

PACIFIC SOUTHWEST REGION DISPATCH

NATIONAL MODEL RAILROAD ASSOCIATION



Best of Show and the President's Award: *PL Boat Works*, by Pete Leach — one of 32 entries in the Celebration Room at All Aboard for 2026. Results on page 38.

REGION CONVENTION

PAGE 35

ALL ABOARD FOR 2026: SAN DIEGO IN REVIEW

Clinics, a backdrop-painting class, Shotgun Tom Kelly on the mic and a reception at the San Diego Model Railroad Museum. Tim Foote on what went well — and how the next conventions could cost less.

32

CELEBRATION ROOM
ENTRIES

847

REGION MEMBERS

P. 9 Marshall Wales receives the NMRA President's Award.

P. 30 Joel Morse builds a fly-fishing scene on the NYO&W.

P. 25 Gary Stenberg reads the convention survey.



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MASTHEAD

Editor · Frank Kenny

Next copy due · November 15, 2026

Submit articles and photos to
PSRDispatch@PSRNMRA.org

Plan ahead. The next Region convention, the Arizona Limited 2027, runs September 29 – October 3, 2027, in Mesa. Registration is open now. See the Arizona section info inside.



PACIFIC SOUTHWEST REGION



REGION DIRECTORY

OFFICERS, DIVISION DIRECTORS & COMMITTEE CHAIRS

IN EVERY ISSUE

OFFICERS OF THE CORPORATION

OFFICERS & THE FOUR DIVISION DIRECTORS ARE THE VOTING MEMBERS OF THE BOARD

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192 members



SAN DIEGO

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136 members

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Karie Neely

Officer addresses follow the pattern above at psrnmra.org; the full list is posted on the Region website.



MUCH LIKE A MODEL RAILROAD, NEVER FINISHED

Welcome to the new *PSR Dispatch*. The new format now includes information and articles for the Region as well as each Division. Your leadership wants to reach as many people as possible with as much information as possible about all the model railroading happening in the Region as a whole, so you can participate as much as you like.

As the format continues to evolve, expect to see more changes. Not only are we increasing the amount of content, we are also increasing the number of issues you will receive from four to six times per year. As you can see, there is a lot going on in the Region as a whole. There is no shortage of opportunities for involvement or volunteerism. All you gotta do is ask someone!

We also invite advertisers, and those pages will be located toward the end of the *PSR Dispatch*. Some of them are clickable and will take you to

their website. If you would like to advertise your business, please reach out to your Division leadership. You will find their information in the Division sections.

I hope you enjoy the new *PSR Dispatch*. Each subsequent issue will get better as I work out the kinks. Much like a model railroad, it seems the *PSR Dispatch* is never finished! As always, please send me your comments, good and bad. This is your publication and I want you to enjoy reading and contributing. I received 43 submissions for this edition of the *PSR Dispatch*, so there was much to edit. Close to 1,000 editing items!! That said, I request your contributions! If you have something to contribute, please check the publication dates in the "Get Published in the PSR Dispatch" section so your submission makes the next issue.

THIS IS YOUR PUBLICATION AND I WANT YOU TO ENJOY READING AND CONTRIBUTING.

NEXT ISSUE COPY DUE

NOVEMBER 15, 2026

WRITE TO THE EDITOR

PSRDispatch@PSRNMRA.org

ANOTHER TERM, THE SAME THREE GOALS

**JOEL MORSE**

PRESIDENT, PACIFIC SOUTHWEST REGION — RE-ELECTED FOR ANOTHER TWO-YEAR TERM



As you probably know, I have been re-elected PSR President and will be serving another two-year term. The goals of this next term are the same goals I set out during my initial term as President: increase the value of your PSR/NMRA membership; encourage and support the Divisions in their efforts on your behalf; and increase membership and membership retention efforts. This next term will allow me the opportunity to continue improving on the progress we have already made towards achieving these goals.

To improve the dissemination of information of interest to the membership, Divisions will now be using MailChimp to inform all PSR members of upcoming events at each Division, to provide members with more opportunities to participate. Please be sure to open all emails sent to you from the Region and your Division to keep informed about upcoming events.

Additionally, to widely share information across the Divisions, the *PSR Dispatch* will be published every other month and will contain more Division event news, modeling information and other items of interest to the membership. Division newsletters

will continue to focus on Division events, articles and information, but a portion of that information will also appear in the *PSR Dispatch*. You will likely notice the new look of the *PSR Dispatch*, and a renewed interest in receiving your input.

Finally, last month a survey went out to the PSR membership with questions primarily pertaining to the format of Regional Conventions. While the number of members who returned the survey was relatively low, the responses received were provided to the PSR Board, reviewed in detail and found to be very enlightening. During the PSR Board meeting the survey results were discussed, and in response a committee has been formed to review the format of Regional Conventions and identify potential changes to make future conventions more accessible and affordable to the membership.

A quick note of thanks and congratulations to the Host Committee of the "All Aboard for 2026" convention! While attendance wasn't as high as we would have liked, those of us who attended enjoyed an excellent convention!

WATCH YOUR INBOX

Divisions will now use MailChimp to tell every PSR member about upcoming events. Please open the emails sent to you from the Region and your Division so you are up to date on the Region happenings.



INDUSTRY TOURS, AND A 2028 CONVENTION

**FRANK KENNY**

VICE PRESIDENT, PACIFIC SOUTHWEST REGION — NOW IN THE THIRD YEAR



Wow, it's amazing how two years have flown by as the PSR VP, and now a third is upon me. I'll be brief here, as there is plenty of good stuff to read in this issue. In my Editor column I wrote about the new *PSR Dispatch* and I hope you like this new format.

And, something I'm really excited about and want to tell you about is the new Industry Tours events I'll be organizing across the Region! The first one is close to home for me so I can perfect the idea. It will be at Ganahl Lumber in Torrance, CA, on December 19. It's a FREE event; there is a charge,

but you can get that money back. See the details inside. I think this will be a really awesome recurring event and something that everyone in the Region can enjoy, as we will be doing it all over the Region. If you know of an industry that would be a candidate for a tour, please let me know.

Lastly, I volunteered to chair the 2028 Los Angeles Division Convention. (I did???) And my lovely co-chair is none other than Pat Raymer. I think you've heard of him. More on 2028 in the next issue.

With that, I'll let you get to enjoying the rest of this packed *PSR Dispatch*!

THE CONVENTION LADDER

Two Divisions carry the next two Region conventions. Each is at a different stage of readiness, and both are actively recruiting. Wanna help?

YEAR	HOST	VENUE	STATUS
2027	Arizona	Sheraton, Mesa — "The Arizona Limited"	Venue secured; Register NOW to get the best deal!
2028	Los Angeles	Dates and Venue to be announced	Chair: Frank Kenny · Co-chair: Pat Raymer

Both conventions above need volunteers, and so does this newsletter. Service to the Region counts toward the NMRA Achievement Program at the upper-division level — an article in the *PSR Dispatch* earns credits toward your MMR.



MEMBERSHIP & TREASURY

REPORTS FOR THE QUARTER ENDING AUGUST 31, 2026

RUDY SPANO · JOHN MCGREEVY

MEMBERSHIP REPORT

I hope everyone had a great time in San Diego at the PSR Convention, All Aboard for 2026. Be sure to register for next fall's convention in Mesa, Arizona, the Arizona Limited 2027 — the website is up and registration is open now.

The NMRA has reduced the annual basic membership fee from \$68 to \$50. I hope you will take advantage of the new rate to renew, and share it with fellow modelers who are not yet members. It is a great bargain for all the benefits and resources the NMRA provides.

Our numbers are down from last year. As of August 2026, Regional membership stood at 847, compared with 898 in August 2025 — fifty-one fewer.

Thanks to all the membership chairs and members who are working to sign up new members and keep our Region strong.

847

MEMBERS, AUGUST
2026

-51

YEAR ON YEAR (898)

DIVISION	MEMBERS
Arizona	283
Cajon	236
Los Angeles	192
San Diego	136
Region total	847

— RUDY SPANO, MEMBER SERVICES

TREASURER'S REPORT

There were no receipts or deposits for the period June 1 through August 31, 2026. The Region distributed the \$800.00 received from National in the previous quarter for membership rebates. This reversal of revenue reported in the previous quarter results in an \$800.00 expenditure this quarter. National pays \$1.00 per member twice a year, based on each Division's membership; no payment is made for Family, Rail Pass or Student members.

Other expenditures totaled \$912.77. We paid \$584.81 to Cypress Engraving for 18 name badges for Directors and Membership Chairs, and \$157.02 to Cypress Engraving for plaques used on awards given at the regional convention in September. There were two payments of \$35.97 to InMotion for one-year domain registrations, one each for the Cajon and San Diego Divisions; the Region and Los Angeles Division were paid in June. A review of prior years shows the Region has paid for the Divisions' domains since at least 2024. Finally, \$99.00 went to Election Buddy for the election of President and Vice President.

Cash expenditures for the period were \$912.77 for the expenses noted above. The online bank statement shows a balance of \$29,413.19 on August 31, 2026. There was no change in the Hobo Account, which remains at \$714.88.

REGION CASH	BALANCE
May 31, 2026	\$31,125.96
August 31, 2026	\$29,413.19
Change this period	– \$912.77

REBATES DISTRIBUTED	AMOUNT
Arizona	\$259.00
Cajon	\$221.00
Los Angeles	\$192.00
San Diego	\$128.00
Total	\$800.00

Hobo Account unchanged at \$714.88. — JOHN MCGREEVY, TREASURER



NEWS FROM NATIONAL



JOEL MORSE

PRESIDENT, PACIFIC SOUTHWEST REGION



The NMRA National Board of Directors held a meeting during the National Convention in Chattanooga and passed several resolutions that you will want to be aware of:

Dues: As of September 1, annual dues with the digital *NMRA Magazine* are reduced to \$50.00. Dues with the printed magazine are \$74.00.

Achievement Program: A new AP Certificate, Modular Model, recognizes integrated modeling skills in modular railroading.

Standards and Conformance: Four Technical Standards were adopted (new or modified): 1) S-9.1.16 E24 Decoders; 2) S-3.2 Track Standards Scale & S-4.2 Wheels Standard Scale; 3) S-9.1 DCC Electrical Standards; and 4) RP-2 Standard Gauges.

Future National Conventions: 2027 Tacoma, Washington; 2028 Rochester, New York.

REGION

FROM THE HISTORIAN: PRESERVING HISTORY, RECOGNIZING OUR MEMBERS

BRIAN NEELY · HISTORIAN, PACIFIC SOUTHWEST REGION

The recent PSR San Diego Regional Convention was a wonderful opportunity to celebrate our hobby, recognize the dedication of our members, and continue preserving the history of model railroading throughout the Pacific Southwest Region.

We extend our sincere thanks to Greg and Lillian Tomey of Santa Clarita Railroad for their gracious donation of a ProPak of mixed HO and N scale trays. The trays will safely house and protect the Convention Historical Cars, preserving these special pieces of our hobby for future conventions and for generations of model railroad enthusiasts to enjoy.

We truly appreciate Greg and Lillian's generosity and their continued support of our organization and its historical collection.

RECOGNIZING OUR MEMBERS OF THE YEAR

The convention also provided an opportunity to recognize members from throughout the Pacific Southwest Region for their contributions, dedication, and service to their Divisions and the Region.

