

# NMRA BULLETIN

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2017 NMRA National Convention Dates and National Train Show Reservations:  
2018—Kansas City, MO • August 5–12, 2018 • <http://kc2018.org>

Train Show Booth Reservations—Jenny Hendricks Registrar - P.O. Box 1328, Soddy Daisy, TN 37384-1328  
423-892-2846 • [ntsreg@nmra.org](mailto:ntsreg@nmra.org)

• 2019—Salt Lake City, UT • 2020—St. Louis, MO • 2021—Santa Clara, CA

## ACHIEVEMENT PROGRAM

### NMRA AP CERTIFICATE REPORT

JULY 2017

#### GOLDEN SPIKE

##### Lone Star Region

Ken Mason, Kenner, Louisiana  
Leo Palitti, Ft. Worth, Texas  
Lorrie Palitti, Ft. Worth, Texas

##### Mid-Central Region

Sam Delauter, Hurricane, West Virginia

#### MASTER BUILDER - CARS

##### Northeastern Region

Justin Maguire, Jr., Barrington, Rhode Island

#### MASTER BUILDER – STRUCTURES

##### Mid-Central Region

James Kehn, Pickerington, Ohio

##### Pacific Northwest Region

Warner Swarner, Portland, Oregon

#### MASTER BUILDER – SCENERY

##### Mid-Central Region

Tom Guenther, Louisville, Kentucky

##### Mid-Eastern Region

John Janosko, Youngsville, North Carolina

##### Northeastern Region

Thomas Emmett, Newport, Rhode Island  
Bruce Robinson, Sandown, New Hampshire

##### Pacific Northwest Region

Warner Swarner, Portland, Oregon

##### Southeastern Region

George Guill, Canton, Georgia

#### MASTER BUILDER – PROTOTYPE MODELS

##### Northeastern Region

Malcolm Houck, Maynard, Massachusetts

#### MODEL RAILROAD ENGINEER – CIVIL

##### Lone Star Region

Robert Barnett, Houston, Texas

##### Pacific Northwest Region

Warner Swarner, Portland, Oregon

#### MODEL RAILROAD ENGINEER – ELECTRICAL

##### Mid-Central Region

Tom Guenther, Louisville, Kentucky

##### Pacific Northwest Region

Warner Swarner, Portland, Oregon

#### CHIEF DISPATCHER

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Tom Guenther, Louisville, Kentucky  
Fred Soward, Louisville, Kentucky

##### Pacific Coast Region

Don Hanley, Sparks, Nevada

##### Southeastern Region

Thomas Roskelly, Murphy, North Carolina

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##### Rocky Mountain Region

Charalee Topinka, Colorado Springs, Colorado

#### ASSOCIATION VOLUNTEER

##### Mid-Central Region

Tom Guenther, Louisville, Kentucky

##### Pacific Northwest Region

Mike Philo, Anchorage, Alaska  
Fred Wing, Jr., Anchorage, Alaska

#### MODEL RAILROAD AUTHOR

##### Lone Star Region

Pete Leach, Tomball, Texas

##### Southeastern Region

James Black, III, Panama City, Florida

#### MASTER MODEL RAILROADER

Justin Maguire, Jr., Barrington, Rhode Island, MMR 597

#### AP QUESTIONS

If you have questions about the Achievement Program or requirements, start with your local or Region AP manager. If you still have questions, contact Frank Koch at [fjkoch@hotmail.com](mailto:fjkoch@hotmail.com). If you prefer to write, contact Frank at 4769 Silverwood Drive, Batavia, OH 45103.

#### MMR GROUP

All Master Model Railroaders (MMR) are invited to work with other MMRs by contacting C.J. Riley, MMR, at [cjriley42@yahoo.com](mailto:cjriley42@yahoo.com).

MMRs: Master Model Railroader shirts and extra patches are available by contacting HQ in Soddy Daily, TN.

**Not getting the  
NMRA  
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Have HQ update your email address at  
<http://www.nmra.org/customer-service-request>

