

LA Coupler

The Newsletter of the Los Angeles Division of the NMRA



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Introduction to 3-D Printing

Meet the New Superintendent

...and more!

Los Angeles Division
Pacific Southwest Region
National Model Railroad Association, Inc.
www.ladiv-nmra.org





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Learn the basics of how to use 3-D Printing to expand your modeling

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LA Coupler Deadlines

Publication Team

The LA Coupler is always looking for submissions, articles, photos, or ideas. Please reach out to the Editor for more information:

Lisican@gmail.com

Submission Deadlines

Spring Issue: February 1

Summer Issue: May 1

Fall Issue: August 1

Winter Issue: November 1

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Publication Information for the LA Coupler

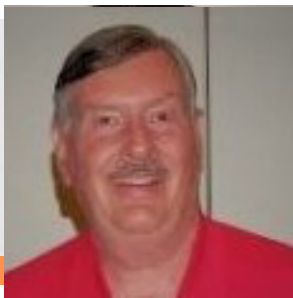
The official publication of the Los Angeles Division, Pacific Southwest Region (PSR), National Model Railroad Association (NMRA). The LA Coupler is published quarterly by the Los Angeles Division of the National Model Railroad Association and is available online at: www.ladiv-nmra.org

All materials, articles, and advertising must be submitted to the Editor and in an electronic format. Contact us for a copy of our submission guidelines. Advertisers may contact the Editor to request guidelines and a rate card. Subscribers with an e-mail address on file will receive the PDF version. Copyright 2022, LA Division Pacific Southwest Region, National Model Railroad Association.

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Thank you for supporting the LA Division!



Director's Report

- Vic Cavalli

Hope you were one of the NMRA associates, friends or family members able to attend this year's Pacific Southwest Region's (PSR) Annual Convention, "Grand Canyon Special 2023", hosted by the Arizona Division, June 7th-10th.

From feedback received, the convention (I was unable to attend due to current medical issues), and subsequent prototype steam train excursion, were enjoyed by all; although possibly a bit under attended (more on this point later in this report).

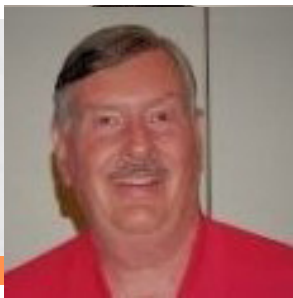
Congratulations Arizona Division on a job well done!

As is my habit, I will spend most of this report sharing with you key topics aired during the PSR's annual Board of Directors (Board) Meeting held Wednesday afternoon, June 7th. First item noticed was the unusual number of Board members absent. Three (3) Directors – all backfilled via advance proxies – were missing, along with seven (7) committee Chairs (though most submitted reports nonetheless).

Second, was the low attendance at the convention; approximately 172 individuals. Quoting from the Arizona Director's report "The convention was budgeted based on approximately 225 attendees, with a break-even [set] at 200 attendees. However, reservations for the chartered train trip continue to be received. This appears to be due to non-NMRA members wanting to ride the train. In hindsight, it was a gamble to plan the convention in Flagstaff. The location appealed primarily to non-Arizona residents and a low number of registrations were received from Arizona Division members."

These observations lead into a discussion on the future of Regional conventions including:

- Concerns regarding the time and effort required to put on a convention that attracts [less than] 200 people annually. Suggestion: possible hold conventions every other year?
- Are the annual conventions becoming too long? Most now require close to a full week to attend – Wednesday to Sunday plus travel time on both ends. Maybe it would be better to begin mid-Thursday and end Sunday morning with a breakfast (including the General Membership meeting?). Would save both time and money.
- Eliminate the Friday-night Banquet to save additional costs. Go with a "hosted" cash bar awards ceremony instead?
- Another concern: If conventions are too short, say only Friday afternoon to Sunday morning, would the travel time even be worth it?
- And still one more concern: If the convention was too short, it would be difficult to perform Contest Room/Achievement Program evaluations and/or offer time for Popular Vote balloting. Then, again, it appears only a handful of members even build and/or share their modeling efforts any more so is this even an issue.
- Hold the Regional Board meeting offsite, likely virtually, the week prior to the convention.



Director's Report

- Continued

Of more importance, what are your thoughts on this matter? Please, take a moment and shoot me off your thoughts!

A motion was made, and passed unanimously, for the Region to purchase an annual “Zoom” account. The Region’s President, Vice President, Secretary will be the [initial] maintainer/mediators of the account. One of its first functions will be to hold monthly “new” members welcome sessions; possible topics including: introduction to the Region’s/Division’s organization, explanation on how to find out what activities are going on, provide points of contact; etc. Vice President Gary Butts, MMR, will lead this new endeavor along with the Executive Team members from all PSR Divisions.

The final item I’m going to share regarded a continuing discussion on how 3D printed models fit into the Achievement Program (AP)/Contest Room evaluation arena. The concern being a really good 3D printed model outscoring a superbly 100% scratch-built model for an award such as Best of Show.

Using the NMRA’s National Headquarters’ definition, 3D printed and hand-built models are supposed to be judged as equals – even though a hand-built, board by board model may consist of hundreds, possible thousands, more pieces (and therefore technically “more complex”) than a 3D printed single-to-few pieces model of equal quality. [In this discussion, “3D Printed” assumes the modeler to also have been the drafter/designer of said model.]

Originally, AP concentrated with “fabrication” in mind. You designed your project; then cut and fit parts and/or raw materials together, possibly scratch building some of those items as you go along.

In the 3D printed world, much of that work is replaced by proficiency of CAD Design. But is craftsmanship equal to proficiency? Therein, in my opinion, may lay the answer.

