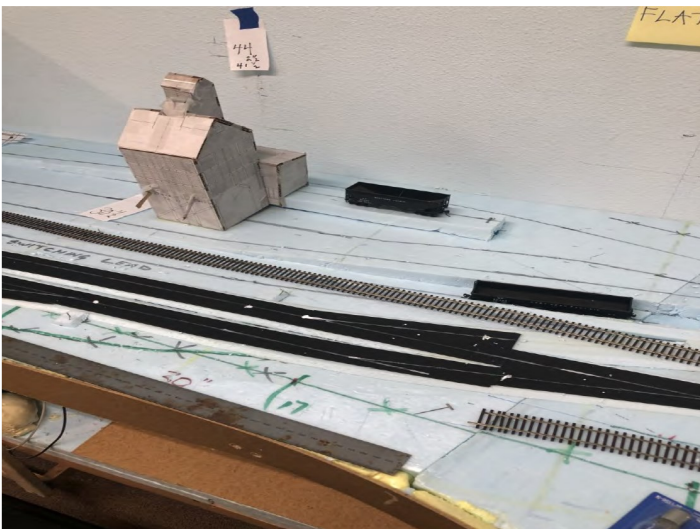
## David Norris

Front Range GP7 NWP 426 decorated as if NWP had their own rolling stock painted in same green as steamer NWP 112. As with my switch engine SW7 NWP 399, it also shows "what if" NWP had their own roster in their own colors. If you look closely, you may notice that the engineer is female. Once when NWP 426 was pulling a lumber train, a little girl saw it passing by and shouted, "Look, a girl pulling a train!"



## Dan Obermeyer

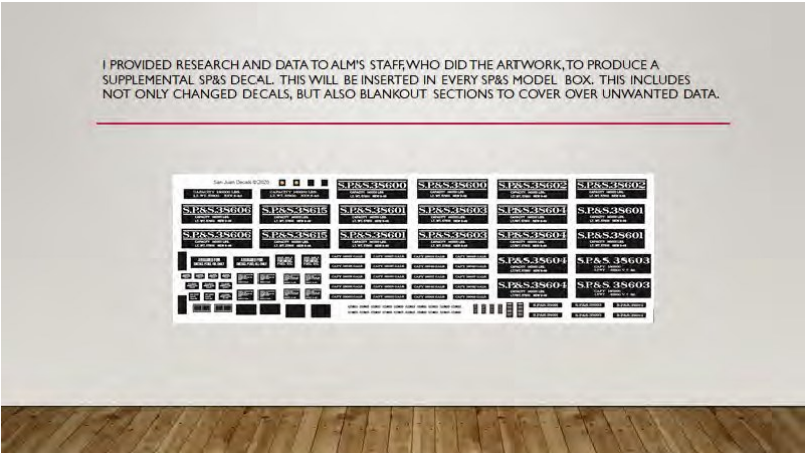
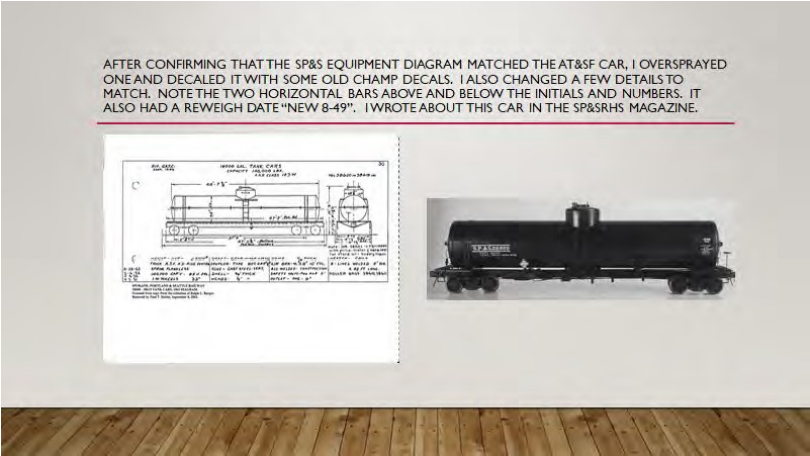
Dan Obermeyer gave an update on the work he has been doing on his Northern Pacific/Milwaukee Road layout located in Montana. He showed the research and beginning work on the Logan Montana part of his layout and on to the staging areas.