2026 MEMBERS OF THE YEAR

Pacific Southwest Region	Carl Heimberger
Arizona Division	Steven Drees
Cajon Division	Kurt Matthews
Los Angeles Division	Mark Fischer
San Diego Division	Ryan Di Fede

2025 MEMBERS OF THE YEAR

Pacific Southwest Region	Pat Raymer
Arizona Division	Craig Carnell
Cajon Division	Paul Stoner
Los Angeles Division	Ron Varnell
San Diego Division	Wayne Pierce

Congratulations also to **Marshall Wales** of the Arizona Division, recipient of the NMRA President's Award. (see below)

Please join us in congratulating all of our 2025 and 2026 award recipients and thanking them for their dedication, service, and continued support of the NMRA and the Pacific Southwest Region. The time and effort our members, volunteers and leaders contribute is an important part of what keeps our Divisions active and our hobby moving forward.



THE NMRA PRESIDENT'S AWARD

MARSHALL WALES, 2026 RECIPIENT

JOEL MORSE · PRESIDENT, PACIFIC SOUTHWEST REGION



Marshall Wales, PSR Webmaster.

PSR Webmaster Marshall Wales is the 2026 recipient of the NMRA President's Award. Trained as a software engineer, Marshall began creating websites for the two clubs mentioned below and currently serves as the PSR Webmaster and Email Tzar. Marshall has built websites for the AZ Division, the Pacific Southwest Region, the last two Arizona Division-hosted PSR Regional Conventions and the PSR-hosted 2024 NMRA National Convention in Long Beach, CA, and continues to assist Divisions with their websites as needed.

Marshall's interest in trains began when he was about 12 years old, when he built his first steam locomotive from a white metal kit and added a couple of cars and a caboose. He built his first layout to fit under his single bed, and of course, his handiwork was always displayed under the Christmas tree. Although he never lost interest in trains, the hobby took a back seat to a stint in the U.S. Army, then college and starting his career.



NMRA President's Award for Service to the Division, presented August 1, 2026, by NMRA President Gordy Robinson, MMR.

His first job landed him at Xerox Corp. in Rochester, N.Y., where he was able to renew his interest in the hobby and, along with other modelers, created the Iron Horse Model Railroad Club. The club built a large DC cab-control layout (1970 era, with hand-laid track and turnouts). It was around this time that he first joined the NMRA and began attending conventions.

A corporate move resulted in Marshall and his wife Gail moving to Plano, TX, where they bought a house and Marshall began to build an HO layout in the spare bedroom. This layout got through the benchwork and track laying and ran trains, but never got to scenery. Unfortunately, Marshall's wife Gail passed away; Marshall sold the house and followed the company to El Segundo, CA, where in 1975 he married his second wife, Brenda.

Once again, his job took precedence and his model railroading remained in storage boxes for a number of years. When Marshall took early retirement after 28 years at Xerox, he and Brenda moved to Peoria, AZ, and at Brenda's suggestion he started back into the hobby. Marshall joined the Arizona Model Railroad Historical Society in the early days of DCC and eventually joined the Scottsdale Model Railroad Historical Society.



He built another spare-bedroom-sized HO layout, which was mostly completed when he and Brenda sold their house and moved into an independent living facility in 2023.

Congratulations to Marshall, and thank you for your contributions to the success of the Arizona Division and the PSR!

PLUS ONE PROGRAM

OFF THE RAILS IN SAN DIEGO

KARIE NEELY · PLUS ONE CHAIR, PACIFIC SOUTHWEST REGION

Hi everyone! I wanted to share a little recap of the wonderful non-rail activities we enjoyed at the PSR Convention this year in San Diego.

Our first event was a lovely morning tea held in one of the suites. Seven ladies attended, and it was such a nice opportunity to relax, visit, and enjoy some time together. Each lady received a beautiful teacup and saucer to keep as a special memento of the morning. We also had a fun gift exchange where the ladies could "steal" a present from one another. There was plenty of laughter and friendly competition as everyone tried to end up with a gift they loved!

For our second event, we took the local trolley into the Gaslamp Quarter. Only three ladies were able to join us, but we certainly made the most of our little adventure! We had lunch at Meze Fusion, a Greek fusion restaurant, and the food was delicious — especially nice after the Mexican and Italian restaurants we had been frequenting. The trolley ride itself was quite an experience, with some of the local culture and sights along the way. It was a great way to see a little more of San Diego together.

Our third event was on Friday, when we taught the ladies how to paint sealed ceramic pots. Three ladies attended, and each painted two pots. It was a fun and creative activity, and everyone enjoyed making something of their own to take home.

We really enjoyed putting these activities together and creating opportunities for the ladies to get together, have some fun, and enjoy each other's company outside of the rail activities. Thank you to everyone who participated and helped make these events so much fun.

We are always looking for new and creative non-rail activities. If you have enjoyed an activity in the past, or have an idea you think would be fun, please share it with us — we look forward to seeing what adventures we can come up with next!

DONATIONS

A BIG THANK YOU TO OUR GENEROUS SPONSORS

BRIAN NEELY · DONATIONS, PACIFIC SOUTHWEST REGION

The PSR San Diego Regional Convention extends a very big thank you to Greg and Lillian Tomey of Santa Clarita Railroad for their generous support of this year's convention.

Santa Clarita Railroad donated two ProPaks, one in N scale and one in HO. One was raffled off during the Hobo Auction, and the other was offered in a silent auction at Saturday evening's banquet. They also donated a Handy Holder in each of the four main scales for the Hobo Auction, providing some outstanding items for attendees and helping make the auction a tremendous success.

Santa Clarita Railroad is also an NMRA Partner Company, and we greatly appreciate their continued support of the model railroad community and the PSR.

A SPECIAL THANK YOU TO THE CAJON DIVISION

We also recognize the Cajon Division for its incredible generosity in donating more than 100 items to the Hobo Auction. That contribution, along with Santa Clarita Railroad's and everyone else's, truly made the event a hit.



We also thank the sponsors who support the PSR year after year: Arnie's Model Trains, RailMaster Hobbies, Reed's Hobby Shop and Model Train Solutions. Their steady backing of our conventions and this publication helps keep the hobby going strong across the Region.

Thank you to everyone who donated items for the convention. Whether you gave one item or many, your generosity was greatly appreciated. Events like the Hobo Auction succeed because of the support of our members, Divisions, companies, and friends throughout the model railroad community.

As always, we are looking for donations for upcoming conventions. They help us create exciting events and activities for attendees while supporting the continued success of the PSR. We look forward to seeing everyone at the next PSR Regional Convention in Mesa, Arizona!

The inventory of items for events and activities has been completely depleted. If you have model railroad items, memorabilia, or other things you would like to donate, please consider supporting your Division. Every donation helps it continue providing activities and opportunities for members.

OPERATIONS · DAYLIGHT DIVISION, PCR · AUGUST 29

OPERATING GARY SIEGEL'S L&N EASTERN KENTUCKY DIVISION

JOHN MCGREEVY · TREASURER, PACIFIC SOUTHWEST REGION



Larry Young and Molly McGreevy at the L&N's coal yard.

On Saturday, August 29, the Daylight Division of the Pacific Coast Region (PCR), in conjunction with OPSIG, hosted an operating session on the L&N. This was preceded by an hour-long clinic given by OPSIG board member Al Daumann. The clinic had been promoted through emails sent to PCR members and those following the PCR's activities. The event was well attended, with approximately 25 people participating.

While most attendees hailed from the greater Santa Barbara area, others traveled from the San Joaquin Valley and also from PSR territory. The drive from Simi Valley was just over an hour and proved to be well worth it for my wife, Molly, and me.



The coal tipple.

Al, assisted by Bruce Morden, gave a comprehensive overview of model train operations. He managed to have something interesting for everyone, from beginners to advanced operators. The L&N layout was described briefly, including its purpose and operating possibilities. Then beginners were paired with those with previous L&N experience and assigned to various roles. There were 10 jobs, including dispatch, yards and road crews. I drew the "Mole" job. The Mole is essentially the hidden yard tracks representing "beyond the layout." Mostly, I was able to observe what goes on with a well-designed layout in the hands of seasoned operators. For the most part, things ran smoothly; when something came up, it was quickly corrected.



The team was especially adept at finding the source of short circuits. Trackage that is out of sight is accessible by lift-out scenery or crawl spaces designed for such access.

The layout is controlled by an EasyDCC system with plug-in walkaround controllers. The operating signals make life easier for the road crews. As Bruce explained, "If you see a red light you stop; if you get a green you can go." Our session didn't use the

timetable and fast clock normally used by the regulars. We did use car cards and waybills to prepare our trains for movement.

It was a great day. We learned something, we had fun operating a beautiful layout, and we enjoyed the company of all gathered. They even fed us lunch! Thanks to Gary Siegel for his incredible creation and his hospitality. Thanks to the Daylight Division and OPSIG. Special thanks to Al Daumann, Bruce Morden and Larry Young for organizing the event!



Left: The track plan and Timetable No. 113A, Hazard and Ashlan. Right: A loaded coal drag passes a signal.

GET PUBLISHED IN THE DISPATCH

TELL US WHAT YOU ARE UP TO IN AN ARTICLE!

SUBMISSIONS · DEADLINES

WHAT WE WANT

KIND	LENGTH / GENERAL REQUEST
Feature	900–1,200 words on one project, problem or decision
Layout tour	Two to four photos and 200 words. Unfinished welcome
Division report	250 words from the Director...Ok to add a photo(s)
Member spotlight	One or two per Division, per issue
Event	Four lines: Event name, date, city, contact info

PUBLICATION DATES

ISSUE	COPY DUE	EMAILED
Winter 2026 · No. 4	Nov 15	Dec 15
February 2027 · No. 1	Jan 15	Feb 15
April 2027 · No. 2	Mar 15	Apr 15
June 2027 · No. 3	May 15	Jun 15
August 2027 · No. 4	Jul 15	Aug 15
October 2027 · No. 5	Sep 15	Oct 15
December 2027 · No. 6	Nov 15	Dec 15

The editor cuts for length and fixes spelling, does not rewrite your voice. If you have time sensitive information to provide, please heed these dates.

HOW TO USE QR CODES

I'm often asked what a QR code is and how to use it. I use them a lot in my business and I thought you'd like to know yourself.

You will start seeing small printed squares like the one at right in the *PSR Dispatch*. A QR code is just a web address in a form a phone camera can read, and it saves you typing a registration link or a video address by hand. Point your phone's camera at the square, hold still a second, and tap the link that appears on your phone screen — no app to install on any phone sold in the last several years.

Where we expect to use them: convention and meet registration, clinic handouts and video clinics, layout tour maps and directions, the Region and Division calendars, advertiser websites, etc.

The code at right goes to a two-minute walk-through from Apple Support on scanning a code with a phone camera; Android phones work the same way. If you would rather not use a phone at all, you will not miss anything: **every QR code in the PSR Dispatch prints its plain web address underneath it**, so anything reachable by scanning is also reachable by typing, although typing the web address is much more complicated.



Scan for Apple Support's two-minute walkthrough.

youtube.com/watch?v=CC2TOq3rGVY

READ THE PSR DISPATCH ONLINE

Every issue of the *PSR Dispatch* is also posted on the Pacific Southwest Region website. If you would rather read it there, or want to share it with a friend, visit psrnmra.org.

WHERE PSR DISPATCH ARTICLES COUNT

Articles in a Division newsletter earn lower-division AP credit; articles in the *PSR Dispatch* earn upper-division credit. Scale drawings and published photographs count too. Just don't submit the same piece to several publications at once.