Using the Construction category only for demonstration, let’s compare a steam locomotive’s boiler for evaluation; first by 3D design and printing, then by hand fabrication. It’s feasible the 3D generated subassembly might be a single piece with many details (such as boiler taper, boiler bands and clamps, smoke box, rivets, running boards, brackets, etc...) included. A hand fabricated boiler would require dozens of more individually amassed pieces to create an equally detailed subassembly. No judge(s) evaluating one model consisting of hundreds of more pieces should ever equate its’ difficulty to another consisting of significantly fewer as equals. I believe the disparity in Construction scores alone could be 10+ points.

But, again, what are your thoughts on this issue? As stated earlier in this column, I recognize there are fewer model builders today than in yesteryear. Still, I would like to know where you stand.

As usual after any Board meeting, a long column. Some items more significant than others, yet all news I believe every L.A. Division member deserves to be kept up-to-date on.

Should you want, drop me a line.



The 2024 NMRA National Convention
"Surfliner 2024"
will be in Long Beach from August 3 to 11, 2024

Did you know that the Pacific Southwest Region will be hosting the National NMRA Convention in Long Beach in 2024? Do you have a layout that you would like to share during the convention layout tours?

WE NEED LAYOUTS FOR THE LAYOUT TOURS!!!!!!

If you would like your layout to be on the tour or, if you are building a layout and think it will be tour ready by August of 2024, please contact Tom Selinske at Layouttours2024@gmail.com, or Morrie Fleishman at mefleishman@cox.net (949-351-7715) to get your layout added to our layout list. We will be reviewing all potential layouts over the next year to develop our layout tours and are looking for those awesome layouts that are hiding away in your basement or spare room! Detailed requirements for inclusion in the layout tours will be coming out in the next couple months. This is a first call for layouts and there will be plenty of time to finalize your participation over the next year.

This convention is attended by a huge audience from around the globe and this is a chance to show off your modeling skills and railroad creations! In addition to the recognition of your peers, your layout may qualify for an NMRA Golden Spike award and can earn credit for other NMRA MMR Achievement Awards.

If you, or anyone you know, may be interested, please have them contact Tom or Morrie.



Superintendent's Report

- Jeff Smith

Meet Our New Superintendent

I would like to introduce myself. My name is Jeff Smith and I live in Lakewood, CA.

I have been doing model trains since about 8 years old. I currently have my own 15x18 HO scale layout based on the Santa Fe through Pasadena.

I have been involved with the LA Division for a number of years with different events. I have also organized many model railroad events, Sn3 Symposium, National Narrow Gauge Convention, Spring Rail, and the LA Area Prototype Modelers Meet.

I am past president and a board of director at the California Southern Model Railroad club in Norwalk, CA. I am the current president of the Bellflower Chamber of Commerce.

My wife (Leticia) and I (both military Vets) have owned RailMaster Hobbies in Bellflower, CA for the past 12 years. I am retired from the US Army spending 42 years of service in the US Navy and US Army Reserve, and my wife retired from the US Army after 32 years of service.

I look forward to serving as the LA Division Superintendent and intend to do a great job.

Jeff Smith
LA Division Superintendent



A Primer of 3-D Printing

- Andrew Chier



1. Southern Pacific F-70-7 flat and trailers, entirely 3D printed

I recently attended a Cajon Division NMRA meetup where I entered several models for the contest and Achievement Program (AP) judging. All but one of the nine models entered in the contest were created via Computer Aided Design (CAD) and 3D printing. All nine achieved AP merit awards. The equipment types entered in the contest included heavyweight Southern Pacific (SP) passenger equipment, traction models, a MOW car, and an SP flat car with trailers.

I cannot say that I am an expert modeler in traditional techniques. I consider my woodworking skill level to be between awful and abysmal. My skill with styrene is only slightly better. In 3D printing I found the ideal way to hone a model's design in a virtual environment before committing costly materials to it. With 3D design I could create niche models that the major manufacturers would never even consider, and I could do it at a level of quality on par with theirs!

For the purposes of this article, I will focus on that SP F-70-7 riveted flat car with a trailer load.

A Primer on 3-D Printing

Continued

I chose to model a string of these cars to represent the TOFC (Trailer on Flat Car) segment of SP's famous overnight trains, the same trains that carried the jet black SP overnight service boxcars between Los Angeles and San Francisco. In 1953 this was SP's first attempt at large scale intermodal service. Trailers were backed down trains of these custom-equipped flats "circus style", then tied down using a complex system of stands, chocks, and cables. I was intrigued after seeing a few models of these cars, often built using kits from the Southern Pacific Historic and Technical Society.

To give some of my background, I had almost no exposure to CAD or 3D printing prior to dabbling in it about six years ago after seeing mention of it in some magazine articles and on YouTube. As a traction modeler I know well the dire shortage of kit availability in that segment of the hobby, so I zeroed in on 3D printing to create traction models that have never been otherwise offered.

Despite 35 years in the hobby, I would still have called myself a novice at scratch building, but I saw printing as a means of perfection through ease of design editing. A CAD model could be refined as often as needed, and with minimal waste of materials, to achieve the desired level of conformance and performance.

Certainly, there will be varying opinions on the merits of 3D printing and how it qualifies as "scratch building". Arguments I have heard usually revolve around the idea that scratch building an item should involve more hand work and the application of countless separate details and pieces. Contrary to that notion, I believe that utilizing one's own CAD designs absolutely counts as scratch building. It is simply another tool in the inventory in a similar vein as resin casting and laser cutting. Consider the amount of prototype research, programming skill, and refinement of printing techniques required to create an AP-level model, as it is all learned technique just like any other.

There is also some merit in considering CAD if a modeler's dexterity or vision is not ideal or is beginning to deteriorate, as small items can easily be zoomed in on during the design process, lessening the effects of an unstable hand or poor vision.