*Continued on page 32*

# David Turner

David Turner did a presentation titled the "Perils and Pitfalls of Prototype Modeling". He described his work in designing decals to improve the prototype markings for a tank car project he is working on in conjunction with the Seattle, Portland and Spokane Historical Society and American Scale Models.



*Continued on page 33*

## John Huckaby

John Huckaby gave a brief overview of his layout, his operations and including descriptions of many of his great modified and scratch built buildings.



## Sierra Division Report

By Jim Collins with Illustrations Courtesy of  
*The Short Line*



Due to the virus, the restrictions on in-person meetings continue. However, the Division has been holding monthly Zoom meetings (every 2<sup>nd</sup> Saturday) since October. These have allowed good discussions on a variety of railroad and modeling subjects and, perhaps most importantly, have allowed folks to stay in contact. A large component of our Zoom meetings has been “Show & Tell”. Here are a few samples:



Typical California Central Valley Warehouse  
Chip Meriam



19th Century Turlock, California in N Scale  
Ken Horne



Bodie, California Hose Cart  
Neil Pfafman

There is some growing interest in increased participation in the Master Model Railroader program. Recently, Steve Folino announced that he has acquired several Fast Tracks jigs and materials to construct the three track features for the Model Railroad Engineer – Civil certificate. Once he has finished using them, he has generously offered to make them available to anyone else in the division who wants to work on their certificate. The details of shipping and responsibility are being worked out. Hopefully more people will decide to participate in this excellent program.

Not much else to report – we all anxiously wait for the day when things return closer to “normal,” and we can begin working and operating together in person.

Total membership for the division was 247 in September 2020. It has declined to 236 as of February 2021.



## Time Table

**April 11, 2021** - 10:00 am to 4:00 pm, Spring Open House and Swap Meet, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA. MAP We welcome visitors but masks are required for entry to the club and social distancing will be enforced. We have transitioned to a fully DCC system to run our layout. Come check us out and see the new way we are operating model trains. Thank you for your interest and support! FREE Admission!

Info: [info@blackdiamondlines.com](mailto:info@blackdiamondlines.com), Phone: (925) 779-1964.

**April 22, 2021** - 11:00 am, Pacific Coast Region Board of Directors Meeting. All PCR members welcome. Contact Chip Meriam for the Zoom access numbers and passcodes. [chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

**April 22, 2021** - 11:00 am, Pacific Coast Region Annual Business Meeting. All PCR members welcome. Contact Chip Meriam for the Zoom access numbers and passcodes. [chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

**For more details on these events go to the Calendar at the PCR web site.**

**For a list of monthly activities see page**

**37**

**April 24, 2021** - 8:30 am to 10:00 pm, Sugar Pine Centennial 2021 - Virtual, PCR Annual Convention, now via Zoom, Hosted by Daylight Division. Clinics, Video Layout Tours, Meet the Modeler, Layout Owner Live Panel Q&A, Keynote speaker, Awards, "Clinic Goes On" Breakout Rooms, and Door Prizes. See Schedule..Promotional Video by Tom Sciarra  
FREE ONLINE REGISTRATION Re-register even if previously registered for in-person convention. Door prize drawings for gift certificates of \$25.00, \$50.00, and \$100.00, plus other prizes. See website for details. (Must be registered and online to win.)

**May 20, 2021** - 7:00 pm PDT, Daylight Division Spring Virtual Meet, via Zoom. Zoom Meeting ID and passcode will be emailed to Daylight members at a later date. If we do not have your email address, please email Doug Wagner, Daylight

Membership Chair, to receive meeting notifications. Non-members of NMRA are welcome to attend this event. Non-members who attend three (3) events in their lifetime are cordially requested, as a courtesy to others, to apply for membership in NMRA as a condition for attending a fourth event. Join NMRA Online Now See the Daylight Division website for more information. **July 2, 2021** - 9:00 AM, John Allen Memorial (JAM) Breakfast. Location: TBD, likely Newark. To express interest, send email to [PCRPRES@nmra.org](mailto:PCRPRES@nmra.org).