NMRA REGIONAL INDUSTRY TOUR

GANAHL LUMBER • TORRANCE, CALIFORNIA

AT LEAST ONE TOUR EVERY ISSUE
BEHIND THE SCENES AT THE INDUSTRIES WE MODEL



NEXT TOUR

GANAHL LUMBER

Torrance, California

SATURDAY, DECEMBER 19

9:00 A.M.

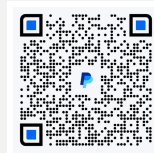
A working lumber operation, seen from the inside — the kind of industry that sits at the end of a spur on most layouts in the Region. **Space is limited.** A no-host lunch follows for anyone who wants to join.

WHAT IT COSTS

Registration	\$25
Refunded when you show up	-\$20
Bring a non-NMRA guest	-\$5

YOUR TOTAL COST **FREE**

HOW TO REGISTER - Simply use one of the QR codes for PayPal or Zelle. If you don't use either service, contact Frank Kenny at CPRXmodelRR@gmail.com. Bring a guest who is not an NMRA member and the tour costs you nothing. It is the cheapest introduction to the hobby we have. Know a rail-served industry that would host us — a transload facility, a cement plant, a shortline shop, a working dock? Write to PSRDispatch@PSRNMRA.org and we will arrange the visit. Can be anywhere in the PSR Region!



PAYPAL



ZELLE

Scan from your bank app

The firm's president, Mark Ganahl, told the *Daily Breeze* in 2017 that 75% of the company's sales were going to construction firms building upscale homes in the South Bay and on the Westside. A need for a centralized South Bay location had become a necessity.

After two years of searching for a suitable site, Ganahl in 2015 announced plans to build its new Torrance location at 2600 Del Amo Blvd., between Maple and Crenshaw avenues, a stretch of roadway built in 2012 to connect Del Amo to Crenshaw.

The new 18-acre lumberyard included an 86,000-square-foot building supply store, 40,500-square-foot lumber storage shed and 12,700-square-foot lumber milling shed on land that formerly was part of the Torrance Dow Chemical plant.

Ganahl also built a 775-foot-long rail spur connecting the yard to a nearby train line to facilitate its lumber deliveries and reduce the number of trucks needed to make them.

It opened for business on Aug. 4, 2017. Most of its customers are builders and contractors, though the company also serves retail consumers.

Ganahl now operates eleven lumber yards throughout Southern California after adding its first San Fernando Valley location with its 2022 acquisition of Northridge Lumber.

In addition to Torrance, Ganahl's other locations are in Anaheim, Buena Park, Capistrano Beach, Corona, Costa Mesa, Laguna Beach, Lake Forest, Los Alamitos and Pasadena.





LOS ANGELES DIVISION

DIVISION LEADERSHIP

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OPEN POSITIONS: Members' Services Chair · Events Scheduling · Assistant Webmaster · Contests/Achievement Program Chair · Division Historian · Non-Rail Coordinator. Interested? Contact superintendent@ladiv-nmra.org.

**PAT RAYMER**

DIRECTOR, LOS ANGELES DIVISION

"BACK IN THE SADDLE AGAIN"

Greetings fellow PSR members!

As many of you may remember, many moons ago I served as Director of the L.A. Division. I am once again back in the saddle as Director, completing Vic Cavalli's term. Due to unforeseen circumstances, Vic was unable to continue in the position, so you might say I am "interim Director". I would like to thank Vic for his service to the Division over the past years. I would also like to thank the L.A. Division members who voted in the Director election. Even though it was a one horse race (as is so common in our Division and Region elections), your participation demonstrates an interest in the Division and its governance. Personally, this encourages me to go forward and improve the Division and the value we offer our members.

And so, Mona and I headed to the "All Aboard For 2026" PSR Regional Convention in San Diego with me now representing the LA Div. as the Director. The Board of Directors meeting was very productive, and we covered a lot of business. There were great clinics, the Hobo breakfast, swap meet, Hobo Auction, non-rail activities, Celebration of Models, and awards. Some of us even got to be radio personalities for a moment! Shotgun Tom Kelly of Sirius Satellite Radio interviewed a number of attendees for his 60's Gold show. Some photos of the convention should appear in this issue. We had a fabulous time, and if you missed it, you missed a good one.

One very important subject garnered a lot of discussion, that of the cost and structure of future conventions. L.A. Division is slated to host the 2028 PSR Regional Convention. We are taking a hard look at how to make this more affordable and accessible for our members. We have formed a core convention committee, with PSR Vice President Frank Kenny chairing the effort. We are seeking volunteers at all levels to assist with this production. If you have an interest in helping, please reach out to us. Remember, all volunteer time for the convention accrues time credits at the regional level. This could easily earn you a Certificate of Achievement as association volunteer. The sooner you step up, the more time credits you will earn. There will be much more regarding the convention coming soon, so please follow along with our progress.



John and Molly McGreevy chat with Shotgun Tom Kelly on his Sirius XM 60's Gold radio show.



One last note before I sign off. After returning from San Diego, Mona and I stopped by to visit Fred Hill at the Original Whistle Stop in Pasadena. He was forced to move from the Colorado Blvd. property he has inhabited for decades due to an exorbitant attempt at a rent increase. His new location is just around the corner at 23 N. Altadena Dr. Although smaller in square footage, he still has an impressive amount of stock on hand. If you wonder what will become of the iconic neon sign at the previous location, it is being donated to the Museum of Neon Art.

That's all for now, but there is much more to come!

See you down the line,
Pat

SURLINER CARS

HO and N scale SurfLiner convention cars remain available at \$15 each, down from \$30 at the convention, with a convention pin included. Contact director@ladiv-nmra.org.

MINI GROUPS

Four neighborhood groups meet regularly: the County Line Crew (Whittier to Brea), Claremont, Ventura, and North LA County. No group nearby? The Division will help find members in your area and start one.

MEMBER TO MEMBER

HELPING A FELLOW MODEL RAILROADER: BOB DEMOSS GETS A LAYOUT

JEFF SMITH · LA DIVISION SUPERINTENDENT; OWNER, RAILMASTER HOBBIES, BELLFLOWER



Bob DeMoss, seated, with his layout up and running and the friends who made it happen. **Story continues on page 17.**



Sometimes model railroading is more than trains, track, scenery and operations. Sometimes it is about helping a friend and doing something that really makes a difference.

Bob DeMoss has been in the hobby for many years. He is a former board member of the NMRA Los Angeles Division and is still a member today. Bob has always wanted a layout, but as he has gotten older, building and setting one up has become much more difficult. As Superintendent, I knew I had to do something for Bob. He has given many years to the hobby and to the Division, and I wanted to help him enjoy model railroading again.



Bob celebrates the day.

One day while I was visiting, Bob mentioned he had a layout stored along the side of his house and wanted me to have it. That got me thinking: instead of taking the layout, maybe we could fix it up and get it running again for Bob. That is where everything started.

Our friend Steve picked up the layout, took it to his house, and added legs so it could be set up properly. I went over later and we cleaned it, checked the track, and made sure everything was working. Then on a Sunday after I closed RailMaster Hobbies, our friend John and I picked it up at Steve's, took it to Bob's house, and set it up in his living room. I donated a Santa Fe locomotive and some freight cars so Bob would have a train to run, and we tested it one more time.

Then Bob's caregiver brought him into the room. The look on his face was amazing. He was so happy to see the layout set up and a train running again, and that made all the work worth it. With my wife, Leticia, and our friends John and Steve, we really made Bob's day.

To me, this is what the NMRA and the Los Angeles Division are all about. It is not just meetings, layouts, trains and operations; it is helping other model railroaders and being there for each other. Sometimes the best part of model railroading is not the trains. It is the people.

SOMETIMES THE BEST PART OF MODEL RAILROADING IS NOT THE TRAINS. IT IS THE PEOPLE.

— JEFF SMITH

A LAYOUT IS NEVER FINISHED

JEFF TRRAINTIME

THE MILWAUKEE ROAD, NORTHERN DIVISION



The saying goes that "a layout is never finished." Since Jack Miller and I put down the final scenery on the Northern Division of the Milwaukee Road, we have been putting that maxim to the test.

The fun part is that a finished layout shows you how much you have learned. You see things you could do so much better today than when you were hurrying to make progress the first time around, and we have enjoyed finding those opportunities. But after 15 years of living with things you know you could have done better, some of those discoveries are harder to face — and considerably less enjoyable.

When I started this expanded layout, I imposed some financial constraints that have since proved misguided. Filling a 13-by-25-foot space takes a lot of track and a lot of turnouts, and even 15 years ago turnouts were expensive, particularly with specific curvature and space requirements. Despite reading a *Model Railroader* article called "Bullet Proof Track Work" and vowing to follow its advice, I cheated. I had acquired a number of Shinohara turnouts at swap meets, and instead of using DCC-ready turnouts as recommended, I decided I could make these old — and cheap — switches work.

As the years passed, my excitement at demonstrating one of my Hiawathas majestically departing the Everett St. depot was repeatedly spoiled by a dead

rail or a derailment. The dollars I had saved on turnouts no longer seemed quite so clever. So, alongside the enjoyable improvements, there have been some frustrating projects: replacing the turnouts leading to the Oshkosh yard, those out of Everett St., and most recently the entire yard at Portage.

Unlike improving an old structure or adding fresh trees to a scene that has dried up a little, replacing track work is anything but simple. It means pulling up track, including the ballast you painstakingly laid, and the feeders you carefully soldered to each section suddenly become obstacles. Worst of all, after 15 years, finding DCC-ready turnouts that match the geometry of the old ones can be nearly impossible. Tortoise machines may need relocating and rewiring, and unless you want to pull up several feet of siding, space may force some decidedly unsightly bends to reach a radius your cars can negotiate.

All of this is to say that I plead guilty to a shopping penchant shared by many of us dreaming of a someday layout. On each trip to the hobby shop we find a car or locomotive we are certain we will want on that future railroad, filling closets with models still in their boxes. I wish I had passed on some of those.

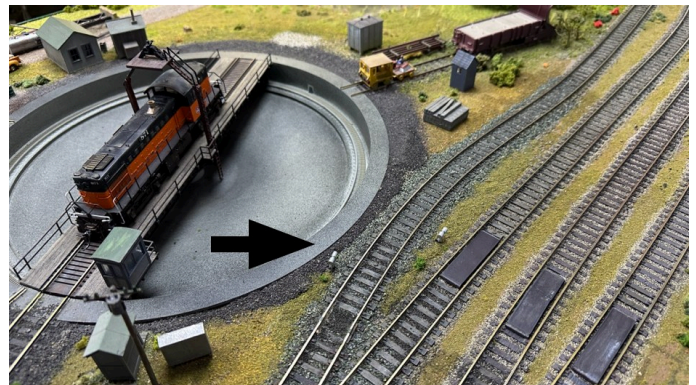
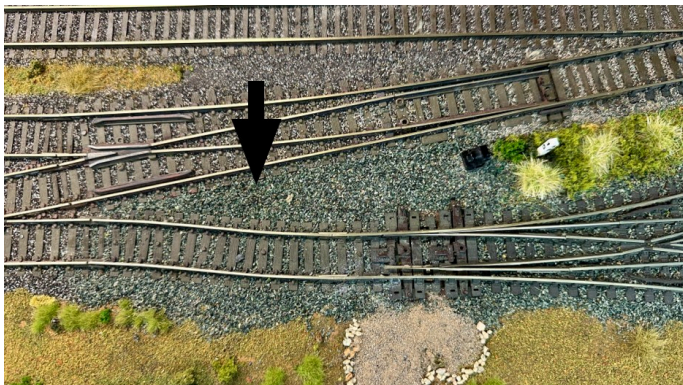


Many have since gone on eBay or at swap meets at a substantial loss — dollars better invested in building the railroad itself, much as James J. Hill and Edward H. Harriman built railroads rather than simply collecting equipment.

