

LA COUPLER



<http://www.ladiv-nmra.org>

Spring 2020



Inside this issue:
Trains of Valley Con 2020,
Panama Canal Railway,
amazing railroad art and
more !!



Publication Information

The L. A. Coupler

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Spring Edition 2020

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LA Coupler Deadlines:

Winter Issue - December
Spring Issue - March
Summer Issue - June
Fall Issue - September

The LA Coupler is also looking for submissions, articles, or photos. Please forward them to the Editor at;
[*airplanedad@yahoo.com*](mailto:airplanedad@yahoo.com)

On the Cover...

“High Iron Horsepower” is the title of this painting by an amazing young artist. His story and more of his artwork can be found starting on page 13.

Artwork by Jacob Petkovsky



Superintendent Report

Being represented, being heard.

Let me start by saying thank you to each of the Los Angeles (LA) Division members who took the time to vote. In short, elections are important. They are our greatest opportunity to be heard. Even when an individual runs unopposed, your option to enter a "Write In:" provides the right to speak your mind. Looking back two years from now, I hope you will not feel disappointed.

I also would like to take a moment and thank our outgoing Superintendent, Mike O'Brien, for his years of service to our Division and the Pacific Southwest Region. Mike is a quiet and humble gentleman; yet gives of his time and knowledge openly and freely. I'm fortunate to call him friend and look forward to his advice and tutelage.

Now, to the meat of this first message, to share one of my fundamental beliefs with you. YOU are the Los Angeles Division. Let me say it again; it worth repeating. YOU are the Los Angeles Division -- each and every one of you. Though your newly elected Superintendent, I'm merely your "employee", and only a temporary one at that?!

So, I ask you "What do you want from your Division?" "What do you expect from your officers?"

The Los Angeles Division currently puts on 3-4 events yearly. Additionally, we support or sponsor several more. For example, did you attend this year's Los Angeles Division Membership Banquet? While it serves as our Division's Annual Business Meeting (as called out in our By-Laws), it's also an opportunity to get out and spend an evening with your fellow modelers -- all the while enjoying a really good meal (at subsidized prices!) at a nice restaurant.

Or, what about our Division's annual SpringRail mini-meet. Although this year's event had to be cancelled (due to the COVID-19 outbreak), have you attended one in the past few years?

Then there's Van Nuys Local 2020, our region's annual convention; this year hosted by your LA Division. Are you already signed up? (EVENT UPDATE: Yes, the Convention Committee continues it work towards bring you a great Regional convention this September. Could there be a better way to celebrate the end of this pandemic!)

If your answered "No" to any of these events, why not? Are they of no/little interest to you? Should your Advisory Board be working on setting up different venues? Maybe you rather we take a different direction with our L.A. Coupler newsletter?

Nothing rhetorical here. I'm really interested and want to know what you think. Please, take a few minutes and share your thoughts. My contact information may be found towards the rear of this L.A. Coupler issue.

In the meanwhile, be safe and remain healthy,

- Vic Cavalli



Directors Report

Hello Los Angeles Division Members,

I hope you had a wonderful holiday season and are well on your way to enjoying a lot of fun train activities!

So far this year, some of the L.A. Division advisory board members have attended and set up a table at the Great Train Show held at the Ventura County Fairgrounds, on February 1st and 2nd. The purpose for this is to share information about our wonderful hobby and the benefits of joining the NMRA. We also promoted our upcoming PSR Regional Convention that we are hosting. We also went to the Costa Mesa Great Train Show, where the Cajon Division let us set up to promote the convention as well. These outings were very fruitful, as we obtained several new members and signed up more registrants for the Van Nuys Local 2020! On February 22nd, the L.A. Division held our annual Membership Meeting and Banquet.



It was so nice to have some of our long time members join us at the event. It was also very exciting to meet some members attending for the first time! Tim Johnson entertained us with his photo presentation, “The Perfect Storm, My Snow Day in Tehachapi”, which everyone enjoyed. We also installed our newly elected superintendent, Vic Cavalli and re-elected Chief Clerk – Paymaster, James Keena. At the end of the evening, all attendees were able to pick a mystery door prize, either from the rail table or non-rail table. By attending this event, you are able to find out things going on in our division and have some great fellowship getting to know other L. A. members. Please keep it in mind and consider attending next year – it is for ALL members and we would love to have you there!