**July 6 – 10, 2021** - Rails By The Bay 2021 NMRA National Convention, now virtual. This multi-day video virtual event is under development on a NEW website <http://pcrnmra.org/NMRA2021/>.

**September 8 – 11, 2021** - Orange Blossom Special 2021, NMRA Pacific Southwest Region 2021 Convention, Hosted by Cajon Division, Hilton Hotel / Orange County Airport, 18800 MacArthur Blvd, Irvine, CA • MAP

**October 1– 3, 2021** - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA., Hosted by San Luis Obispo Railroad Museum, 1940 Santa Barbara Avenue, San Luis Obispo, CA. MAP For now, the plan is the same as usual... Preliminary activities of the 2021 Central Coast Railroad Festival (CCRFF) will start in September 2021, model layout tours will start Thursday 9/30/21, Saturday 10/2/21 at the SLO Railroad Museum, etc. This is all tentative, of course, but that's the plan right now.

## Calendar

**January 28 – 30, 2022** – Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA, Layout Design SIG, and Operations SIG. Save the dates! More details will be posted Fall 2021. The meet and all three days of layout tours are open to ALL, regardless of affiliation or membership. NMRA, PCR, LDSIG, OPSIG membership is NOT required! If you can't join us for the entire meet, at least come out and enjoy some truly wonderful layouts. Website for the January 30-31, 2021 SIG Meet TSG Multimedia's video of Bay Area Meet 2019. TSG video report of Live Crew Lounge Panel Discussion at 2020's meet (Starts at 0:49)

**March 5 & 6, 2022** - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, Golden Empire Historical & Modeling Society's Annual Model Train Show, Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA. • MAP Admission is \$x.00 for adults, kids 12 and under admitted free, when accompanied by a paying adult. Admission is good for both days. Approximately 100 vendor tables with model train supplies for sale and thousands of square feet of operating model trains on display. Contact info: (661) 331-6695; email: [carldw@aol.com](mailto:carldw@aol.com)

**April 21 – 24, 2022** - Return to the Redwoods 2022, PCR/NMRA Convention, Hosted by Redwood Empire Division. DoubleTree by Hilton Hotel Sonoma Wine Country, One Doubletree Drive, Rohnert Park, CA 94928.



**July 6 - 10, 2021** - Rails by the Bay, NMRA 2021 National Convention, now a five-day virtual event on Zoom.

*Continued on page 36*

# Calendar



For more details on these events go to the Calendar at the PCR web site.

For a list of monthly activities see page 37

## August 22 - 25, 2023 Texas Express 2023

Gaylord Texan Hotel, 1501 Gaylord Trail, Grapevine, TX



## PCR Membership Gauge

February 29, 2020—899

March 31, 2020—879

April 30, 2020—881

May 31, 2020—868

June 30, 2020—867

July 31, 2020—873

August 31, 2020—872

September 30, 2020—868

October 31, 2020—865

November 30, 2020—856

December 31, 2020—858

January 31, 2021—851

February 28, 2021—842

### In Memoriam

Member	City, State	Date Joined
<b>Daylight</b>		
Galen Casey (lifetime member)	Clovis CA	01/01/1978
<b>Coast</b>		
David Biondi	Fremont CA	01/01/1984
<b>Sierra</b>		
Robert Zellman (lifetime member)	Sacramento CA	01/01/1954
Eldon Mather (lifetime member)	Modesto, CA	01/01/1968
Clarke Harwood (lifetime member)	Yuba City, CA	01/01/1970
Roger Johnson (lifetime member)	Reno, NV	01/01/1973
Glenn Joesten (lifetime member)	Yreka, CA	01/01/1958

## Monthly Activities

First and Third Thursday - 7:00 PM / Siskiyou Model RR Club. / Currently meeting at member's homes. Info: Tom Brass, (530) 842-4921,

First Friday 7:30 PM / San Leandro Historical Railway Society (HO, O, G), Monthly meeting / 1302 Orchard Ave, San Leandro, CA / Club phone 510-569-2490 / Info: info@slhrs.org.