Back to Portage. With the old track work torn up and the turnouts replaced, I could return to the more enjoyable work of improving the never-to-be-finished layout. The original yard was poorly designed and hard to switch, and locomotives would stall on the unreliable turnouts in the unreachable space behind the roundhouse. The new configuration let me build a straight ladder yard that makes building and breaking up trains much easier.

Fifteen years ago I was only beginning to understand modern electronics and DCC, so while the yard was torn up, why not use what I have learned since? I added a Tam Valley Hex Frog Juicer. The turnouts, once thrown with toggle switches, now run from my throttle through an NCE Switch-8, and an NCE Mini Panel lets push buttons on the fascia line up the route to each yard track automatically.

A little scenery touch-up and a bit more weathering on the roundhouse and other structures, and I have a fresh new yard at Portage. Now it is on to refreshing another segment of the never-finished layout — hopefully one that will not involve standing on a tiny stool inside a helix for days!



Left: The rebuilt yard at Portage. Photo: Jeff Taintime. Right: One of the "decidedly unsightly bends" needed to match new turnout geometry. Photo: Jeff Taintime.

GROUP 160 AT THE TEHACHAPI TRAIN SHOW

WAYNE LAWSON

GROUP 160 N SCALE CLUB (GROUP 160 NTRAK) • AUGUST 15-16, TEHACHAPI EDUCATION CENTER



The Tehachapi Train Show was held Saturday, August 15 and Sunday, August 16, sponsored by the Tehachapi Loop Railroad Club at the Tehachapi Education Center in town. Admission was free, though donations were certainly welcomed. Exhibitors displayed a variety of operating layouts, and vendors offered model trains, accessories and railroad-related items for sale.

For the show, our group set up a 20' x 28' DCC operating modular layout with a staging yard extending into its center. The club-owned modules are modeled primarily after the Pacific Northwest, with a few others reflecting members' interests — including a Southern California orange grove and a unique tornado module. Its operating rotating tornado descends out of a cloud, traverses the module and disappears back into the cloud, with sound and lightning effects. It was a real crowd pleaser.

Also on display were an impressively detailed large Z scale DCC layout from Southern California, a large O scale DCC layout sponsored by the Tehachapi Loop Railroad Club, and a few small vendor and home layouts. Attendees were entertained by the sight, roar and ground vibration of full-size trains passing frequently on the BNSF/UP main line just outside the exhibit hall.

During the show a few of our members visited the Tehachapi Depot Railroad Museum, well worth the stop on your way to train watching at the Tehachapi Loop.

April's show drew about 500 visitors; this one an estimated 700, helped by a local parade Saturday morning, two craft shows over the weekend and a rodeo on Sunday. The club is planning its next show for this fall, probably in November. Combine it with some train watching in town or out at the Loop for a perfect day or weekend trip.



Left to right: Group 160's 20' x 28' modular layout, modeled primarily on the Pacific Northwest. Photo: Wayne Lawson. The Southern California orange grove module. Photo: Wayne Lawson. The tornado module, complete with sound and lightning. Photo: Wayne Lawson.



ATLANTA & ST. ANDREWS BAY

GP7 #500

JOHN PECKHAM

HO SCALE



Atlanta & St. Andrews Bay "The Bay Line" #500, built from an Athearn GP7. Photos: John Peckham.

This build started with a standard Athearn GP7 with DCC and sound. The project wasn't too difficult, as the prototype is a standard GP9. The first thing to do was separate the shell and chassis. After stripping the paint using Scalecoat paint stripper, the shell was washed with soap and water.

The windows were masked off, and Tamiya fine primer/surfacer was applied a day later, after the shell had dried. Next, I added one more regular grab iron and a large L-shaped grab on the short nose end. Then two new exhaust stacks with spark ar-

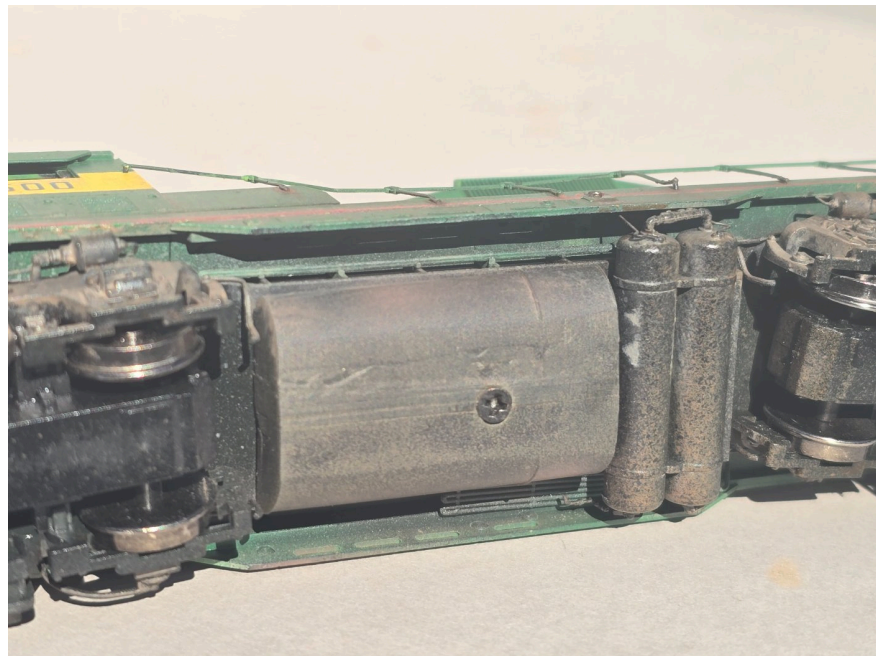
restors from Details West (SA-319) replaced the stock exhaust. The fuel tank had to be narrowed; this was done by sectioning out about ¼ inch and regluing the tank together.

A final coat of primer was applied, and C&NW yellow was airbrushed on and left to harden off for a week. The yellow stripe was masked off, and another coat of yellow was airbrushed on to help seal the tape edges and reduce the potential of green paint bleeding underneath. I made a template to cut the tape for the curves on the nose.



C&NW green was applied and left to harden off. The tape was removed, and Tamiya gloss was airbrushed on prior to decaling. Decals are from K4 Decals; flat finish from Tamiya sealed all the decals and gave a good base for weathering. AK products were used to weather the engine with various washes. Different colours of washes helped give depth and slight

colour variations. Dry brushing of highlights, and then airbrushing the exhaust, trucks and fuel tank, helped tie the whole model together. A little sand-coloured pigment was lightly spread around the sand fillers on both ends of the noses. A coat of AK filter helped blend everything, and a final coat of flat sealed it all.



Left: Short nose with the added L-shaped grab and Bay Line herald. Right: The narrowed fuel tank, weathered with AK washes.

LIFE ON THE CPRX



FRANK KENNY

N SCALE CPRX · ATSF & SP, MOJAVE TO FRESNO, 1978



The layout is about 500sf. This is a portion. Session 34 crew on the patio for the lunch break.

Starting with this issue, I hope to bring you an update on my own railroad, the CPRX — what I accomplished since last issue and what I did not. By the way, CPRX stands for Central Pacific Railway and is based in 1978.

SCALE	N Scale
ERA	1978
PROTOTYPE	ATSF & SP Mojave to Fresno
ROOM	Just under 500sf
CONTROL	Digitrax
STARTED	1999

The CPRX has been under construction since 1999 (ok I'm slow!) and probably will be for the rest of my life and a few other lives as well. I shoulda been a cat so that I could finish it. But are they ever finished? Oh, maybe I could become a vampire and then I'll be around forever for the railroad!

This month I held my 34th "official" operating session and I can say that with each session they get better. The best part for me is that everyone has a great time operating and as a result, I have a great time hosting the session. I used to be stressed out for a week before the session and now I'm very relaxed. Worse comes to worse, we can simply watch YouTube. Fortunately, Murphy hasn't resorted to that but knock on wood!

Here are a few photos of the session. The next one is October 17th.

THE COMING MONTH ON THE RAILROAD

The next project I'm working on is the Train Line-up. I have 45 trains and I've put those into AI to help me sort out what needs to move first and in what order to avoid train and human conflicts. Let's see if AI figures that out!





Left to right: Working trains through Mojave. Checking the paperwork beneath the Tehachapi backdrop. The dispatcher's desk, with the CTC panel on screen.

THE COMING QUARTER ON THE RAILROAD

The next HUGE project is the signaling installation. Talk about overwhelming! Lots of detailed paperwork not to mention lots of tiny parts for signals. I have two capable helpers though, Mike and Dennis.

And an open call: if you would like to share your railroad, send photographs and a paragraph to PSRDispatch@PSRNMRA.org and I'll include it in the next PSR Dispatch. We want to hear from you!



Left: Yard crew at work...and smiling! Right: Calling the dispatcher.

CAJON DIVISION



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GARY STENBERG

DIRECTOR, CAJON DIVISION

I just finished reading the entire "Future Convention Survey" report as assembled by Frank Kenny. Surprisingly, there were no surprises. Costs are up, participation is down, clinics are repetitive (although they're really not), and the "leadership" isn't doing their job. I think that of late, we have been looking at the "perfect storm" that has conspired against us: the economy (cost), geography (travel time and cost), lack of staffing (volunteers within given geographical areas not stepping up), lack of new clinics (lack of new volunteer clinicians), lack of new things to see in the area, and age of membership.

Since there is little we can do about the national economy or a modeler's discretionary income, we have to make some choices about incurring costs. This has been an issue for the Cajon Division in securing a site for a "Meet" in the Inland Empire (Riverside County and San Bernardino County). After more than a year of searching for a Division Meet site outside of Orange County, we may actually have found one in Riverside County. The former meeting site in Buena Park cost \$500.00 for the day use of the facility. The costs for similar sites in Riverside or San Bernardino are around \$1,000.00 or more. Although the proposed new site will exceed the \$500.00 that we are used to spending, it should be under \$1,000.00. Needless to say, the search has been dif-

ficult. The economy hasn't been kind in supporting our members in their attempts to go to Model Railroad Meets or Conventions.

Having our Cajon Division Meets in Buena Park created a problem for those model railroaders who live in the Inland Empire and points east. Since we cannot shrink the size of California or Nevada, we've made the effort to move our next "Meet" to the Riverside area. Other areas for future meets are also under consideration.

Putting on "Meets" or Conventions requires volunteers to step up and do the footwork. The Cajon Division currently has two hotbeds of activity: the Orange County and Las Vegas areas have produced volunteers who have stepped up to further the Cajon Division's presence in their immediate areas. We are looking for dedicated individuals in the Riverside, San Bernardino, Temecula and upper desert areas to come forward and get things rolling in their communities.

The complaint of the "Same Old Clinics" or "Same Old Things to See" has some validity for model railroaders who have been to many Conventions or Meets. But how about the "First Timer"?