I am happy to advise you that the PSR is currently in process of becoming a documented 501C3. Each Division will also be under the umbrella of the region. This is good news as it will legally allow anyone making donations to have a tax deduction. The Divisions will also be able to get better rates for event spaces and be covered by the insurance for those events. The process should be complete by September.

Please “Save the Dates” for the following 2020 Los Angeles Division events ~ hope to see you at them!

Sept. 9th – 13th: Van Nuys Local 2020 PSR Convention

Airtel Plaza Hotel, 7277 Valjean Ave., Van Nuys, CA 91406

Dec 5th – 6th: Frosty Freight (formerly Freight Fright held in October), South Coast Botanic Gardens
26300 Crenshaw Blvd., Palos Verdes Peninsula, CA 90274

If you haven't already done so, be sure to register for our Convention soon to get the best price!

Until next time....Happy Modeling!

Mona Raymer

Director, Los Angeles Division, PSR, NMRA

From the Website Guy



Weather or Not

I don't know about all of you, but one of the things I really enjoy about any model railroad magazine are the layout photos. Being more visual than technical I don't spend much time with the "how to" articles, even though I fully understand their value. However, I will spend quite a lot of time carefully looking at the layout photos, picking out details that I find outstanding or simply soaking up the atmosphere of someone's very well-done layout. But, I started to realize that there was something nagging at me in just about every photo I looked at. It took a bit of pondering, but I finally pinpointed what I felt was out of place. I realized that in most of the photos the scenery and details were superb, but the trains had no weathering. They pretty much looked like they had been taken out of their boxes and went straight to the layout. Then I started to notice the same thing when I visited layouts in person.

Now, I want to be very clear that this is not a criticism, rather just an observation but I do hope to show the difference weathering can make and encourage those who dare to make their trains dirty do so. I have been around trains my entire life and have seen a lot of equipment come and go. The common thread, to me, is that once locomotives and cars leave the builder they don't stay clean for very long. The other thing I know is that once these things get dirty it is almost impossible to get them clean again. I have personal experience with this, I still remember the day I tried to wash the Southern Pacific tiger stripe painted ALCo S-4 we have at Orange Empire Railway Museum. The locomotive had gotten a nice dirt brown patina on the trucks, steps and battery boxes. I spent most of the day with good soapy water and the stiffest scrub brushes I could find. All I got for my troubles was a lot of dirty water, which fooled me into thinking I was accomplishing my task, a locomotive that looked amazingly clean when wet, but still just as dirty dry as when I started. The point of that story is that dirt is just simply a part of railroading and to stay away from making your trains dirty is leaving out an important part of the story you are telling. Dirt can show character from the miles run and places the locomotives and cars have been.

I don't pretend to know why people don't weather, perhaps time is limited and the layout itself is the priority. Perhaps there is a fear factor involved, many people (myself included in the past) can be worried that a really nice paint job is just an airbrush swipe or paint brush stroke away from complete ruination. If time is the factor, the solution is very simple. Wait until technology develops to the point that we can make or buy robot duplications of ourselves that can be programmed to act like us and be like us. Problem solved. The fear factor solution can be a bit more realistic and available right now. When I first started weathering, my early "victims" were freight cars. It was an excellent place to start and if I didn't like the results I was just out the \$2.50 I paid for the Athearn Blue Box or Roundhouse car. I was fortunate to have a friend who was really good at weathering and willing to show me his techniques. After I got comfortable with cars I began weathering locomotives. The techniques I used for them were different than with cars and I was not at all happy with my early attempts and quit locomotive weathering for quite a while.

From the Website Guy

However, as time went by my modeling skills got better and I wanted my trains to look more realistic so I decided to revisit locomotive weathering. This time I had two new advantages: curiosity and bravery. Curiosity helped me by giving me the flexibility to try things I hadn't tried before to see what the affect was. Bravery came in handy by helping me to calmly resolve any issues that were caused by curiosity. The end result was that I could comfortably weather any locomotive or car I wanted to and always end up with results I was happy with and proud of, even when the finished model didn't have the type of weathering that I had envisioned when I started the project.