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

First Saturday 12:30 PM / European Train Enthusiasts (ETE) Sacramento Chapter (HO, HOm, N) 3600 J Street, Sacramento, CA. (entrance from 36th Street near East Sacramento YMCA). Social and HO layout running 12:30 to 2:00 PM, then program/show and tell, followed by 2:30 PM business meeting. / Contact: Dusan Petras (650) 300-9504 or Helmuth Nixdorf (916) 481-0991, e-mail: dusanpetras@aol.com / See the website for additional information: www.ete.org.

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

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

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

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

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

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

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

Second Saturday 3:00 - 6:00 PM / California Central Club (HO & HOm3) / Old Agnew Station, 4185 Bassett St, Santa Clara, CA / Subject to change, contacting us in advance of your visit is highly recommended at: ccmrc1961@gmail.com

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

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

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

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

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

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

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

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

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

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



**Alameda County Central Railroad Society**

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

Contact: Gary Lewis 925-455-8135

Email: [glgslewis@comcast.net](mailto:glgslewis@comcast.net)

Web: [www.pleasantonmodellrr.org/index.html](http://www.pleasantonmodellrr.org/index.html)

**Amador County Model Railroad Museum**

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

**Antioch Model Railroad Club**

The Black Diamond Lines is an HO Club located at 425 Fulton Shipyard Rd, Antioch. BDL has been in continuous operation since 1981. We meet Tues. & Fri., 7:00pm to 10:00pm. Formal Operating Session on the 3rd Friday of the Month, but visitors can always find trains running every club night. For more information, e-mail [info@blackdiamondlines.com](mailto:info@blackdiamondlines.com) or visit us on the web at [www.blackdiamondlines.com](http://www.blackdiamondlines.com) and we can be found on Facebook and YouTube.

**Bay Area Ntrak Model Railroad Club**

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

**Bay Area S Scalers**

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

**California Central Model RR Club**

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

**Carquinez Model Railroad Society**

HO Model Railroading on a Grand Scale! Can you imagine taking one real time hour to run an SP (or your favorite name) DCC train round trip from Oakland, through the Sierras to Sparks and back? Don't imagine, join us! Friday nights 7-10 (by appointment) at 645 Loring Dr, 2nd Floor, Crockett CA Call Weds 7-10 510-787-6703 or e mail anytime [loggingrr@aol.com](mailto:loggingrr@aol.com), [bob@bob2sell.com](mailto:bob@bob2sell.com) or [lambert5522@att.net](mailto:lambert5522@att.net)

**Coastal Valley Lines Model Railroad Club of Sonoma County, LTD**

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

Enjoy the  
fellow-  
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learning  
experi-  
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### Eel River Valley Model Railroaders

The Eel River Valley is an HO club with a NWP layout series of modules under construction. We meet Fri., 7:30 PM at the Humboldt County Fair Grounds Commercial Building, NW corner, Ferndale. Contact: Jack Jensen, 707-845-2823, 3313 Union St., Eureka, CA 95503 or Ron Plies, 208-229-7107, 12818 N. 11th Ave., Boise, ID 83714.

### Elsie

The Left Coast (Elsie) HOn30 group invites anyone interested to join us. We use existing standards for module construction but are not merely a modular group. Contact: Al Sandrini in Bakersfield, 661-664-8614 or Ken Lunders in Cupertino, 408-777-9572.

### European Train Enthusiasts

ETE ([www.ete.org](http://www.ete.org)) serves modelers, railway fans, related organizations, and the community through public venues, operating layouts, the annual convention EuroWest, the chapter newsletter, and the quarterly national journal, the *ETE Express*. ETE is open to all who have an interest in European railways, whether full size or scale model. The SF Bay Area Chapter meets the second Saturday of the month from 1-5pm in various locations around the bay. Contact BillKeaney (650) 355-7231 or [billkeaney@comcast.net](mailto:billkeaney@comcast.net).