Hollywood has given the impression that one can scan an object and print an exact copy of it with ease. Unfortunately, there are currently no consumer grade 3D scanners capable of creating a viable 3D model of rolling stock. Even if there was, the amount of refining required to convert the scan to a usable 3D model would require exponentially more time than simply drawing the model from scratch in a CAD program. Designers, like Rapido, that scan real equipment often use the scan to ensure that their drawings match prototype curvatures, but rarely use those scans as the basis for a finished design. There are, however, scanners that work very well to capture organic shapes, like humans.

A Primer on 3-D Printing

Continued

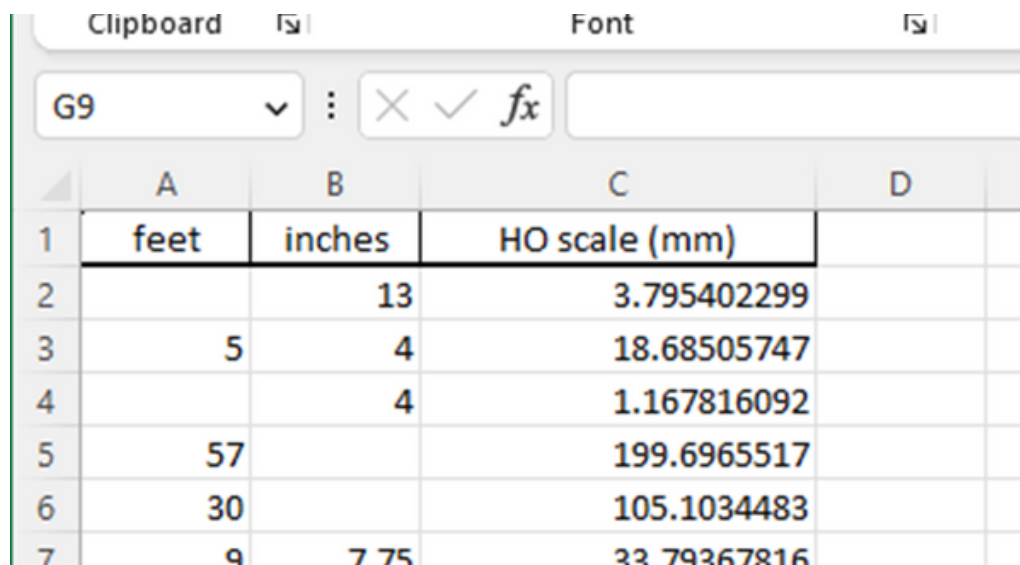
Another misconception is that if one has a drawing and clear photo of the prototype, they can be easily converted to a 3D model. Unfortunately, this is far from the reality. Drawings and photos are the basic starting points of any design, but all the shapes of a design still need to be input into the design manually, one measurement at a time. From start to first prototype print, creating the 3D files of a typical streetcar takes me about 50-80 hours.

Creating Design Files

Unless you have a lightning-fast software learning ability, you will need to start small and work your way up. For a first try, pick a model with very basic shapes and no complex curvatures. A flat car is an excellent first project. Avoid things like heavyweight car roofs that have a very complex geometry over their end vestibules.

I recommend TinkerCad as an excellent starter software. It is completely free, web-based, and requires no installation of a program onto your computer. You will need a real computer, not a tablet or smartphone, to create your designs in TinkerCad.

An indispensable tool is the ability to convert real plan dimensions into scale millimeters. For this, I created a Microsoft Excel spreadsheet. I enter the feet and inches and it calculates scale millimeters. The formula used in cell C2 of the example image below is “=((A2+(B2/12))*12)/87)*25.4”. The basic gist of the formula is to breakdown the real measurement to inches, divide it by 87 (for HO scale), then multiply it times the number of millimeters in an inch (25.4). Don't worry if it sounds like I suddenly began speaking in tongues. Send an email to me at lonestaraggie07@gmail.com and I'll send a copy of this excel scale converter file to you.