I also learned to take advantage of the magic that is the internet for weathering ideas and techniques. Although quite a few very nicely weathered models I have were done without the help of YouTube, I am also not ashamed to admit I go there often to find new techniques and ideas. I hope this article will inspire those of you on the verge of taking the leap of faith that is weathering to venture out and give your models the dirt that they deserve and true connection to their full-size counter parts



Clean vs.....



Dirty.



Side by side comparison of clean and dirty SD40-2 locomotives.



Membership

Membership Committee Report

Bob DeMoss and Vic Cavalli, Chairpersons

The New Year started with a bang! February 1st and 2nd found our membership table busy at the Great Train Show in Ventura, CA. While attendance numbers were not available, it's estimated some 1,200 model railroad enthusiasts attended. They were greeted to more than 1,800 square feet of goodies spread out over 38 vendors' tables; plus 12 modular layouts. Additionally, the LA Division signed-up 6 new members! All-in-all, a great event – especially for our northern-most Division members.

If you missed Ventura, mark your calendar now! The Great Train Show will next return to the LA Division August 8th and 9th. This time, at the Fairplex Exposition Center in Pomona, CA.

Prior to that, look forward to our Division's annual SpringRail meet, April 18th at the Church of the Nazarene, Whittier, CA.

And, of course, the really BIG event this year will be the Los Angeles Division's hosting of the PSR's annual convention, Van Nuys Local 2020 to be held September 9th – 13th at the Airtel Plaza Hotel, Van Nuys, CA. This will be one event you will not want to miss!

In other news, our Division continues to remain stable. As of January 2020, our membership count is at 215. Please welcome our newest members:

November

Michael Martin San Gabriel

Timothy Slope Long Beach

December

James Spencer Pasadena

January

Tom Reid La Crescenta

That's it for now. Should you have any questions regarding your membership, feel free to contact either Vic or Bob. Our contact can be found towards the back of every issue of the LA Coupler.

2020 Convention Chairman Report

The Los Angeles Division Proudly Presents:

VAN NUYS LOCAL 2020



PSR-NMRA CONVENTION

SEPTEMBER 9TH-13TH, 2020

www.psrconvention.org/VanNuysLocal2020/

The Los Angeles Division is very excited to bring you this outstanding convention! Van Nuys, California is centrally located in the San Fernando Valley. It has gone from a Spanish rancho to many acres of orange groves to a major metropolitan area of greater Los Angeles. There is a long railroad history here. The Southern Pacific and Pacific Electric inter-urban lines once crossed the valley. Now, Union Pacific freight, Amtrak, and Metrolink commuter trains ply the rails.

We cordially invite you to discover with us all that this area has to offer. We are working diligently to bring you an excellent convention experience. There will be a new convention format in 2020 that will allow you to do and see more than ever before. This email highlights only a few of the offerings we have planned for you:

- ✓ **WELCOME RECEPTION:** Our convention officially kicks off with our Wednesday evening welcome reception, held at the lovely Midway Gardens area of the hotel. Dinner choices at the reception include delicious barbeque, sides, and dessert. We will also have special surprise entertainment you won't want to miss!
- ✓ **CLINICS:** We currently have 40+ clinics scheduled, many which have never been presented before. There will be something to interest just about everybody-more than can be listed here. Visit our website for more details
- ✓ **LAYOUT TOURS:** We will be visiting some of the finest layouts in Southern California on our layout tours. Tours will include both home and club layouts, with all major

2020 Convention Chairman Report

scales represented. Some layouts will be featured on bus tours, while others will be self-driven.