### Golden Empire Historical & Modeling Society

Bakersfield GEHAMS, founded in 1987 and in their current location since March '94, is dual-scale with a 30' x 100' HO, and a 18' x 80' N based on SP's route from Bakersfield to Mojave with Tehachapi Loop. Though under construction, mainlines are in with monthly operations. Contact: Doug Wagner, 661-589-0391 email: [carldw@aol.com](mailto:carldw@aol.com) GEHAMS web: [www.gehams.org](http://www.gehams.org)

### Golden State Model Railroad Museum – East Bay Model Engineers Society

900-A Dornan Drive in Miller-Knox Regional Park at Point Richmond. Weekly public hours are on our website. To meet members, inquire about membership and behind the scenes tours come 1st & 2nd Friday evenings of the month between 7:30 and 10 PM.; behind the scenes tours also available most Wednesdays 11 AM to 3 PM. New members are welcomed in all Scales – O, HO and N, including narrow gauge and traction. For general information check the website or call (510) 234-4884 (recording); for membership inquiries call 1st or 2nd Fridays 8-10p.m. (510) 236-1913. For other information or to schedule special events, Email [info@gsmrm.org](mailto:info@gsmrm.org). Website: [www.gsmrm.org](http://www.gsmrm.org)

### Humboldt Bay & Eureka Model Railroad Club

The HB&EMRC meets at their clubhouse and layout at 10 West 7th St., Suite #C in Eureka, on Sat., 7:00 PM. Visitors are always welcome. Business meetings 1st Sat of month, 7:30 PM. Contact: David Berriman P.O. Box 915, Arcata, CA 95518 707-825-7689

### Monterey & Salinas Valley Railroad Museum

26 Station Place - Salinas, CA 93901  
The Monterey and Salinas Valley Railroad Museum is dedicated to creating & maintaining a Railroad Museum in Salinas with an emphasis on the historic, contemporary and future value of the Railroad to the Salinas Valley and Monterey Bay Regions, providing experiential educational opportunities for children of all ages enhancing the core curriculum and inspiring civic involvement in our communities.

Open first weekends of each month 10AM - 4PM  
831 789 8097

[www.msvrr.org](http://www.msvrr.org)  
[info@msvrr.org](mailto:info@msvrr.org)



**HAVE 50 MODEL RAILROADING CLINICS  
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Then, get that popcorn ready.

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**Napa Valley Model Railroad Historical Society**

Located at The Napa Valley Expo, (fairgrounds), 575 Third St., Napa, our railroad runs from Napa to Ukiah with off line connections to Stockton and Portland, has 700 feet of main line, and large classification yards at each end. The layout is never finished, as we are always rebuilding and improving! Era is 1940 to present. Member-owned rolling stock stresses reliability and realism. We meet Fri. 7:30 PM to 12, with formal runs the 2nd Fri. of the month. Info: John Rodgers 707-226-2985 E-mail: Napa-John@napanet.net Web: www.nvmrc.org

**Nn3 Alliance**

Our 700 members in nine countries model narrow gauge in "smaller scales". Nn3 describes 3', 3'6", and meter gauges, modeled in N or 2MM Scales. Our local portable exhibition layouts and modules regularly appear at conventions and shows. The Nn3 Handbook, 140 pages with 400 illustrations, covering all aspects of small scale narrow gauge, is available through the address on the website. Official mailing address: The Nn3 Alliance, PO Box 6652, Chesterfield, MO 63006 Web: www.Nn3.org  
<http://groups.yahoo.com/group/nn3/>

**Sacramento Model Railroad Historical Society**

Established in 1948, the SMRHS is located at 1990 Grand Ave., Sacramento. Modeled as the Sierra Central RR, both HO and HOn3 layouts. HO layout is being rebuilt to depict SP/WP prototype. Open Tues. and Fri. nights, 7:30 PM. Contact: 916-927-3618  
Email: d.megeath@comcast.net  
Web: www.smrhs.com

**Sacramento Modular Railroaders**

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

**Sacramento Valley Live Steam Railroad Museum (SVLSRM)**

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

**San Joaquin Valley Garden Railway Society**

The SJVGRS was founded in July of 1995 to promote the joy of building and operating Garden Railways. We have grown to over 70 families in the Central Valley, meeting monthly at members' homes to spend the afternoon sharing our hobby, weather permitting. Dues: \$25 a year for a family. Contact info: Richard Emerson 559-439-7173 E-mail: emerson.r@worldnet.att.net  
Web: <http://home.att.net/~sjvgrs/train/>