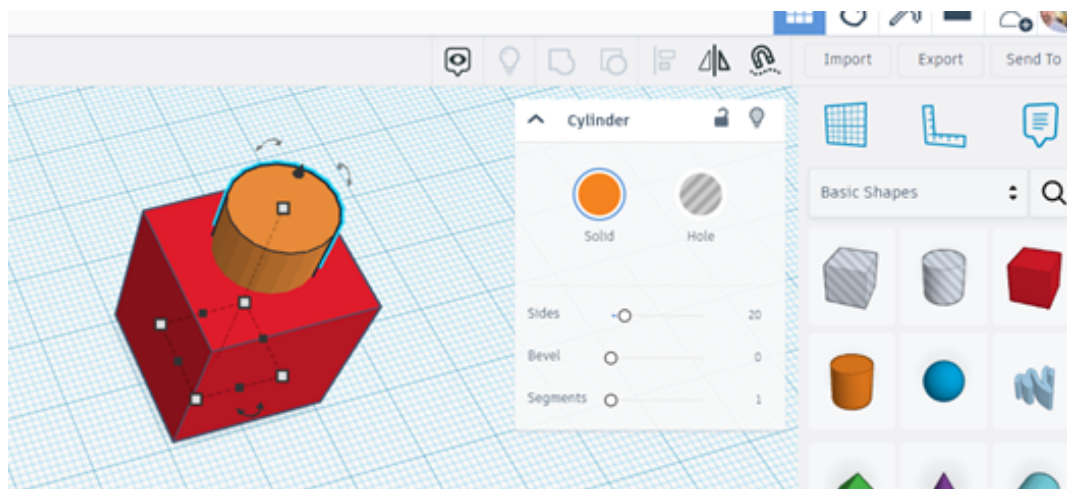
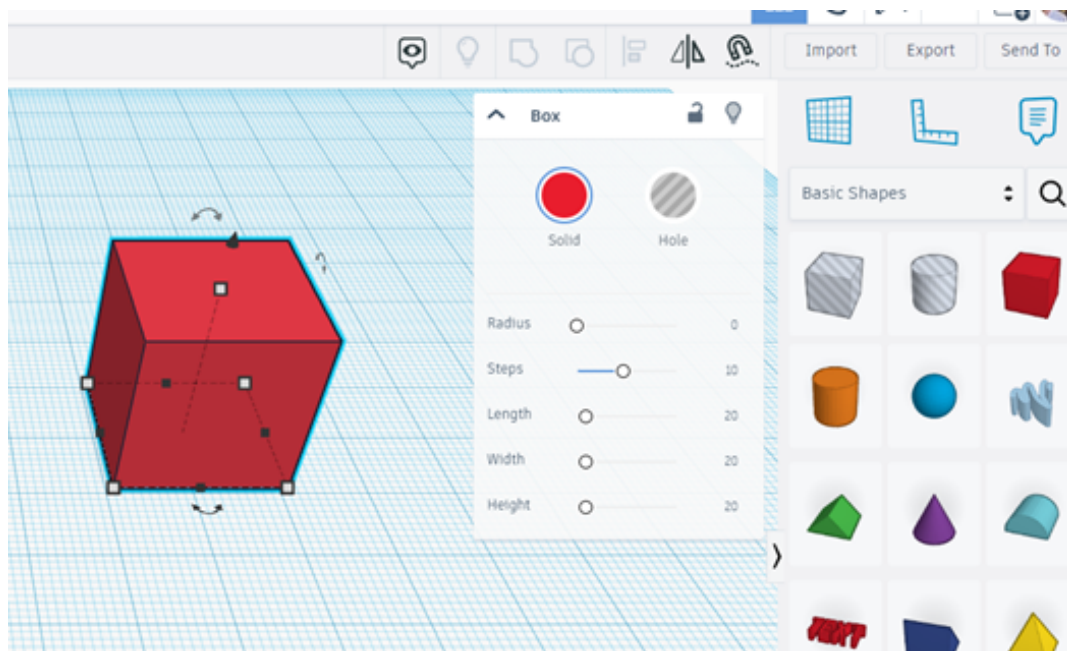
	A	B	C	D
1	feet	inches	HO scale (mm)	
2		13	3.795402299	
3	5	4	18.68505747	
4		4	1.167816092	
5	57		199.6965517	
6	30		105.1034483	
7	9	7.75	23.79367816	

2. An Excel spreadsheet quickly converts real dimensions to scale

A Primer on 3-D Printing

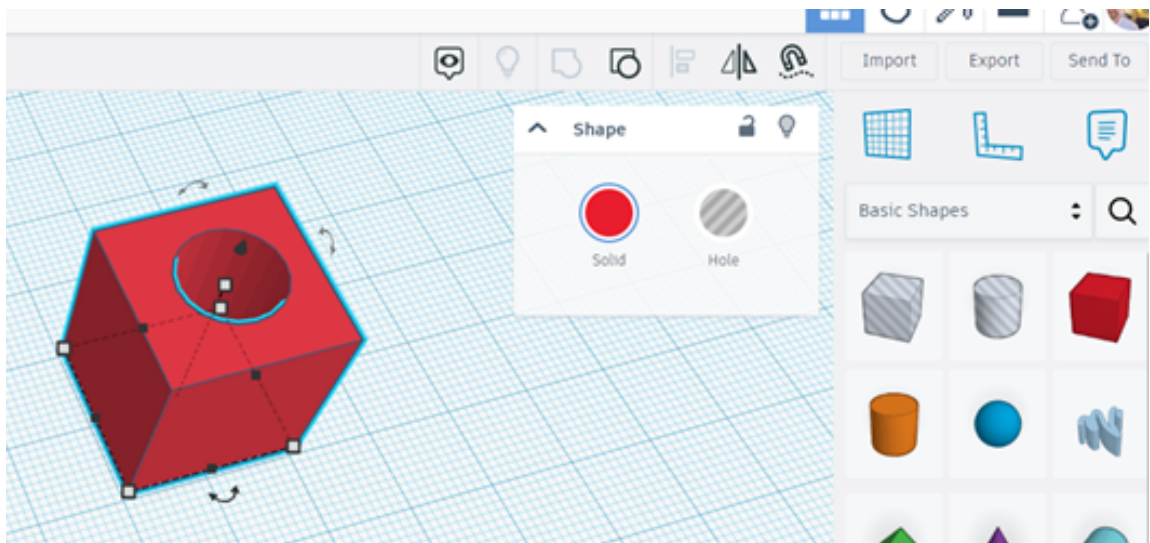
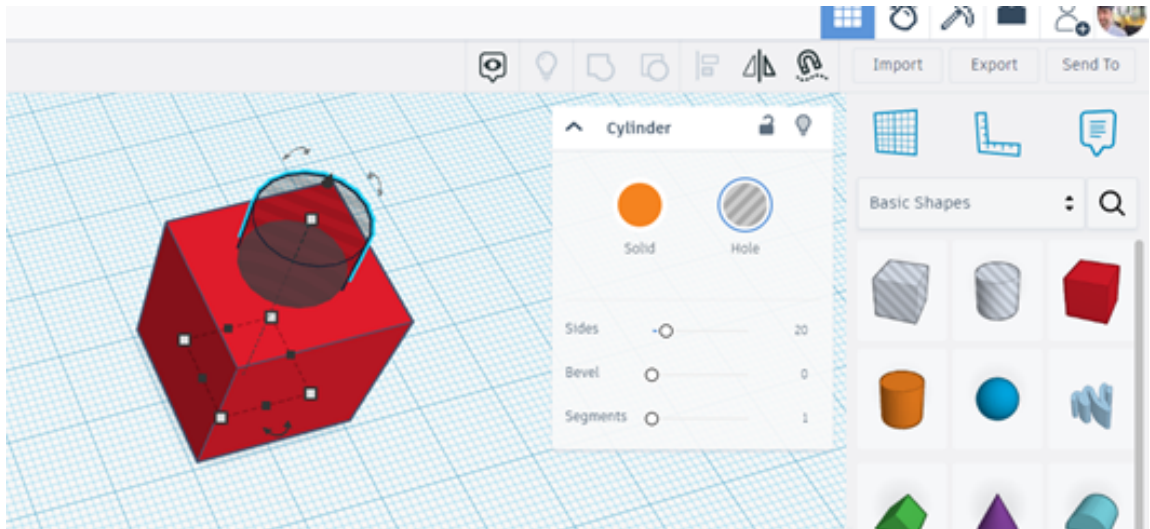
Continued