- ✓ **PROTOTYPE TOURS:** One of our tours will be a two-part presentation, starting with a clinic at the hotel, followed by a field trip! The presenter is a working Union Pacific conductor, who will describe the work done at the former Gemco yard, and then we will board a bus to visit and see the prototype in action. Another tour will take us to prototypes of the past, as we visit the Travel Town Museum and take a docent-led tour.
- ✓ **OPERATING SESSIONS:** For the operators, we have a line-up of some of the best operations layouts in the area. We will also be offering operations at the hotel on a modular layout, perfect for those just starting with operations who want to learn more about this fascinating aspect of the hobby.
- ✓ **CONTEST ROOM:** Here's your chance to share your talent and perhaps take an award home as well! We encourage you to bring your best modeling efforts for all to see.
- ✓ **VENDOR ROOM:** We will be hosting manufacturers and suppliers throughout the convention.
- ✓ **SWAP MEET:** Our Saturday morning swap meet will be held in the hotel parking lot, where you can shop for those special items you can't pass up. The first table is free for registered attendees who wish to convert those special items back into cash.
- ✓ **NON-RAIL ACTIVITIES:** The non-rail luncheon will be held at San Antonio Winery, L.A.'s oldest continuously operating winery, built in 1917. We are also offering a visit to the Suiho-En Japanese Gardens, a tranquil oasis. There will be a wide variety of activities offered at the hotel, including Wine and Paint, yoga, bingo, a ladies boutique, and more. Bring your own projects to work on or just rest and relax!
- ✓ **HOBO AUCTION:** Join us for our famous Hobo Auction, where you will have a chance to win that special item that you have been wanting! Hundreds of items will be available, with many new items.
- ✓ **AWARDS BANQUET FEATURING OUR SPECIAL GUEST SPEAKER:** The Saturday night awards banquet is the culmination of our convention, where the achievements of our members are recognized. It is also the time when our attendees can socialize and reflect on the events of the previous days. We are pleased to welcome our special guest speaker, Joe Fugate, publisher of Model Railroad Hobbyist magazine.
- ✓ **THE FARE:** Registration for this outstanding convention experience is currently only

2020 Convention Chairman Report

\$130.00 which includes the awards banquet! Don't delay-this special pricing won't last long! Register on our website today!

ACCOMODATIONS: A great convention like this requires a great hotel, and we have one! We have also secured a great room rate of \$119.00/night +tax. Parking is only \$4.00/day with in and out privileges. The convention rate is available for 3 days prior to and 3 days after the convention, in case you want to extend your stay. There is a link on our website, www.psrconvention.org/VanNuysLocal2020/, which will take you directly to the convention rate for hotel reservations.

AIRTEL PLAZA HOTEL

7277 VALJEAN AVE.

VAN NUYS CA 91406

(818) 997-7676 (800) 2-AIRTEL

reservations@airtelplaza.com

ASK FOR PSR-NMRA CONVENTION GROUP RATE



2020 Convention Chairman Report

HOW TO GET HERE:

FLYING IN: You can fly in to LAX and catch the Fly-Away shuttle bus to the Van Nuys Fly-Away depot for only \$9.75! The Fly-Away shuttle runs on a 15 minute schedule all day and most of the evening. The hotel shuttle will pick you up and transport you to the hotel. If you fly in to Bob Hope-Burbank Airport, you can catch the MetroLink commuter train to the Van Nuys Amtrak station, where the hotel shuttle will pick you up. If you or someone you know is a private pilot, you can fly in to Van Nuys Airport, where the hotel has complimentary aircraft tie-down space directly adjacent to the hotel.

BY TRAIN: Van Nuys is an Amtrak and MetroLink station stop. The hotel shuttle will transport you from the station to the hotel.

DRIVING: Use your favorite navigation app or go old school with a paper map!

WE LOOK FORWARD TO SEEING YOU IN VAN NUYS!



Financial Report

12:43 PM
03/18/20
Accrual Basis

LADivPSRNMRA
Balance Sheet
As of March 18, 2020

	Mar 18, 20
ASSETS	
Current Assets	
Checking/Savings	
Checking	
Advisory Board	
Expenses	934.87
Total Advisory Board	934.87
Bank Fees	1,862.07
Banquet	
Expenses	3,398.09
Income	-2,385.00
Total Banquet	1,013.09
Build a Memory	
Income	-1,200.89
Total Build a Memory	-1,200.89
Childrens Coloring Boxcar	
Expenses	506.37
Total Childrens Coloring Boxcar	506.37
Coupler	111.64
Elections	
Expenses	1,042.49
Total Elections	1,042.49
Freight Fright Modular Meet	
Expenses	1,224.12
Income	-851.43
Total Freight Fright Modular Meet	372.69
NMRA Promotional Events	
Expenses	2,354.43
Income	-1,621.15
Total NMRA Promotional Events	733.28
Regional Convention	
Expenses	33,471.03
Income	-41,699.90
Total Regional Convention	-8,228.87
SpringRail	
Expenses	6,625.13
Income	-9,400.40
Total SpringRail	-2,775.27
Checking - Other	13,333.54
Total Checking	7,705.01
Savings	
Intrest	-6.92
Savings - Other	5,107.56
Total Savings	5,100.64
Total Checking/Savings	12,805.65
Total Current Assets	12,805.65
TOTAL ASSETS	12,805.65