**San Joaquin Valley Toy Train Operators**

We are an all scale train club. We have members in scales from Z to G. Whether you are someone who likes to run toy trains in circles or model an exact date, railroad or scene or anything in between you are welcome. Everyone who likes trains is welcome. You don't need to own any trains. We have two portable layouts that we set-up at public locations. We have set them up at care facilities, Amtrak stations, train shows and other places. We also have outside club activities. We have gone on the train to Sacramento and the Sacramento Rail Museum. We've ridden the train at Railtown 1897 SHP and had a private tour there. Also we have visited home train layouts and will have many other activities in the future. Our meetings are at the Scouts Hall, 4717 Elm Street, Denair, CA at 1:30 PM (doors open at 12:30) on the first Sunday of each month. Holidays or other events can change that. We always get there by 1:00 PM to visit and see what others have brought to show. For more information please call Ed Cathcart at 209-479-4432

Enjoy the fellowship and learning experiences of a club near you

### San Leandro Historical Railway Society

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

### San Luis Obispo Model Railroad Association (SLOMRA)

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

### Silicon Valley Lines

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

### Siskiyou Model Railroad Club

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

### South Bay Historical Railroad Society

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

### Sonoma Short Line (SSL)

A group of model railroaders has formed a DCC, HO 100% NMRA club, Sonoma Short Line (SSL). The club is building a modular layout with a Sonoma County theme inspired by the period 1900-1950s. Private ops sessions and public shows are scheduled. SSL is looking for new members with skills in all aspects of model railroading and a desire to actively participate in the club. Contact Steve Lewis (707) 527-0396 or Steve Skold (707) 539-1782 for further information.

### South Coast Society of Model Engineers

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

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

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

### Tri-city Society of Model Engineers

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

Have you changed your address or other membership information?  
Notify Headquarters  
Email: [nmrahq@nmra.org](mailto:nmrahq@nmra.org)  
Phone: 423-892-2846 (8am—4pm ET)

**IMPORTANT !!!!**

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### Walnut Creek Model Railroad Society

The WCMRS located at 2751 Buena Vista Ave, Walnut Creek, is open to last Friday of the month from 8:00 to 10:00PM for operations. Fares are \$2.00 for 6-12 and seniors over 60 and \$3.00 for adults. Membership is always open to interested HO modelers. Contact: 925-937-1888 (recorder). Web: [www.WCMRS.org](http://www.WCMRS.org). "Like Us" on Facebook ([www.facebook.com/wcmrs](http://www.facebook.com/wcmrs)). Please refer to [www.wcmrs.org](http://www.wcmrs.org) for the dates and times of our Annual, Weekend and Friday evening shows.

### West Bay Model Railroad Association

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

Enjoy the fellowship and learning experiences of a club near you



## Web Announcement

By Gus Campagna,  
Manager, PCR  
Publications Department

New pages added to the Website. We are in the process of adding a page to display Layout Stories. We are seeking submissions from layout owners to tell the story of their layout.

Details are on the page about what we are looking for. Check out the Layout-stories page on

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

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

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

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

Just contact our editor, Chip Meriam, at:

[chipmeriam@comcast.net](mailto:chipmeriam@comcast.net)

We're looking forward to hearing from you!





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**It's the NMRA Partner Program!**

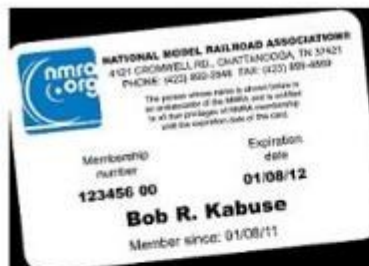
**Model railroad manufacturers are partnering with the NMRA to offer discounts to NMRA members.**

**Current members log in to [www.nmra.org](http://www.nmra.org). At the Members Menu, go to the NMRA Partnership Page to see who's on the list, discounts offered, and how to order. New Partners are coming on board every month, so check back often.**

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