The basic idea behind TinkerCad is to resize and “group” shapes such as cubes, cylinders, spheres, and wedges into a desired composite shape. Each shape can either be a “solid” that adds its mass to the composition, or a “hole” that removes whatever portion of an object it intersects as it is “grouped”. For example, if I want a cube with a hole through it, I will drag a solid cube onto the workplane, add a cylinder shape in the desired location of the hole, toggle the cylinder to be a “hole”, then combine or “group” them.



A Primer on 3-D Printing

Continued



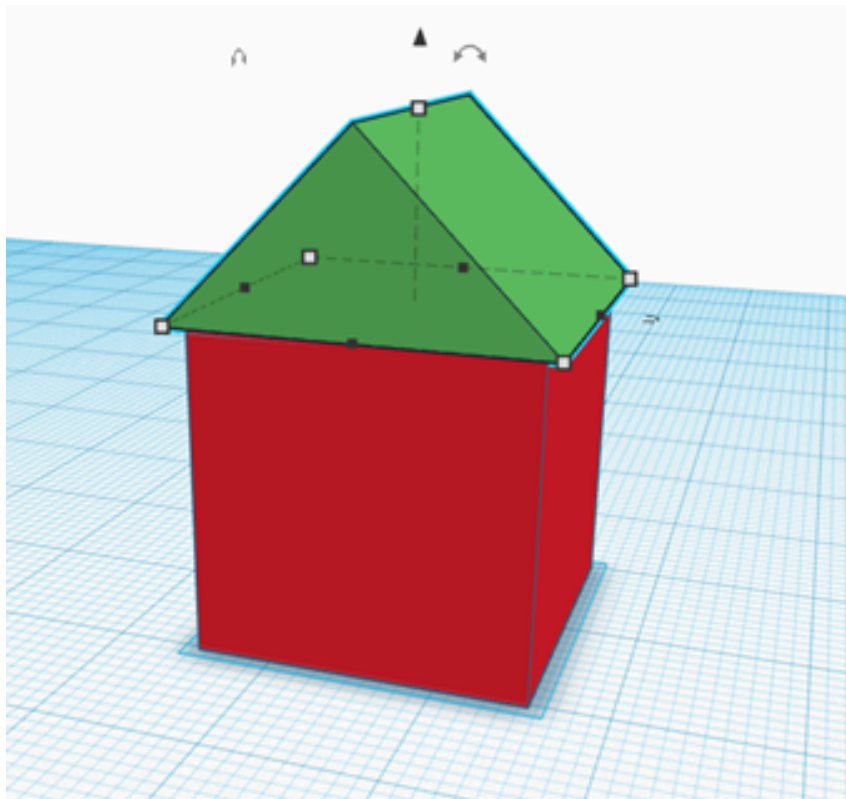
3. The basics of combining shapes in Tinkercad

A Primer on 3-D Printing

Continued

For the sake of this article, I will save long explanations about how to use TinkerCad. There are countless tutorials on YouTube that do a much better job of that than I can.

The best way to approach any design in TinkerCad is to look at the prototype as a series of combined shapes. For instance, the typical house as drawn by a child is a triangular “roof-shaped” solid sitting on a cube.

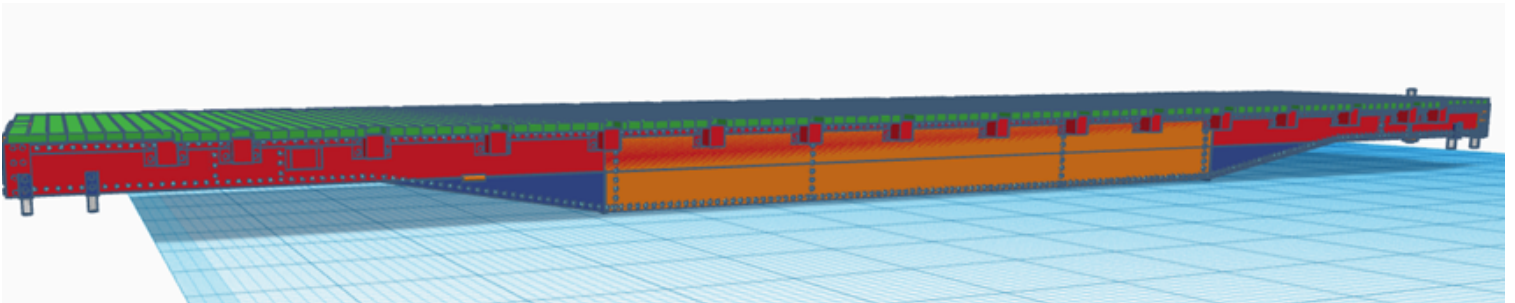


4. Consider the basic shapes that make up a rudimentary house

If we look at a flat car’s side, we can see that it is also a grouping of basic shapes including a long rectangle at the top, a deeper but shorter rectangle to make up the belly, and a pair of wedges to make up the sloping areas. If analyzed, the stake pockets and other features applied to these structural items are themselves made up of basic shapes.

A Primer on 3-D Printing

Continued



5. The Southern Pacific F-70-7 flat is made of basic shapes grouped together

If broken down into component shapes, there really is not much complexity to the creation of most freight cars in a printable 3D format.