James L. Keena
Chief Clerk/Paymaster
LA Div. PSR NMRA

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The Artistic Side of Railroading

Jacob Petkovsky Artist:

Jacob Petkovsky is an up and coming 21-year-old Graphic Artist living in Buffalo, New York and has been recently posting his railroad themed artwork to Facebook and other social media – garnishing much deserved attention to his unique and eye-catching visual style.

Born in Buffalo New York, and still currently living there, Jacob has received his Associate's Degree in General Studies at Erie Community College and working towards his Bachelor's Degree in Graphic Arts. He began drawing and exploring his artwork since High School – keeping his notebooks and sketchbooks filled with images. Interesting enough, Jacob's primary focus was on Photography and it wasn't until his Junior year of high school did he begin to explore his more artistic side. Up until now, he had taken some art classes – but primarily has been self-taught.

Jacob has had an avid interest in trains for as long as he can remember. He can't quite remember exactly where it came from, it's just always kind of been there. "My father was into trains but not as heavily as I am, and when I was born he ran out and purchased a Lionel Boston & Albany 4-6-2 for my first Christmas" He explains. "So, if my interests in trains had to start anywhere, it was probably that first Christmas." Jacob takes a lot of inspiration for his artwork from railroad history. With his attention shifting from Class 1 and Heritage Railroads and more to transition steam era.

Two major influences in Jacob's work – Tom Fawell and Bern Hill. For Tom, Jacob likes the industrial artwork created for his EMD advertisements. With the sharp colors and dramatic fast-moving angles. Bern Hill, for his similar styling and use of shading and coloring techniques. Also, Jacob takes inspiration from historic photographs and classic Art-Deco styling.

The creation process begins with an initial hand drawn-pencil sketch. Once the sketch is completed, Jacob imports it into his computer and begins to edit and refine it in a program called "Paint.net" (getpaint.net) which is a free to use image and photo editing software for PC similar to Photoshop. Once in the computer digital format – he can clean up the lines, adjust the shapes, and add the layers of color and detail. Jacob has also bravely worked in other mediums like charcoal, colored pencils, markers, and water-colors.

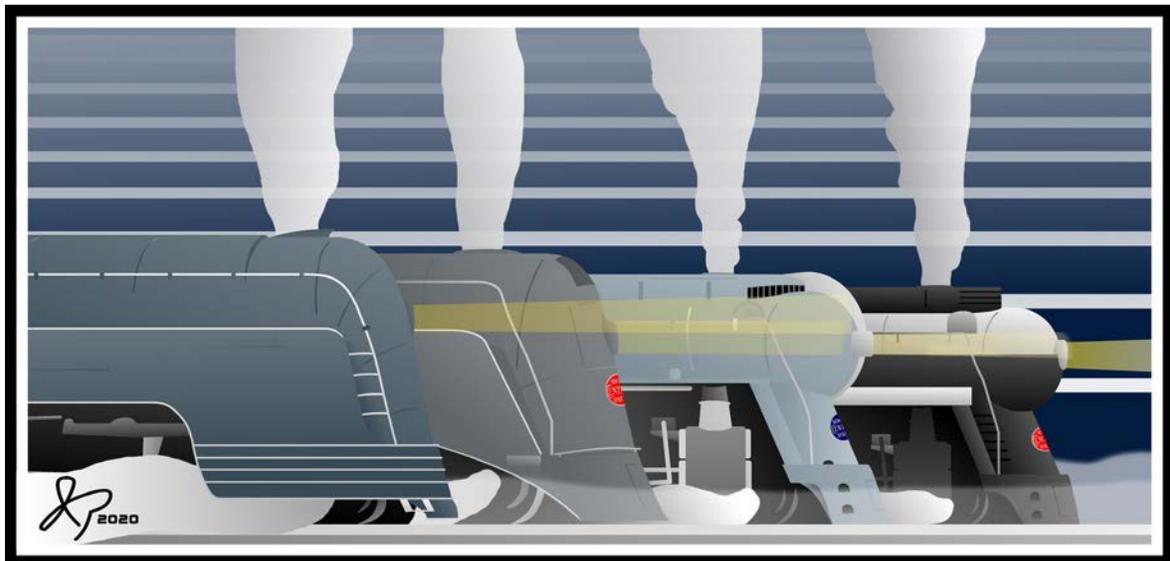
One-night Jacob had the idea of a Southern Pacific SD40R with a retro/1980's background. But the only way he could get the right effect was to paint it digitally on the computer. A technique relatively new to him. Throwing caution to the wind, Jacob dove right in and finished it up in no time. When he posted the image online, Jacob was pleasantly surprised with the groundswell of popular feedback. Buoyed by the support, he tried it again – and the positive feedback just continued to grow. Around this time Jacob began creating some Buffalo area related railroad art – in hopes of getting attention from local railfans. A Facebook page entitled "Forgotten Buffalo" shared many of Jacob's pieces – which gained a lot of attention. One of Jacob's professor shared his artwork with a colleague who ran a local art gallery. The reception was so well received – he entered a piece entitled "Buffalo Central Terminal" depicting four different trains representing the Terminal's service lifespan, which sold quickly for \$135!