Just because we've seen it doesn't mean that everyone has. A little repetition isn't necessarily a bad thing. However, with that said, variety is also a good thing. Many of





the venues possible for the Long Beach "SurfLiner" convention were duplicated for the following PSR regional convention held in Irvine. Some of the clinics in the National were also available at the regional. Why? Many Cajon Division members were deeply involved as clinicians in both the National Long Beach "SurfLiner" convention and the Regional convention in Irvine. As the same folks volunteer, they tend to have the same clinic, or a variation of the same clinic, to present. Bottom line: we need more people to volunteer their time and expertise.

It is interesting to note that the ages of our membership really do influence attendance at "Meets" or Conventions.

Youth, without parental support, do not have the wherewithal to attend a Divisional Meet (Who's going to drive?), let alone a National Convention (Who is going to pay for it?). The over-62 bunch is quite likely on a fixed income, so cost comes into the picture for them too — not to mention all the bathroom stops along the way. The folks in the middle... well, someone has to work.

The National Model Railroad Association is a social group of people who share the same hobby and love of trains. The key word here is "social." While meets and conventions clearly support social interaction, does a Zoom conference? A Zoom conference or meeting is certainly as convenient as your office or kitchen table, but it really lacks the "Hands On" experience. A lot to think about.

I attended the National Convention in Chattanooga, Tennessee, and I had a very good time. Unlike the past Nationals I've attended, I chose to forgo the tours (OK, I was late in signing up) and instead went to as many clinics as I could. I learned about Civil War railroads, safe railfanning from a law enforcement perspective, and the ins and outs of the new Woodland Scenics "plug and play" sound effects system, plus much more. This convention, I got really

lucky and won a door prize! Not just any door prize, mind you, but an HO scale Rapido Norfolk Southern C36-7 with DCC and sound. So now I model Norfolk Southern!

Right next door to the convention clinic rooms was the National Train Show. ENORMOUS! Vendors, displays, historical societies and modular clubs were all represented. The N scale modular group set up a world-record-breaking display for the largest modular model railroad ever. Lots to see.

One thing that I noticed about the vendors was that there were a lot more small vendors selling 3D-printed products. What a great idea! Big manufacturers can't produce a Coarsegold and Lizard Ledge RR mini-widget economically, but a small business with a 3D printer and a niche market can, because of virtually no overhead. One such supplier told me to send him the specs and he could print my mini-widget. Think what that could mean for our hobby. OK, I spent quite a bit of money, but I had a standard-sized suitcase that I could (and did) fill.

Getting out and meeting other model railroaders is always a joy for me. I'm a little like Eiler Larsen, the "Laguna Beach Greeter," in that I like to say hello to folks. The floor plan of the clinic rooms and the train show hall encouraged social interaction. I said "Hi" to folks I'd never seen before and some that I see at conventions regularly. At the convention and train show, I said "Hi" to Cinthia (*NMRA Magazine* Editor), Leslie ("Ask the Master Model Railroader"), Fred (Original Whistle Stop in Pasadena), Gordy (NMRA President), "Speed" Muller (NMRA IT), George (SoundTraxx), and Frank Haugh (Woodland Scenics clinician). They're probably asking themselves, "Who the heck was that?" But a good-natured "Howdy" never hurt anybody! (Frank and I hit it off pretty well. Turns out we had a lot in common, even more than model railroading. He'd been a commercial airline pilot and





I had been a Crash-Fire-Rescue firefighter at the same airport.)

In the great hallway I met a bunch of model railroaders and said "Hi." Chattanooga in the summer is hot! The heat can be demanding and can really tire one out. The convention and clinic great hallway was air-conditioned and chair-lined, so there was ample opportunity to meet and greet.

The downside was that the heat makes one really tired (as mentioned before), so not everyone was in the mood to talk much. Oh well, next year in Washington State. Just a quick aside: I was impressed at the number of women who were attending as model railroaders and not just as the spouse of a model railroad husband. Go ladies!

So, what are the two things that tie us together? The first is trains (obviously) and the second is people. Our task, then, is to get the people to the model trains and to each other. There are two historical models for bringing people together. The first model is our current organizational structure of meets and conventions: lots of trains and lots of people. Throw them together and hope they connect. This works great until you throw in economics and distance. The second model is that of small groups. Small groups tend to be local, thus eliminating the mileage obstruction, and can become close-knit friends. The best of both worlds would be to incorporate both models: encourage small groups and join them together occasionally.

Fifty-some years ago, one of the Cajon Division's first meets was held at Santiago Park in north Santa Ana. It was a social get-together. We showed a movie, had a contest (Celebration of Models), a white elephant auction and snacks. Attendance was about 15–20 of us. The fall banquet was held at Knott's Berry Farm, complete with an engine house tour and a day pass to the Farm. Attendance was about 35–40. Over the years we grew into hosting an annual meet with clinics, contests, lunch, hobo auction and swap meet. We even hosted a couple of Regional Conventions. The start-small-and-grow concept worked. It can work again.

I propose a clearing house of members who are willing to meet other modelers in their area. Perhaps it could be in a form similar to the NMRA "Special Bulletin" that listed everyone and whether or not they liked visitors. A couple of years after his passing, I found out that another serious model railroader lived around the corner from me. We missed out on meeting each other. Our membership chairs have access to where people live, but they are not at liberty to divulge that information to the general membership without each local member agreeing to participate. Do you want to meet fellow model railroaders in your area? We're going to try it in the Cajon Division.

ADDENDUM: AFTER SAN DIEGO

As the Cajon Director, I'd like to extend congratulations to our Cajon Division members who were recognized for their contributions to the hobby.

The Pacific Southwest Region Member of the Year went to our own Carl Heimberger for his many years of service, ranging from Division Superintendent to Regional Achievement Program Chairperson. Congratulations for a great job, Carl!

The Cajon Division Member of the Year went to Kurt Matthews. Kurt has jumped right in to service to the hobby, spearheading the Cajon *Order Board* (enlarging it significantly), improving our website and improving our Facebook presence. Soon, everyone will be able to get their own digital copy of the *Order Board* thanks to Kurt's efforts. Congratulations, Kurt, for a job (and jobs) well done.

Plan ahead! The next regional convention will be held in Mesa, Arizona, September 29 through October 3, 2027. I would like to see the Cajon Division show up en masse! If you've never been to a regional convention, you really should plan on going to this one. Start building your entry for the "Celebration of Models" now. The biggest secret of NMRA membership is this: the more you participate, the more you'll get out of it.

May you be on the right track and enjoy your hobby.
PAX and High Green!



A SCRAP WHEEL LOAD

BOB CHAPARRO

THE CITRUSBELT RAILWAY COMPANY, HEMET · FIRST PUBLISHED OCTOBER 21, 2017



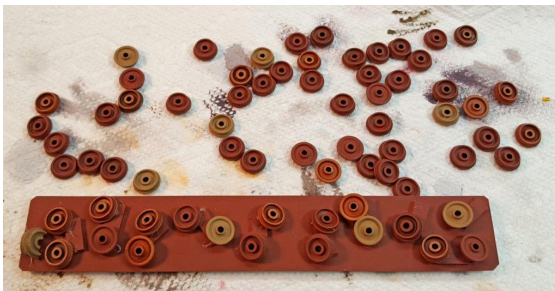
The 1956 Revell gondola, back in service on the Citrusbelt Railway. Photo: Bob Chaparro.

Bob Kale's article "Building a Gondola Load of Wheels" got me thinking about doing something similar.

I had a vintage HO scale Revell gondola with a simulated gravel load, stuck almost out of sight on the layout. When I say vintage, this car was first produced in 1956, and I bought it new, still in the original box, in the early 1970s. Had it been more accessible I probably would have sold it with the hundred-plus older, less detailed freight cars I parted with over the past few months.

So the car was given a second chance at life: a coat of Dullcote, several oil paint washes, more Dullcote, Vallejo rust washes selectively applied, more Dullcote, and finally PanPastel colors selectively applied. The truck frames and wheels were also painted and weathered, and the journals received Teflon lubricant.

I had a good supply of plastic wheels from converting several hundred freight cars to metal wheels over the past fifty years. These were fine for the bulk of the load, but they were generally too thick and lacked a true prototype look. To the rescue came some non-functional Tichy wheels.



Wheels drying, and a close-up of the AK Interactive crusted rust finish; the primer and Vallejo washes used; the finished load. Photos: Bob Chaparro.





They are made for the Tichy wheel car, but are also sold separately as part number 3004.

The wheels received a coat of Krylon Red Oxide Primer, and then some individual wheels were painted with one or more of the following:

- | Vallejo Rust Washes
- | AK Interactive Crusted Rust Deposits
- | Poly Scale Rust
- | Tru-Color Rust
- | Model Master Rust

The simple objective was to not have all the wheels look the same.

I secured the wheels a few at a time to a piece of scrap styrene with canopy glue. The better Tichy wheels went along the top row.

CLUB PROFILE

COACHELLA VALLEY MODEL RAILROADERS

HO SCALE · CRAFTS AND HOBBIES BUILDING, RIVERSIDE
COUNTY FAIRGROUNDS, INDIO · FOUNDED 1985

The Coachella Valley Model Railroaders promote the hobby in the Coachella Valley through a premier HO scale display layout — many times larger than would be feasible at home — with prototypical operations and scenic details familiar across the United States.

In 1984 two founding members pooled their resources to build a display commemorating the NMRA's 50th anniversary, shown for two days at the Westfield mall, now the Shops at Palm Desert. It drew others with the same interests, and in 1985 five modelers formed the club as an informal group to share knowledge and help one another build home layouts.

The club's first real project was a modular layout for the mall, kept running through the Christmas season. Each year shoppers were greeted by a larger and more detailed railroad, and membership grew. In 1989 the club joined the Riverside County Fair and National Date Festival as an exhibit, filling the north wall of the Crafts and Hobbies building and twenty feet down the west wall.

That exhibit earned the club a year-round home in the building. The modules came down and a larger permanent railroad went up, with each member building what he wished in his own piece: a three-ring circus with sideshow at one end, an elaborate industrial switching yard at the other, and yards, towns and canyons spanned by mighty bridges in between. The first season ran as a double dogleg around the big U — a good operator could keep five trains going, as long as they all went the same way.

The layout has grown every year since, adding DCC and, one of the biggest changes, a track plan that allows two-way running. It is one of the main attractions of the fair, and its question-and-answer sheets sometimes put members on their mettle. Often it is an older couple for whom the layout brings back a fond memory of a long-past job or pleasure.

Today the club has about 40 regular members from all walks of life — retirees, pool contractors, carpenters, electricians, law enforcement officers, firefighters, engineers, doctors, photographers and pilots among them. It is an active community group, and anyone interested in railroading and model building is invited to join.

Next open house: Saturday, November 7, in Indio — see the Area Events schedule. The layout is also a highlight of the Riverside County Fair and National Date Festival.



FLY FISHING ON THE WEST BRANCH OF THE DELAWARE



JOEL MORSE

TEXT AND PHOTOS · N SCALE NEW YORK, ONTARIO & WESTERN RAILWAY



Figure 1. Two fly fishermen on the West Branch of the Delaware (the second, on the right, is wearing chest-high waders).

The Catskill Mountains of New York are famous for excellent fly-fishing locations; mention the Beaverkill, the Salmon, the Neversink and the Delaware Rivers to an eastern fly fisherman, and he or she will probably have a story about the trout they caught on one of these rivers. I had my early fly-fishing experiences on the Beaverkill when I was a kid. The West Branch of the Delaware River is well stocked with steelhead trout, and happens to run through the town of Delhi on my N scale New York, Ontario and Western Railway layout (as it does on the prototype). I had a corner spot at the edge of Delhi (6 inches by 6 inches by 2½ inches deep) that I always planned to do something with but didn't know what it would be, so I put it off for a long time. Here's how I created the fly-fishing scene in Figure 1 out of a small, wasted space at the end of the benchwork.