Design to Reality

Once a design is ready to be produced, the first step is exporting the design in a format that a printing service or “slicer” software can understand, which is usually a .OBJ or .STL file type. Either of these two file types can be uploaded to a printing service, like Shapeways, that will create a print from your design in the material of your choice. This comes with a hefty price, plus shipping, and iffy quality control. Typically, the material used for modeling purposes is called “Detail Plastic” or similar and gives high resolution at small sizes.

These printing services are generally the way to go until you’ve improved your footing in the technology enough to invest in a home printer.

The two most common variants of home machines are FDM (Fused Deposition Modeling) and SLA (Stereolithography). The .OBJ and .STL files are uploaded into the “slicer” software that comes with your machine, and converted into a set of instructions which your printer can understand and use to create the physical print. The slicing software often includes the ability to design supports within the print to keep the model from deforming during the printing and curing processes.

FDM machines melt a plastic filament through a nozzle and deposit the molten plastic one layer at a time on a surface, elevating the nozzle slightly between layers. FDM prints are often plagued by heavy layer lines and are generally not of high enough quality to be considered at all comparable to injection molded plastic models. FDM is generally quite strong and is a good choice for printing frames and other unseen components that will see some abuse.

A Primer on 3-D Printing

Continued

SLA machines use ultraviolet light to cure photosensitive resin. These machines lower a plate into a vat of resin, stopping about .005" above the bottom. The resin vat has a clear plastic sheet that makes up its bottom, and below that is a liquid crystal screen and a bank of ultraviolet lights. The LCD screen serves as a mask to block the full screen of UV light from reaching the resin, exposing only the areas where the slicing program told to harden the resin. After each timed UV exposure, the aluminum plate rises a few microns, and the UV exposure repeats with the LCD blocking the UV light in area appropriate for the next slice of the model. This goes on for minutes to hours, depending on the number of layers needed to reach the height of your model, with the LCD screen masking to the model's contours at each layer. SLA slices are very similar in appearance to a medical MRI scan, where you can view a body in microscopic layers. Another analogy would be to consider what it would look like if you filmed as you ran a model through a deli meat slicer, then ran the film backward.

SLA machines can produce exceptionally high-resolution prints, almost on par with injection molding. They are not without their drawbacks. Those that have a lot of experience with these machines can show you trash cans full of faulty prints that led to one revision or another, eventually reaching an acceptable degree of fidelity that can be repeated at will. Also, SLA prints require a significant amount of post-processing, including washing the liquid resin from the finished print with isopropyl alcohol and giving the print a little more UV light to finish the curing process and make a fully hardened model. The supports added in the slicing software will also need to be cut from the model in a process that is time consuming and can often damage the model if not done carefully. Additionally, great care must be taken to keep liquid uncured resin from contacting the skin, eyes, etc. It is nasty stuff!

Getting Started

3D printing is becoming increasingly common in the model railroading hobby, which means that virtually all modelers are only a degree or two separated from someone that can get them started. The NMRA has a vast number of people that are eager to pass on their knowledge, and probably the best way to learn about 3D design is to take advantage of the mentoring that is available through the membership.

Spend some time with another modeler that has already taken the 3D plunge. Let them walk you through the fundamentals, then try a print or two of your own. Or, if you prefer to take the "lone wolf" approach, YouTube is certainly a great tool to learn the basics and advanced theories. Give it a shot!

LA Division Election Results

- John McGreevy

Below are the results pulled directly from ElectionBuddy. Voter turnout was 16%.

Superintendent Los Angeles Division <small>PLURALITY</small>	
Jeff Smith	28 votes 96.55%
Robert DeMoss	1 vote 3.45%
Jeff Smith wins.	
29 votes tallied and 0 abstentions	

PSR Unified By Laws Ratification <small>PLURALITY</small>	
Yes	26 votes 96.30%
No	1 vote 3.70%
Yes wins.	
27 votes tallied and 2 abstentions	

How To...

Pre-Planning Saves the Day

- Nick Lisica



The layout and backdrop in pieces, ready to be loaded into a truck. A little forethought saved the complete destruction of the painted backdrop.



In preparation for a move, I had the unpleasant task of dismantling my layout. This wasn't the first time I've had to do this, and I knew that the benchwork could be taken apart in sections without causing too much damage. My main concern was the backdrop. I spent hours painting it, and the thought of destroying it to get to the screws holding it up was not a pleasant one.