Being a professional Graphic Artist I believe is a new experience for Jacob, and he is trying to take in all this newly-found popularity from his artwork. He would like to continue to improve and refine his art style – taking it to even new levels. As well as the possibility of doing commissions and selling more of his work, possibly at art shows or to galleries.

He certainly enjoys doing the railroad related art – but hopes to branch off and cover a wider base of subjects. Jacob has a strong interest in all forms of transportation such as planes, trains, and yes, automobiles. He also enjoys military history as well, such as tanks, warplanes, and warships. So, keep an eye out for some possible painting on these as well!

What struck me about Jacob’s work was the striking color, clean uncluttered lines and bold compositions. He is not afraid to use dramatic perspective and unconventional angles to his advantage - the images literally seem to leap off the page. We hope he has much continued luck producing his signature style of art – and look forward to seeing him grow as a dynamic Graphic Artist which I feel he is destined to become.

-Scott Sackett



Centralized Streamlining



Creeks Crossing



Buffalo Gateway



High Iron Horsepower



Bitter Cold Rivalry



Racing Through the Feather River

The Trains at Valley Con 2020

Trains at Valley Con 2020

At the March 1, 2020 Valley Con 2020 was held at the Pasadena Convention Center, the California South Coast On30 Group displayed and operated a point to point layout at the event. The On30 Group included Foster Rash, Ken Hecker, Dain and Elisabeth Leese as well as James Keena from the Los Angeles Division. There were several train models displayed along with the various dioramas, military armor, aircraft, ships, cars, figures, science fiction and fantasy models of various sizes and scales.

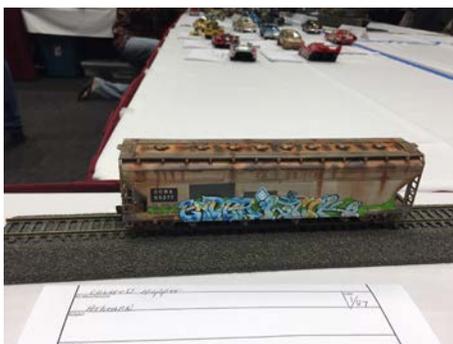
In the static train category, Jerry Jackson won an award for his hand painted H0 scale graffiti covered hopper. The second place silver award went to an ice reefer. Foster Rash won an award for his 1/24 scale Model T truck with a wood scratch built flat-bed with stakes.

There was a large verity of scales and sized of very detail and nicely weathered models displayed that can be appreciated by model railroaders. The dioramas scenery of the military modelers were very realistic and set the scene and story of the models displayed. Excellent weathering and rust effect were duplicated not only on the military models, but even 1/25 scale model cars to show the effect of age, peeling paint, weather damage and neglect. There were numerous custom decorated automobiles with shiny paint jobs as well.

Don't pass up model and craft shows, they offer an opportunity to enjoy other types of beautifully created models, but we can all learn from each other to improve our modeling skills.