When I created the fascia, I knew I would do something with this area, so I cut the fascia to allow for some kind of depressed scene. When the first layer of scenery went down in Delhi, I envisioned this area as a wooded ravine, maybe with some hikers or a hobo campfire. It stayed as nothing more than a plaster slope with some grass cover for several years (Figure 2).

One day I was sorting through my collection of home-made plaster rock castings, and I came across a sedimentary rock face that was just about the right height to reach from top to bottom of the space and long enough to span across the back of it. A scene began to form in my mind. I was still thinking of a wooded ravine until I placed the rock face in the location; at that point it became obvious this needed to be a creek or river.





Figure 2. Basic scenery — the area looked like this for years. Figure 3. Basic shapes created. Figure 4. Sculptamold added for base texture.

Although the prototype NYO&W crosses and re-crosses the Delaware River and numerous creeks, I hadn't modeled any water features on the layout except for crossings at the high steel girder bridge between Sidney and Maywood, and at Maya Creek — so a water scene it would be.

The first step in construction was to cover the fascia and figure out how to make the transition between the upper level of Delhi proper and the river scene, where there was both a vertical and horizontal gap. Most of the layout scenery is plaster-soaked paper towels over cardboard lattice, but the gap here was too small to use that technique effectively without making a major plaster mess and possibly ruining the rock face in the process. I happened to have a small block of green floral foam lying around, which turned out to be the perfect solution. I cut the piece to rough size with an old carving knife (my favorite foam tool), and once both the foam and rock face were hot-melt glued to the base, it was fast and easy to get the profile I wanted by drawing a razor saw horizontally across the foam (Figure 3).

The next step was to add the base texture using Sculptamold. Since this was supposed to be the woods around the creek and was going to be covered with ground cover, smoothing it out wasn't necessary. The Sculptamold was scraped up before it hardened at the top of the slope, as that area was going to be a road along the top of the cliff (Figure 4).

I painted the Sculptamold a medium brown (it turned out darker than I wanted) and covered the top of the cliff with layers of ground cover, including home-made dried, ground-up maple leaves. At the base of the cliff, I added commercial trees and shrubs along the riverbank beyond the high-water mark. At the top of the cliff, I added a storm-water drainage pipe, consistent with the lack of environmental regulation before the Clean Water Act; this detail was inspired by admiring John Allen's stonework over the years (Figure 5).

In nature, you will often find surprisingly large boulders, rocks and tree trunks lodged along the outside bend of a riverbank, carried downstream when the river was flowing high and fast during the spring thaw in the mountains. These boulders, stones and deadfall become visible when the river goes down later in the year, and since I model the summer of 1954, I wanted to simulate those riverbank details. I used a commercial material in my scenery stash labeled "Scree" to simulate the rocks dropped along the outside of the bend, and some stems from my leaf-grinding efforts for the deadfall. To simulate the larger boulders and native cliff stone worn smooth by the river over the millennia, I glued in a few appropriately colored and sized pebbles from my garden (Figure 6).

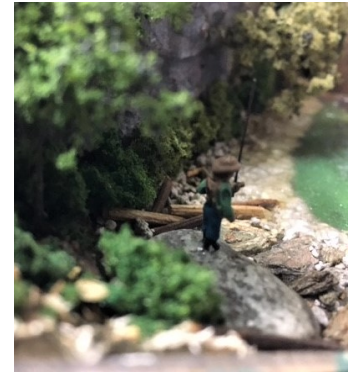


Figure 5. Painted Sculptamold, ground cover, trees and shrubs along the riverbank. Figure 7. Delaware River water at low flow. Figure 8. Fisherman works his way to the water's edge.



Figure 6. Stream bank details.

To simulate the water itself, I painted the plywood black in the area representing the deeper parts of the river, then shades of green and blue, and finally tan along the banks to represent the sand revealed by the river's low summer flow. Once the paint was dry, I brushed on five layers of Woodland Scenics Water Effects. I was happy with the result initially, but after a while the edges curled a bit and the gloss finish dulled. The curling is not noticeable because of the

fascia along the edges of the benchwork, but I may go over it again with another product to get more texture and sheen (Figure 7).

To finish off the scene, I added two commercial fly fisherman figures. One is standing on the big boulder, working his way down to the water's edge. The other is up to his thighs in waders, working a small, shaded eddy under the trees (Figures 8 and 9).

This scene is on a very busy corner of the layout. A pair of acrylic shields screwed to the fascia protect it from inadvertent elbow damage by operators watching and working their trains (Figure 10).

As they say, "A bad day fishing is better than a good day working." Sounds good to me! Do you have a small blank space on your layout waiting for a signature scene?



Figure 9. Fly fishing on the West Branch of the Delaware River. Figure 10. Acrylic shields protect the finished scene from damage.

ARIZONA DIVISION



DIVISION LEADERSHIP

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DIRECTOR, ARIZONA DIVISION

I want to congratulate Steve Drees for being selected as the Arizona Division Member of the Year for 2026! Steve has been hosting our Division meets in Tucson for several years, and he has also organized many sub-Division lunches in the past few years. He has represented the NMRA and the Arizona Division during railroad-related activities at the Mini Time Machine Museum of Miniatures in Tucson. Thanks for all the great things you are doing for the Division and the NMRA, Steve!

The next in-person meet for the Arizona Division will be Saturday, October 17, in Scottsdale. This is our annual membership meeting, and this year we will conduct the election for Division Superintendent as stipulated in our By-Laws. As the date gets closer, details of the meeting will be posted on the website calendar, and we will be incorporating new ideas and activities like we did in Prescott this summer. I look forward to seeing all of you there!

The Arizona Division will be hosting the Cactus Crawl layout tour again this year on November 21-22. Since November is National Model Railroad Month, this is

an effort to engage with the public to promote the hobby and perhaps inspire some of them to join the hobby or become involved with the NMRA. Anyone in the Division who would like to share their layout during this event can sign up on the Division website.

The Arizona Division will be hosting the 2027 PSR Convention next year. We hope to have you with us September 29 through October 3, 2027, in Mesa. Planning is ongoing for this event, and we will have a full slate of activities. We arranged a room rate of only \$164 per night, and that includes complimentary parking! Our goal is to focus on model railroad operations and hands-on clinics during the convention and have a diversity of other topics for clinics and activities. Information about the convention and a link to the registration site can be found on the Division web page. Sign up early for the best prices!

Don't forget about our monthly Division Zoom meetings on the fourth Monday at 7 p.m. MST. This is an open forum discussion, and we would like to see

Oct 17

ANNUAL MEETING · SCOTTSDALE

Nov 21-22

CACTUS CRAWL LAYOUT TOUR

Sep 29

2027 PSR CONVENTION · MESA



ARIZONA DIVISION

CONTINUED FROM PAGE 33



Anything trains (real or model) is what this is all about! The link for the meeting is on the Division website calendar, so it is easy to join.

STATION POSTINGS

Next meet: Saturday, October 17, Scottsdale — annual membership meeting and election for Division Superintendent. Details will be posted on the Division website calendar.

Executive Advisory meets online monthly, third Monday, 7–8 p.m.



PSR REGIONAL CONVENTION · HOSTED BY THE ARIZONA DIVISION

ARIZONA LIMITED 2027

SEP 29 - OCT 3, 2027 · MESA, ARIZONA

REGISTER NOW!

CONVENTION FACILITY

Sheraton Mesa Hotel at Wrigleyville
860 North Riverview, Mesa, AZ 85201

Room rate: \$164/night with complimentary parking!

Dining, shopping and activities close by.
Book at 480-664-1221; mention "NMRAPSR AZ Division Oct 2027."

PROTOTYPE TOUR

Arizona Railway Museum

CLINICS

70+

clinic slots scheduled, with many hands-on clinics planned to be added.

OPERATING SESSIONS & LAYOUT TOURS

Several nearby layouts will host operating sessions and layout tours. Many have taken part in Desert Ops operating weekends.

CONVENTION ACTIVITIES

Everyone's favorite events:

Welcome Reception

Hobo Auction

Swap Meet

Hobo Breakfast

Harvey House-inspired Awards Banquet

MORE INFO AND EVENTS WILL BE ADDED AS THEY ARE CONFIRMED

azdiv-nmra.org/index.php/psr-convention-2027



SAN DIEGO DIVISION



DIVISION LEADERSHIP

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CLINIC COORDINATOR
Gary Robinson

SUPERINTENDENT
Don Fowler, MMR

NEW MODELER
OUTREACH
Linda Eskin

CHIEF CLERK /
PAYMASTER
Ryan Di Fede

MAIL HOOK EDITOR
(ACTING)
Tim Foote

MEMBER SERVICES
Rudy Spano

LAYOUT TOURS,
PUBLICITY &
WEBMASTER
Michael Hampson

CONTEST CHAIR
Wayne Pierce

ASSISTANT
WEBMASTER
Rick Rossiter

MEET COORDINATOR
Ryan Di Fede

Reach any San Diego Division officer through the contact page at sandiegodivision.org. Open position: Club Liaison.

ALL ABOARD FOR 2026: THE CONVENTION IN REVIEW



TIM FOOTE

DIRECTOR, SAN DIEGO DIVISION



The reception at the San Diego Model Railroad Museum, in front of the La Mesa Club layout. Photo: Ryan Di Fede.

The convention was held in September at the Doubletree Hotel in Mission Valley, San Diego. Attendance was down by almost half from the previous convention in San Diego four years prior. A PSR Directors meeting was held on the first day of the convention, and suggestions for better attendance at regional conventions were fielded there. Obviously, prices for hotels, travel and meals have increased over the years. Solutions to make the conventions more affordable include shortening the number of days, obtaining a separate location for the clinics and meetings, and letting attendees obtain their own hotel accommodations.

You may be receiving a survey to field suggestions for the format of future conventions. Your input on this issue would be well appreciated. You are also welcome to communicate with your Superintendent,

Director or the PSR President — contact info is on the PSR website. Additionally, a committee will be formed to address this issue.

Despite the lower attendance, the convention went off well. The Doubletree was very nice and the space provided was sufficient, and the comments I have received from attendees have been positive. The first night included a welcoming reception at the San Diego Model Railroad Museum in Balboa Park. The museum closes at 4 p.m. and our reception started at 6, so we had it all to ourselves. All four main clubs at the museum had their layouts staffed and running for us, with tours, drinks and food. Thanks go to NMRA member Bruce Deck for providing the food, and to Museum Director Mike Warburton for setting the event up.





Shotgun Tom Kelly. Photo: Mike Hampson. The author's backdrop from the clinic. Photo: Tim Foote. Pete Leach's backdrop painting clinic. Photo: Tim Foote.

A VISIT FROM SHOTGUN TOM KELLY

For two days, Hollywood Walk of Fame DJ Shotgun Tom Kelly was at the convention taping his Sirius XM radio show. He interviewed a number of attendees for the show, which was broadcast worldwide the same afternoon. Tom is an active NMRA member and a member of the San Diego Model Railroad Club at the museum in Balboa Park. His father was a railroad engineer for the Santa Fe out of San Diego.

CLINICS

A great set of clinics covered topics including Modeling with the PSR, a hands-on structure-building exercise taught by Gary Butts and Don Fowler, both MMRs, in which participants built a laser kit of Tom's General Store.