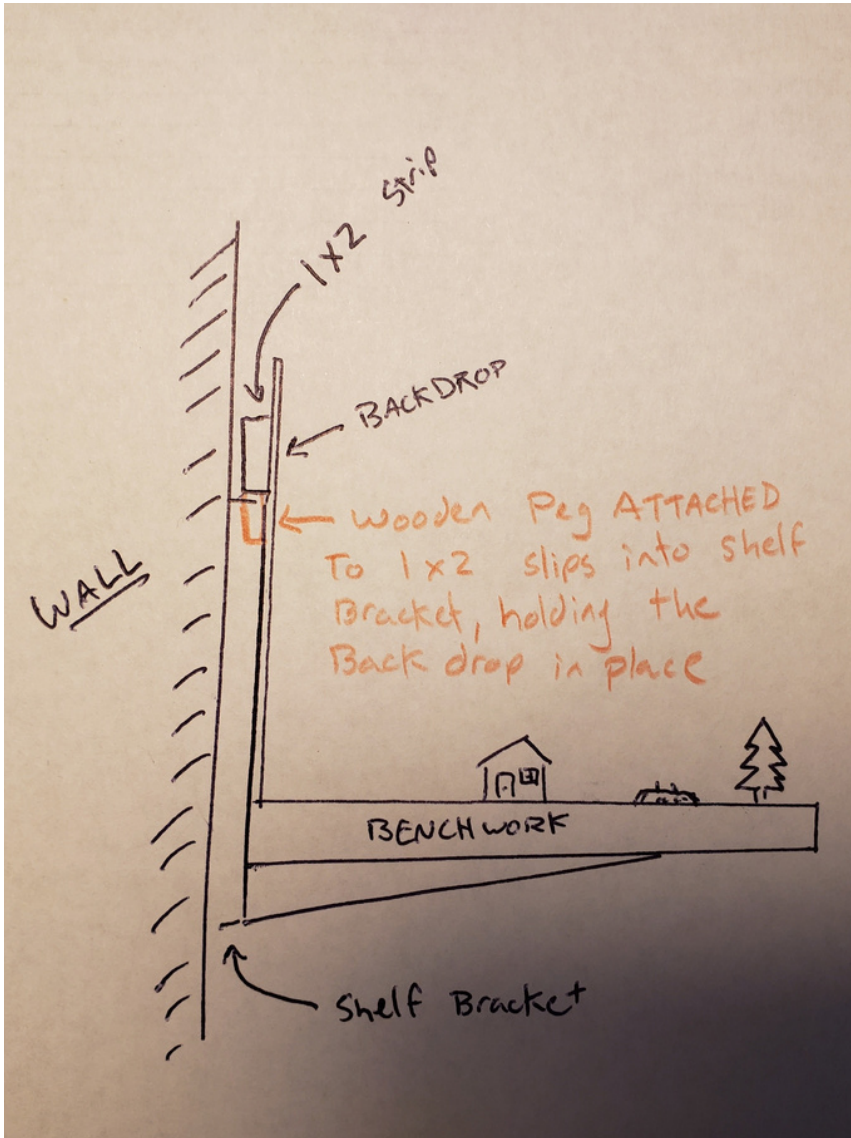
Much to my surprise, my former self planned for this, and I had mounted the backdrop to the shelf brackets through a system of wooden pegs, rather than screwing everything in place. These pegs, allowed me to essentially lift the backdrop directly off of the shelf brackets, saving me the pain of destroying my paint work hunting for the screws holding everything to the wall. I still managed to make a few holes during the dismantling. These are mostly in the sky portion, so hopefully the patchwork in the future won't be as noticeable.

During a moment of otherwise frustration and some sadness, this little bit of foresight that I had all but forgotten about, gave me a brief moment of relief.

How To...

Pre-Planning Saves the Day

- Nick Lisica



A crude drawing of what I did. The wooden pegs are glued to a strip of 1x2 mounted to the top of the MDF backdrop. I used screws to hold the strip to the backdrop, this should have been glued instead. The few holes I did create during this process was due to needing to remove the backdrop from the 1x2 strip, rather than from the wall. As a bonus, the 1x2 strip gave a nice shelf to mount an LED strip I use to create night lighting.

Around the Division

Compiled by Vic Cavalli

Recognitions Announced at the PSR Annual Convention:

Congratulations to the following Los Angeles (L.A.) Division members, recognized for their service to the NMRA, Region, and/or Division during the Awards Banquet portion of the PSR's Grand Canyon Special 2023 annual convention:

Robert "Bob" DeMoss, L.A. Division Member of the Year
Nick Lisica, Pacific Southwest Region Member of the Year
Kevin Spady, NMRA President's Award for Service to a Division

Welcome New Members:

Please welcome our newest Los Angeles Division members:

Theo Freund of Los Angeles, CA. Theo joined 4/1/2023
Sudro Brown of Port Hueneme, CA. Sudro joined 5/1/2023
Steven Ngo of Long Beach, CA. Steven joined 5/1/2023
Pete Saueracker of Pasadena, CA. Pete joined 5/1/2023
Jeffrey Charlot of Los Angeles, CA. Jeffrey joined 7/1/2023
Robert Segal of Santa Monica, CA. Robert joined 7/1/2023
Hank Toring of Simi Valley, CA. Hank joined 7/1/2023
David Neal of Los Angeles, CA. David joined 8/1/2023

As of August 1st, our Division's membership stands at 204.

Passing of Member:

The Division is saddened to announce the passing of Edward Tinsley of West Hills, CA. Edward first joined the NMRA June 10, 1989. Heartfelt condolences to his family and friends.

Around the Division

Continued

Special Upcoming Event #1:

While not a NMRA sponsored event, you'll want to consider attending S Fest West, hosted by the Southern California S Gaugers (SCSGC). To be held at the Knott's Berry Farm Hotel September 9th, S Fest West (held only every third year in Southern California), includes a daytime show from 9:00 am to 3:00 pm – including sales tables, door prizes, and silent auction with a primary focus on S scale and American Flyer equipment – followed by banquet, guest speaker, live auctions and door prizes in the evening event from 6:00 to 10:00 pm.

This year's guest speaker will be Ed Dickens of the Union Pacific Steam Restoration Team. An excellent speaker, he will cover the restoration of Big Boy #4014 (which resided at the Pomona Fair Grounds for decades), along with anecdotes of operating of her over the past several year.

Additional information and registration (the show and banquet may be attended separately) can be found at www.SoCalSGaugers.org.

Special Upcoming Event #2:

Also not a NMRA sponsored event – although the L.A. Division will be present! – Trainfest 2023 returns to Los Angeles Union Passenger Terminal (LAUPT), September 9th and 10th, to celebrate the past, present and future of train travel with activations and programs throughout the iconic Los Angeles landmark.

Train enthusiasts of all ages are invited to see rail equipment from various decades since the opening of LAUPT in 1939, marvel at the rarest of model train exhibits, participate in tours about the history, restoration and art throughout the building, as well as experience other unique activities celebrating the legacy and future of Union Station and Southern California's rail systems. [Announcement supplied by James DeLuna]



Financial Report

6/30/2023

-Kevin Spady

U.S. BANK SILVER - BUSINESS CHECKING

U.S. Bank National Association

Account Summary

Beginning Balance on Jun 1	\$	16,139.32
Ending Balance on Jun 30, 2023	\$	16,139.32

First Thursday of the Month Sand House Chats!