James Keena

PSR Contest Chair



1st. Place Covered Hopper



2nd. Place Reefer



Armored Train



California South Coast Modular Railroad

The Trains at Valley Con 2020



California South Coast "Lucy"



"Who Wants a Puppy?"



Farm House by Foster Rash



Middle Earth



Trains displayed at Valley Con 2020



Railcar on the California South Coast

Panama Canal Railway

Panama Canal Railway

The first actual transcontinental railway of the Americas was not the Union Pacific and the Central Pacific that was joined at Promontory, Utah in 1869. That distinction goes to the 47 mile Panama Railroad that was completed across the Isthmus of Panama from Colon on the Atlantic Ocean to Balboa on Pacific Ocean on January 28, 1855. Prior to the completion of this railway, travelers that wanted to go from New York to San Francisco or vice versa had to either go by ship around the horn of South America or go across land at the isthmus of Central America through the jungles of Nicaragua or Panama.

The Panama Railroad was a huge money maker until the completion of the Union Pacific/Central Pacific transcontinental railroad, which avoid having the ship travel to and from Central America, thereby cutting down on travel time.

The railroad was originally built with a 5-foot gauge on inverted U-shaped rail. This gauge was in used until it was converted to standard gauge in 2001. In 1881 the French purchased the railroad to build the Panama Canal, but after two failed tries and bankruptcy, the railroad was then purchase by the United States Government in 1904. The United States completed the construction of the Panama Canal in 1914, which require a relocation of some of the rail line 1912 due to the creation of Gatun Lake as part of the Panama Canal.

After World War II few improvements were made to the railroad and in 1979, both the Panama Canal and the Railroad were turned over by the United States to the Panamanian Government. On June 19, 1998 the government of Panama turned over control of the railroad the Panama Canal Railway Company, a joint venture between the Kansas City Southern Railroad and privately held Lanigan Holdings, LLC, to rebuild the railway. The railway was rebuilt to standard gauge with 136 lb. /yd. continuous welded rail on new concrete ties to avoid termite and insect damage. Two new container handling terminals were also built, one in Balboa and the other in Colon along with a maintenance shop.

The Panama Canal Railway handles container traffic from ships that are too large to traverse either the old or new canals across the isthmus. Containers are offloaded in one port and then transported across the isthmus by rail to be reloaded at the other port on another ship. This cuts down on shipping time and avoids having the ships travel all the way around the horn of South America.

In addition, the Panama Canal Railway resumed passenger service across the isthmus as commuter line and a tourist train excursion for various cruise lines with refurbished Amtrak F-40PH locomotives and restored passenger cars. One of the passenger cars is a former Southern Pacific Railroad great dome car that was originally built in 1938. The other passenger cars are Clocker coaches built by the Budd Company. All of the locomotives and cars are painted in the historic Southern Belle livery.

In January, Edna and I had the pleasure to cruise through the Panama Canal and to ride across the isthmus in the dome car on the historic Panama Canal Railway. It was an enjoyable journey on the America's first transcontinental railroad.

The Panama Canal Railway has a roster of the following locomotives that came from the Kansas City Southern Railroad and Amtrak starting with the number of 1855, honoring the year that the original Panama Railroad was completed:

Panama Canal Railway

Model	Quantity	Acquired	Numbers
EMD GP10	1	2001	1855
EMD F40PH	10	2001	1856 - 65
EMD SD40-2	2	2008	1866 - 67
EMD SD 60	5	2008	1868 - 72

Currently about 10 container trains travel each way across the isthmus. Typical each container train consist of 15 articulated 5-well double stacked Gunderson Inc. rail cars to transport containers between the ports. The trains operate with a locomotive on each end, therefore avoiding having to turn the trains. With the current rail configuration, the railroad could conceivably handle up to 32 trains a day to transport container traffic across the isthmus.