Pete Leach put on an excellent clinic on backdrop painting. It included a nicely constructed canvas we took home, and Pete demonstrated clever techniques — blotching and the like — for a countryside background. Everyone's work came out looking professionally done; the little buildings were cutouts Pete provided.

There were many other excellent clinics by seasoned modelers including Frank Baker, John Fiscella, Tim Harris, Carl Heimberger, and the wonderful Paul Hobbs, who traveled all the way from New Zealand. Over forty clinics were offered.

There was also a Z scale modular layout and an HO test track, layout tours of some of the area's excellent layouts, and operating sessions on several — including the museum. Other activities included a Hobo Auction, a Hobo Breakfast, a swap meet, bingo, a contest room, and finally the awards banquet.

AWARDS BANQUET

The awards banquet was well attended. The keynote speaker was Jeff Cauthen, who has authored various magazine articles on passenger trains and is coauthor of the *Southern Pacific Passenger Trains* books.

I would also like to thank Brian and Karie Neely for all of the help they provided in putting the convention together. Their dedication and tireless assistance were an inspiration to us all.



More from the convention, left to right: PSR President Joel Morse in the make and take clinic; PSR Historian Brian Neely focused on a craftsman kit build; Per Harwe of Cajon Division working on a craftsman kit; (L-R) Kathy Stoner, Kim Fowler and Molly McGreevy painting clay pots.

AT THE AWARDS BANQUET



Keynote speaker Jeff Cauthen.



PSR President Joel Morse, First Place and Merit Award for Station on Line.



Ryan Di Fede (right), San Diego Division Member of the Year.



Don and Kim Fowler. Don is Superintendent of the San Diego Division; Kim won a first-place award for needlework.



Best of Show and Merit for Station on Line: PL Boat Works, by Pete Leach.

SEPTEMBER 13 • MISSION VALLEY

Keynote by Jeff Cauthen, awards for the Celebration Room and the Members of the Year. Banquet photos: Hank and Ryan Di Fede.



CELEBRATION ROOM

2026 PSR SAN DIEGO CONVENTION - CONTEST RESULTS

KURT MATTHEWS

The Celebration Room at the 2026 PSR San Diego Convention had 32 entries in multiple categories, from models to photos to needlepoint. Thanks to all who took the time to enter their work. Nineteen of the entries were formally evaluated, and five of those won Merit Awards.

EVALUATED AWARDS

CATEGORY	PL.	ENTRY	ENTRANT
Caboose	1	ATSF Steel Caboose	John Dobyne
Diesel & Other	1	1073 Tube Stock Car	Didrik Voss
Display	1M	Railroad Camp	Craig McCormick
Freight	1M	RGS Gondola	Vic Cavalli
	2M	RGS Box Car	Vic Cavalli
	3	ATSF Flat Car	John Dobyne
Photo Model Color	1	Turntable	Wayne Pierce
	2	Out of Tunnel	Wayne Pierce
	3	Troop Movement	Dennis Ranke
Photo Prototype B&W	1	Engineer Ed	Dennis Ranke
	2	Southern 4501	Dennis Ranke
Photo Prototype Color	1	Red Valve	Dennis Ranke
	2	C&O	Dennis Ranke
	3	Arch Bridge Big Boy	Dennis Ranke
Structures – Off Line	1	Winery Tasting Room	Patrick Rogan
Structures – On Line	1M	Shellysburg Station	Joel Morse
	2	Union Ice Plant	Dan Kamikubo
President's	M	PL Boat Works	Pete Leach
Best of Show	M	PL Boat Works	Pete Leach

POPULAR CHOICE AWARDS

CATEGORY	PL.	ENTRY	ENTRANT
Caboose	1	ATSF Steel Caboose	John Dobyne
Diesel & Other	1	GE U50	Justin Rasas
	2	1073 Tube Stock Car	Didrik Voss
Display	1	Railroad Camp	Craig McCormick
Favorite Train	1	1073 Tube Stock & 3 Cars	Didrik Voss
	2	BNSF Consist	Mike Hampson
	3	Stack Train	Mike Hampson
Freight	1	RGS Box Car	Vic Cavalli
	2	RGS Gondola	Vic Cavalli
	3	Kit Bashed Flat	Patrick Rogan
Needlepoint	1	Flamingo	Kimberly Fowler
Photo Model Color	1	Turntable	Wayne Pierce
	2	Out of Tunnel	Wayne Pierce
	3	Troop Movement	Dennis Ranke
Photo Prototype B&W	1	Engineer Ed	Dennis Ranke
	2	Southern 4501	Dennis Ranke
Photo Prototype Color	1	Jupiter	Mona Raymer
	2	Built To Last	Mona Raymer
	3	Arch Bridge Big Boy	Dennis Ranke
	3	Red Valve	Dennis Ranke
	3	Fast 90	Dennis Ranke
Structures – Off Line	1	Bank Building	Patrick Rogan
	2	Winery Tasting Room	Patrick Rogan
Structures – On Line	1	Shellysburg Station	Joel Morse
	2	Union Ice Plant	Dan Kamikubo
Thumbs	1	Skeleton Car	Dennis Ranke

M indicates a Merit Award.



WINNERS IN THE EVALUATED CATEGORIES



Caboose, 1st: "ATSF Steel Caboose" by John Dobyne



Diesel & Other Locomotive, 1st: "1073 Tube Stock Car, Underground London" by Didrik Voss



Displays Off-Line, 1st (Merit): "Railroad Camp" by Craig McCormick



Freight Car, 1st (Merit): "Rio Grande Southern 30' Gondola" by Vic Cavalli



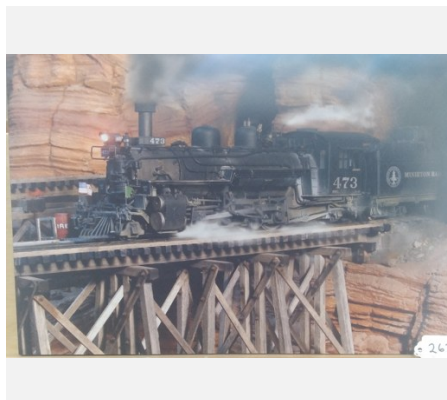
Freight Car, 2nd (Merit): "Rio Grande Southern 27' Box" by Vic Cavalli



Freight Car, 3rd: "ATSF Flat Car" by John Dobyne



Photos Model Color, 1st: "Turntable" by Wayne Pierce



Photos Model Color, 2nd: "Out of the Tunnel" by Wayne Pierce



Photos Model Color, 3rd: "Troop Move" by Dennis Ranke





Photos Prototype B&W, 1st: "Engineer Ed"
by Dennis Ranke



Photos Prototype B&W, 2nd: "Southern 4501" by Dennis Ranke



Photos Prototype Color, 1st: "Red Valve" by Dennis Ranke



Photos Prototype Color, 2nd: "C&O" by Dennis Ranke



Photos Prototype Color, 3rd: "Arch Bridge Big Boy" by Dennis Ranke



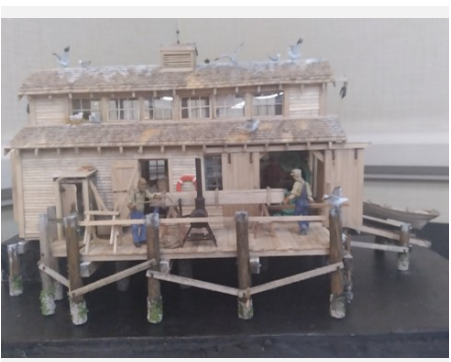
Structures Off-Line, 1st: "Winery Tasting Room" by Patrick Rogan



Structures On-Line, 1st (Merit): "Shellysburg" by Joel Morse



Structures On-Line, 2nd: "Union Ice Plant" by Dan Kamikubo



President's Award and Best in Show (Merit): "PL Boat Works" by Pete Leach

SAN DIEGO DIVISION - HOW THE DIVISION MEETS

In person on the second Saturday of every month, at rotating locations across the county — members showing their own work, layout tours, and clinics. Quarterly meetings include a luncheon; the year also carries a swap meet and a picnic.

SAN DIEGO DIVISION - 2027 LAYOUT TOURS

January 9 — Chuck Molnar. March 13 — Dick Trotter. April 10, June 12, July 10 and October 9 are open. Hosts on other dates are welcome; contact the webmaster.



CALENDAR OF EVENTS

OCTOBER THROUGH DECEMBER 2026

CONFIRM BEFORE TRAVELLING

DATE	EVENT	WHERE
Oct 1-4	Central Coast Railroad Festival	San Luis Obispo area
Oct 3	L.A. Area Prototype Modelers Meet	Bellflower
Oct 3-4	Great Train Show	Del Mar
Oct 17	Roundhouse Gang Swap Meet	San Bernardino
Oct 17	Arizona Division Annual Membership Meeting and Superintendent election	Scottsdale, AZ
Oct 24	Cajon Division Fall Meet	Riverside
Nov 7	Santa Susana RR Historical Society Swap Meet	Simi Valley
Nov 7	Coachella Valley Model Railroaders Open House	Indio
Nov 11	AEWRR Open House	Torrance
Nov 11	San Diego Division Fall Meet, San Diego Model Railroad Museum	Balboa Park, San Diego
Nov 21	N Scale Yard Sale LIVE — see page 46	Torrance
Nov 21-22	Arizona Division Cactus Crawl Layout Tour	Arizona Division
Dec 5	Los Angeles Model RR Society Open House & Swap Meet	Harbor City
Dec 12	Layouts of the San Diego Division: Wayne Pierce's On30 Minicition Railroad & Lumber Co., with dinner and holiday party	Santee
Dec 19	NMRA Industry Tour: Ganahl Lumber, 9:00 a.m. — see page 14	Torrance
Dec 19-20	Great Train Show	Ventura

NEXT YEAR

THE ARIZONA LIMITED 2027 - MESA

The next PSR regional convention runs September 29 through October 3, 2027, at the Sheraton in Mesa. Registration is open now.

FIND EVERY EVENT

Linked events open their full announcement. For details on every event, or to post your own, join the Model Railroads of Southern California group at groups.io/g/ModelRailroadsofSoCalif.



RECURRING EVENTS

OPEN HOUSES, CHATS AND ZOOM SESSIONS THAT RUN ALL YEAR

CONFIRM BEFORE TRAVELLING

WHEN	EVENT	WHERE
Tuesdays & Saturdays	San Diego S-Gaugers Open House, 11 a.m.–6 p.m. (new location)	Parkway Plaza, El Cajon
Wednesday–Sunday	San Diego Model Railroad Museum, 11 a.m.–4 p.m.	Balboa Park, San Diego
Saturdays	Corona Model Railroad Society Open House, 10 a.m.–2 p.m.	Corona Heritage Park, Corona
Saturdays through Jan 3	Christmas Tree Lane Model Train Society Open House, 5–11 p.m.	Altadena
1st Tuesday	LA Division "Sand House Chat," 7 p.m.	
1st Saturday	Gold Coast Modular Railroad Club Open House, 10 a.m.–2 p.m.	Camarillo
1st & 3rd Saturday	Glendale Model Railroad Society Open House, 1–4 p.m.	Glendale
2nd Saturday & Sunday	Chula Vista Live Steamers Open House, noon–2:30 p.m.	Bonita
3rd Sunday	Pasadena Model Railroad Club Open House, 1–5 p.m. (admission charged)	Los Angeles
4th Monday	Arizona Division Monthly Zoom Meeting, 7 p.m. MST — open forum; link on the Division website calendar	Online (Zoom)
Last Saturday	RailMaster Hobbies Model Railroad Fellowship Get-Together	Bellflower

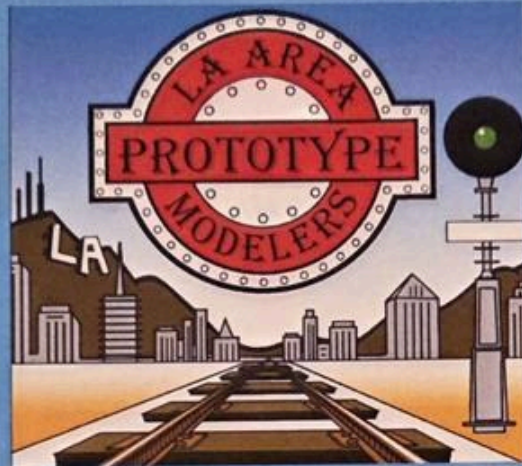
SUBMIT AN EVENT

Please send announcements as early as you can to PSRDispatch@PSRNMRA.org. Date, event, city and a contact is all we need.