WHAT: Sand House Chats is your chance to find out what others in the Los Angeles Division have been up to the previous month

WHEN: Held the first Thursday evening on each month starting at 7:00pm (chats typically last about an hour)

FORMAT: Roundtable style, very informal, no agenda ...via the Zoom app

WHO: Available to all members of the Los Angeles Division

HOW TO JOIN: Contact VicCavalli@comcast.net for your *free* link

Advisory Board Contact List

OFFICERS

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TEAMS, COMMITTEES, and CHAIRS

Members' Services Team

Team Chair and Membership Recruitment/Retention – John McGreevy

membership@ladiv-nmra.org (805) 907-2367

Members' Services Chair - Mike O'Brien

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Events Scheduling - Vacant

Communications Team

Team Chair and LA Coupler Editor - Nick Lisica

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LA Coupler Assistant Editor - Vacant

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L.A. Division Webmaster - Kevin Spady

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L.A. Division Assistant Webmaster – Vacant

Publicity/Graphics Manager – Nick Lisica

lisican@gmail.com (831) 594-7640

AContests/Achievement Program Chair – Gary Butts, MMR

gary.cajon@gmail.com (714) 842-4980

L.A. Division Historian - Vacant

Nominations and Elections Chair - John McGreevy

Non-Rail Coordinator - Vacant

Schedule of Events

Areas Covered:

Counties of Imperial, Inyo, Kern, Mono, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara & Ventura + National Conventions

Last updated: 08/01/2023

Recurring

Mondays, Tuesdays, Thursdays - Los Angeles Model Railroad Society "Work" Sessions, Harbor City
Saturdays - Belmont Shore Model Railroad Club Visitation, San Pedro
Saturdays - Corona Model Railroad Society Open House, Corona
1st Thursday of Each Month - Los Angeles Division Sponsored "Sand House Chat" Zoom Session
2nd Saturday of Each Month - Trains & Coffee Swap Meet, Duke's Cafe Parking Lot, Placentia
3rd Saturday of Each Month - Arizona Division Zoom Session
Last Saturday of Each Month - "Model Railroad Fellowship Get-Together" - RailMaster Hobbies, Bellflower

2023

August 16 – Scale Trains Meet & Greet, SASME, Tucson, AZ
August 19 – Cajon Division Open House, Chris Jean's Layout, Fullerton
August 19 – A&M Railroad Train Run, Santa Maria
August 20-26 – NMRA National Convention, the "2023 Texas Express" and Train Show, Grapevine, TX
August 26 – Santa Susana Railroad Historical Society Swap Meet and Open House, Simi Valley

September 9 – S Fest West Show & Banquet, Knott's Berry Farm Hotel, Buena Park
September 9 – San Diego Division Open House, Mike Komo's Layout, Carmel Valley
September 9-10 – Trainfest 2023, LAUPT, Los Angeles
September 12 – San Diego Division Summer Meet, Peace Lutheran Church, San Diego

Schedule of Events

- October 6–8 – Central Coast Railroad Festival and Layout Tours, San Luis Obispo
October 7 – Los Angeles Prototype Modelers' Meet & Swap Meet, Encounters Christian Church, Bellflower
October 14 – North County Model Railroad Society Open House and Swap Meet, Oceanside
October 21 – Roundhouse Gang Model Railroad Club Swap Meet, Moreno Valley
October 21 – Cajon Division Fall Meet and Festival, Messiah Lutheran Church, Buena Park
October 21 – Cascade Peak & Buena Vista Railway Train Run, Santa Margarita
October 25-28 – Southern Pacific Historical & Technical Society Convention, Bakersfield
- November 4 – Santa Susana Railroad Historical Society Swap Meet and Open House, Simi Valley
November 11 – San Diego Division Fall Meet, San Diego Model Railroad Museum, Balboa Park, San Diego
November 11, 12 & 14 – California Southern Model Railroad Club Open House, Norwalk
November 18 – Arizona Division Meet, Ellie Towne Flowing Wells Community Center, Tucson, AZ

2024

- February 3-4 – Great Train Show – Costa Mesa, Orange County Fair & Events Center, Costa Mesa
February 17-18 – Great Train Show – Ventura, Ventura County Fairground, Ventura
- March 2-3 – Great Train Show – Victorville, San Bernardino County Fairground, San Bernardino
- August 4-11 – NMRA National Convention, the “SurfLiner 2024” and Train Show, Long Beach

**For inclusion, please send announcements at least 3 months in advance to:
VicCavalli@Comcast.net**

Advertisement Guidelines

Interested in Advertising in the LA Coupler?

Please note that advertisements in the *LA Coupler* need to be related to the hobby of model railroading (including prototype railroading). All ads are to be supplied by the owner and published at the discretion of the *LA Coupler* editor and/or the LA Division Advisory Board. If you have questions about the guidelines, please reach out to the editor at Lisican@gmail.com

Publishing guidelines for ads are as follows:

Ad space is sold on an annual basis (four issues, published quarterly), for a full, ½, ¼, or ⅛ page sized ad

A commitment for two issues is requested up front (totaling 50% of the total costs), a full year commitment would receive a discount of 10% on the price.

	Full Page Ad	Half Page Ad	Quarter Page Ad	Eighth Page Ad
Annual Cost	\$100	\$60	\$40	\$25
Minimum 2 Issue Commitment	\$50	\$30	\$20	\$12.50
Full Year Discount (less 10%)	\$90	\$54	\$36	\$22.50

Payments are to be made to the LA Division NMRA. Please contact the editor for details.

Funds from advertising go directly toward supporting your Los Angeles Division of the NMRA.



**For more information on the NMRA
please visit www.NMRA.org**

Special Thanks to Railmaster Hobbies

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