James Keena

LA Division, PSR, NMRA

Chief Clerk Paymaster



PCR F40PH #1858



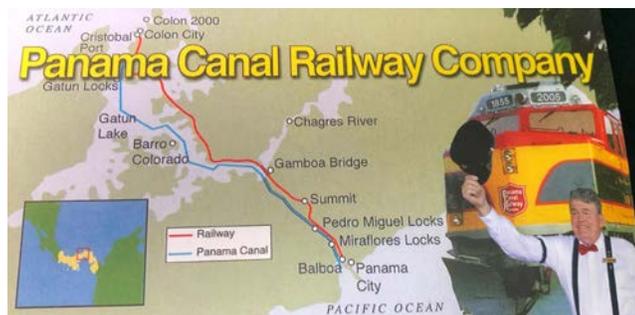
PCR SD60 #1870



PCR Double Stack Cars



PCR Dome Car



PCR Route Map

Union Pacific 4014

In October 2019 Union Pacific Big Boy 4014 paid a visit to Southern California. Here are some highlights from her return to West Colton from Yermo on October 13th.

Photos by Tim Johnson



How to print the “Coupler”:

1) *From the Webpage:*

Open the “Coupler” issue which should come up as a PDF file. Right-click, or hover cursor over top of document - and choose “Print File.”

2) *From the PDF:*

Once you have download the PDF, or able to open the “Coupler” in a PDF reader, you should be able to select “Print File” and choose options like Color/B&W - and print quality.



Train Toons *By Ron Westlund*



“Suspended due to COVID-19 restrictions until further notice.”

LA Division Facebook Page



Do you want to know more about what's going on in the Los Angeles Division of the NMRA?

Are you searching for more connection with the NMRA? Do you want to hear and learn from others about the Model Railroading Hobby?

Become a part of model railroading in the Los Angeles area and join the NMRA Los Angeles Division Facebook page! Give it a try!

It is open to all NMRA members and provides a valuable tool for learning about local events, activities of your NMRA Division Board, and just general modeling information.

Go to the link and ask to join! No obligation and one of the few things that are free! Be an active part of your local Model Railroading community!

<https://www.facebook.com/groups/1960134804039677/members/>



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MODEL TRAIN & RAILROAD EVENTS:

Special Thanks to Bob Chapparo for compiling the Calendar of Events.

Due to recent CDC recommendations and California safety restrictions related to the COVID-19 outbreak, the Los Angeles Division of the PSR/NMRA will cancel our April 18, 2020 SpringRail event. With regards to the other events listed, it is advisable to check with the event organizers to see if there was a cancellation before attending.

March 28 - Coachella Valley Model Railroaders Open House, Indio
March 28 - Train Collectors Association/Western Division Meet, Arcadia
March 28 & 29 - Pasadena Model Railroad Museum (Club) Open House, Los Angeles
March 28 - April 5 - San Bernardino Co. Museum Train Days, Redlands
April 11 - North County Model Railroad Society Open House & Swap Meet, Oceanside
April 22 - April 26 - Calrailfans Tehachapi Event, Tehachapi
April 25 - Train Collectors Association/Western Division Meet, Arcadia
April 25 - Western Prototype Modelers Meet, San Bernardino (Tentative)
May 2 & 3 - Railroad Days, Fullerton
May 9 -11 - Los Angeles Union Passenger Terminal 81st Anniversary Celebration
May 30 - Train Collectors Association/Western Division Meet, Arcadia
June 6 - Los Angeles Model Railroad Society Open House, Hawthorne
June 9-13 National Railway Historical Society Convention, Buena Park
June 12-14 SoCal Ops, Los Angeles Area
June 13-14, Cajon Division Modular Modelers Meet, Orange (Restricted Attendance)
July 25 - - Roundhouse Gang Swap Meet, San Bernardino
July 25 - Train Collectors Association/Western Division Meet, Arcadia
August 22 - Train Collectors Association/Western Division Meet, Arcadia
September 9 - 13 - Annual Pacific Southwest Region/NMRA Convention, Van Nuys
September 26 - Train Collectors Association/Western Division Meet, Arcadia
October 2, 3 & 4 - Central Coast Railroad Festival, San Luis Obispo Area
October 3 - L.A. Area Prototype Modelers Meet, Bellflower
Oct 3 & 4 - Los Angeles Model Railroad Society Open House, Hawthorne
October 10 - North County Model Railroad Society Open House & Swap Meet, Oceanside
October 10 - San Diego Division Layout Tour, Oceanside
October 10-12 - Travel Town Depot Days, Los Angeles
October 17 - - Roundhouse Gang Swap Meet, San Bernardino
October 31 - Train Collectors Association/Western Division Meet, Arcadia
December 5 - Los Angeles Model Railroad Society Open House, Hawthorne

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