OCTOBER 3, 2026

2026



2026

**LOS ANGELES AREA
PROTOTYPE MODELERS**

Saturday - October 3, 2026 9am - 4pm

Imago Dei Church

10012 Ramona St, Bellflower, CA 90706

**Clinics by JOE STRAPAC
and**

MANNY PORTUGAL

\$20 at the door - \$15 with a model

FREE SWAP MEET 7:30 am - 4 pm

Bring your models (Finished or unfinished)

BRING A FRIEND

ALL SCALE AND VEHICLES WELCOMED

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5th Street

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2nd Street

VENDORS-

\$16 Day of Meet

\$14 Prepaid Reserved

6' X 2 1/2' Tables are limited Inside tables are limited, and assigned as payments are made.

Patio are first come the day of meet....

Requests for more than 2 tables must be paid 14 days in advance. *Unclaimed tables are subject to resale after 8 a.m.*

> Vendor setup time at 6:30 a.m. <

>Please make sure you check in with us<

Payment: Send **CHECK** or **MONEY ORDER**, payable to:

“Roundhouse Gang”

100 S. LaSalle, Redlands, CA 92374

Larry Kucharski (951) 686-7890

Paul Norman (951) 312-1064

2026

~~February 28th~~

~~July 25th~~

October 17th

8:00 a.m.

TIL

11:30a.m.

\$5.00 DONATION

Includes Spouse
Kids(18 & under)

Club e-mail: roundhousegangmrc@gmail.com

N. Mt. Vernon Ave.

Printed Ottomark Cards  

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Everyone*

**To Coachella Valley's
semi-annual
Premier Model
Railroad Display**

FREE ADMISSION

Saturday, November 7, 2026 from 10 until 2



Snacks will
be Available



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National Date Festival Fairgrounds
82503 Highway 111 Indio, CA 92201
Directly across the street from Wienerschnitzel**

Enter from front gate 1 on Highway 111

www.cvmrr.com www.facebook.com/cvmrr info@cvmrr.com

N SCALE YARD SALE EVENT

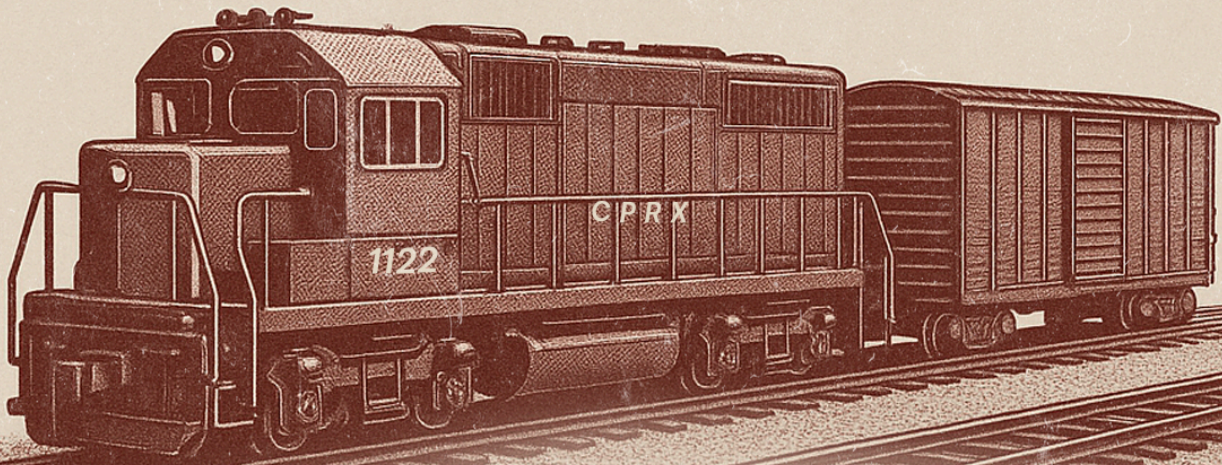
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Pacific
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PAYPAL

Hosted Lunch at 1PM

Free lunch - \$10 to reserve, refunded
when you arrive. Use Zelle/Paypal to reserve.
(2 slices of Pizza + Soda & Water)

NOVEMBER 21ST

SET-UP | 8AM

SALE | 9AM - 12NOON

*No sales prior to 9AM so that people can get setup



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Scan from your
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CPRX Layout Tour - 2 - 3PM

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*If you want to sell email CPRXModelRR@gmail.com for space - No Charge.

For More Information Call 310-344-9145

MEET US IN TACOMA: PUGET SOUND EXPRESS 2027



Sounder 908 with Mount Rainier, Puyallup. Photo © 2025 Michael Douglas Sawyer.

The Puget Sound Express 2027 NMRA National Convention will be held at the Tacoma Convention Center from Tuesday, August 10, through Sunday, August 15. We are planning a first-class gathering for model railroaders from throughout the Pacific Northwest, and we invite our friends from across North America and around the world to join us for PSX 2027.

The convention website, 2027.NMRA.org, features videos, program information, registration details, and a sign-up form for the convention newsletter. Registration is now open. Early-bird registration is \$150 for NMRA members and \$175 for nonmembers. The Marriott Tacoma Downtown and the Hotel Murano will serve as the convention's host hotels. Information about special convention room rates will be sent to registered attendees.

We have already identified more than 60 layouts that will be open to convention visitors, with approximately half prepared to host operating sessions. More than 100 activities are currently being developed, in-

cluding hands-on make-and-take tutorials. The program will also feature several Modeling with the Masters sessions, beginning a day early on Monday, August 9.

The National Train Show will take place at the Tacoma Convention Center on Saturday and Sunday, August 14 and 15.

A hub of railroad activity for well over a century, the host city of Tacoma, Washington, remains a busy rail center serving more than 50 trains each day. From the city's location at the heart of Puget Sound, visitors will have access to a wide variety of PSX 2027 events and activities, as well as the region's dramatic scenery and natural wonders. Tacoma is easily reached from the north, east, and south by car, air, or train.

We welcome your participation. If you are interested in presenting a clinic, volunteering, or serving on one of the organizing committees, please complete the interest form on the [convention website](https://2027.NMRA.org). We will need A LOT of volunteers.



To receive the latest convention news, program announcements, and registration updates, visit our website and click the button at the bottom of the page to sign up for the 2027 NMRA Convention Newsletter.

Onwards to Tacoma!

— *The PSX 2027 Committee*

Convention website: 2027.nmra.org

AREA MUSEUMS

SAN LUIS OBISPO RAILROAD MUSEUM

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San Luis Obispo RR Museum

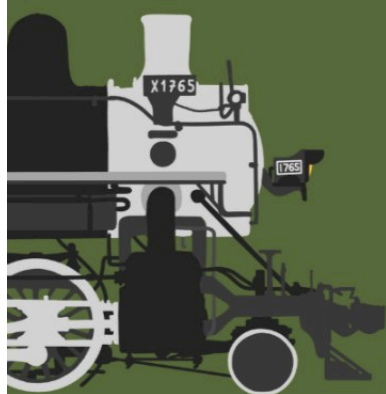


Southern Pacific power at Surf on the museum's HO scale Central Coast Model Railroad. Photo © 2023 Robert J. Chaparro.

The museum occupies the restored 1894 Southern Pacific freight house, beside the Union Pacific main line and a short walk from the San Luis Obispo Amtrak station. Standard and narrow gauge equipment is on display outside, including SP freight cars, a caboose, a passenger car, and a 1941 locomotive from Camp Roberts.

Inside, the Central Coast Model Railroad recreates the three-foot-gauge Pacific Coast Railway at Port San Luis around 1920, and the Southern Pacific Coast Line in the early 1950s from Surf over Cuesta Grade to Paso Robles. The museum hosts special events each May and October.





LOMITA RAILROAD MUSEUM

FALL NEWSLETTER



Photography by Josh Baer (@photographerkenedy)

Country Night At The Museum

Free Admissions

October 3rd

Games - Picnic Area

Museum Tours - Food Trucks

Country attire encouraged!

4:00 PM - 8:00 PM

UPCOMING EVENTS

SANTA AT THE MUSEUM

Tickets - \$40

December 13th

Photo opportunity with Santa
Hot chocolate - Balloon animals
Popcorn - Cookie Decorating
11:00 AM - 3:30 PM



Visit www.lomita-rr.org for more info!





MUSEUM TOURS & RENTALS

2137 250TH STREET LOMITA CA
90717



Reservations

- Must be made at least 2 weeks in advance. Call (310) 326-6255 or e-mail.

Available Spaces

- Irene Lewis Park - 1/2 open space with caboose display and water tower
- Annex Park - 1/10 acre space with picnic table and two static railcar displays
- 75 Max Capacity for both parks

Rental Fees

- \$55.25 per hour (2 hour min)
- \$100 deposit (refundable)

What's Included

- Free admission
- Free Parking

What You Can Bring

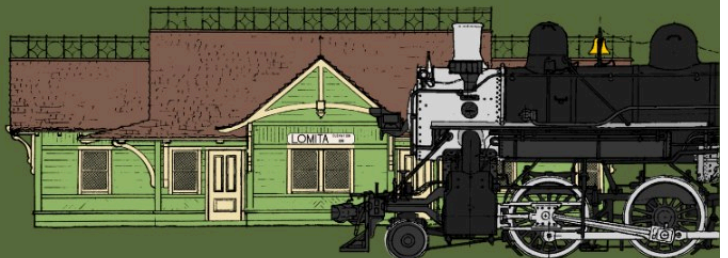
- Food, drinks, tables, chairs, banners, balloons, BBQ canopies/EZ-ups no larger than 10x10, piñatas.

School & Group Tours

We take reservations for group field trips to the museum, including pre-K and K-12 school groups, special needs organizations and senior groups.

Our tours last approximately 30-45 minutes depending on the group and questions. We cover the history of our museum, our founder, the history of steam locomotives from the early 1800s to modern day and demonstrations of our equipment.

Due to the size our facility, we can only take groups of 50-60 people at most.



Visit www.lomita-rr.org for more info!

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6462 Industry Way, Westminster, CA 92683



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One combined Region publication reaches every member of all four Divisions in a single issue. Quarter, half and full-page space is available each quarter; shops already supporting a Division newsletter carry over at no additional cost for the first year.

WITH THANKS

To every shop above for keeping the hobby in reach across the Region. For more on the NMRA, visit nmra.org.