THE NEW

## NMRA MODEL RAILROAD DIRECTORY

IS NOW **ONLINE** and

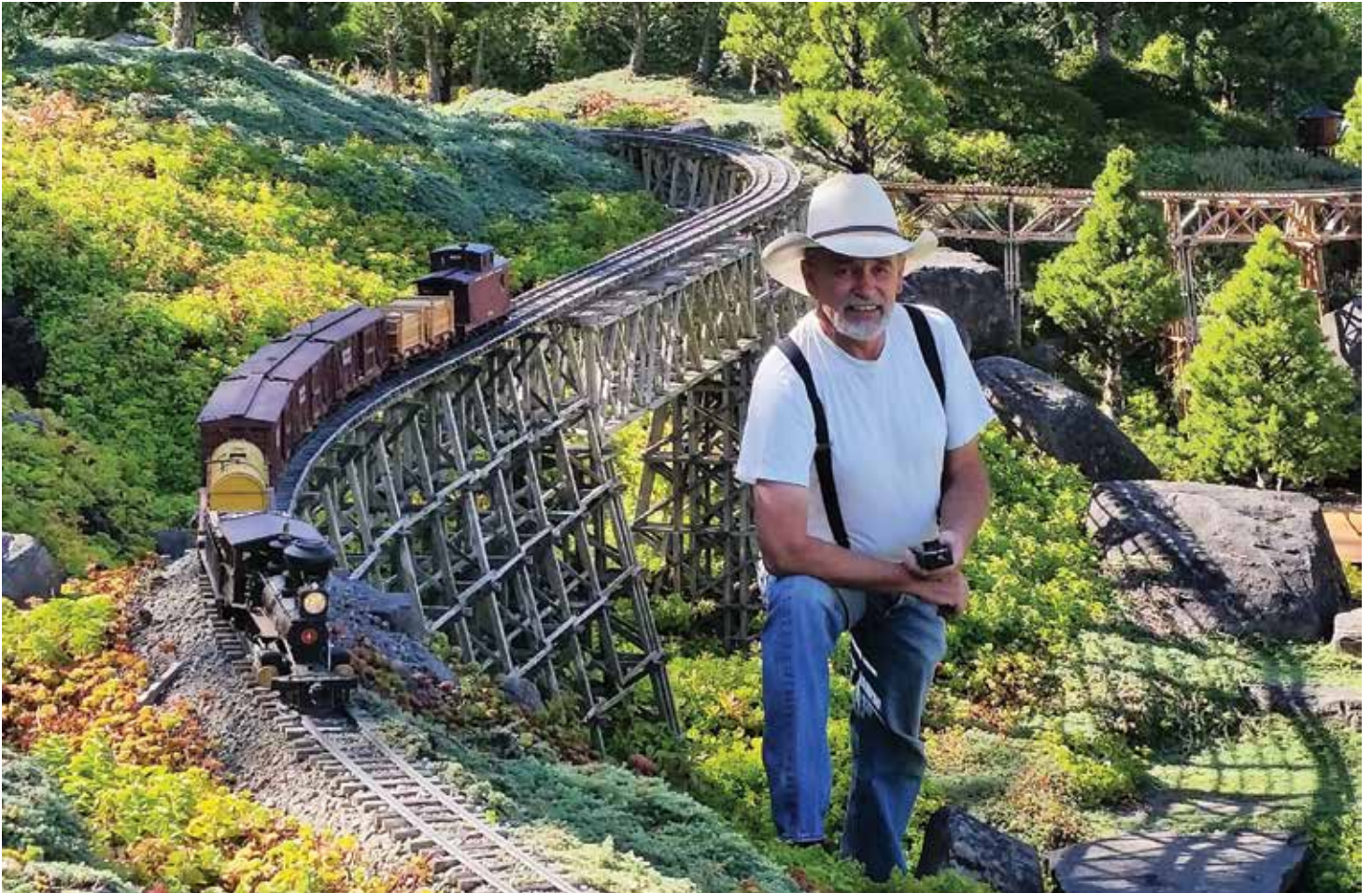
**READY TO USE!**

Now whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more. And it's only available to NMRA members.

Visit [www.nmra.org](http://www.nmra.org), click on "Member Home," then "Directory" to see layouts in your area or to list your own layout (as long as it's an operating home or garden railroad). Join in the fun!



**We make it more fun!**



### SIX DECADES OF MODEL RAILROADING GARY LEE EARNS MMR #598

My six-decade-long interest in model railroading has ebbed and flowed over the years, constantly influenced by life's events and milestones. As a young boy, it was my good fortune my father was a carpenter by trade and a model builder at heart. When I was 5, my dad took me to see the model railroad he and his brother Mike built in one of his bedrooms. I remember climbing the benchwork and looking over the edge, gazing upon a miniature world. That experience sparked a passion within me that still burns strong. I recall sitting at the kitchen table to watch and learn as Dad constructed all types of railroad structures and rolling stock. I remember well watching my dad build John Allen's infamous two-stall engine house from cardstock, cellophane, and bits of wood and plastic.

As a teen, I started my first layout on a 4x8 plywood deck that folded into a shadow box frame, which was mounted to the wall to save space when not in use. I worked on my layout throughout my high school years. While in school, I met my future wife,

Jonette, who has been my lifelong love and partner. Model railroading gradually took a lesser priority, and soon I married, started a family, and a career — all redirecting my modeling time, but not my enthusiasm. I would visit the local hobby shop and spent many Saturday mornings with fellow model railroaders, talking trains and learning and sharing ideas. We organized a club, rented space, and began The Mt. Hood Model Engineers HO Railroad Club in the basement of an old Masonic Lodge. It was at this time (in 1976) that I joined the NMRA. The club needed to utilize all the valuable information and standards available from the NMRA while constructing the club layout.

I had the opportunity to build a 1:24 large scale model railroad Christmas display in the corner window of a major department store where I worked. I continued this annual tradition every year for the past 38 years, displaying some of my father's structures as well as mine. I never tire of the joy I see in the many faces who gaze upon the railroad display.

A few years later, life changed once again, and I found myself as a principle in

a design/build firm, designing and building architectural components for retail environments. So many of the skills I had learned and developed while model railroading I now was using in the day-to-day operation of my business.

Over the years, I developed an interest in large scale and garden railroading. I started building my current outdoor layout 14 years ago after helping my parents build their Little River Garden Railway. I am a big fan of Jack Verducci, NMRA MMR #363, and a well-known author in the garden railroad community. He is the first person to achieve Master Model Railroader utilizing his outdoor model railroad to earn the required disciplines. His achievement sparked my interest to one day achieve my Master Model Railroader certification as well.

Jonette and I are active members of the Rose City Garden Railway Society. Over time, I became friends with fellow club member and NMRA member, Warner Swarner. Warner lives on the same side of town as I and now that we are both retired, we began weekly work sessions a couple of years ago. We discovered working together, sharing ideas, developing designs and

techniques, and the camaraderie was motivational for one another to achieve more. I shared with Warner that I would like to one day achieve Master Model Railroader, and he mentioned he had always wanted to achieve Master Model Railroader as well. We decided to pursue the disciplines required, and through our "buddy system," which we had developed from our weekly work sessions, we would go on this journey together. We both have been in the hobby for decades, and each of us brings years of experience to our work sessions.

We decided to tackle rolling stock as our first AP goal. We each chose what we wanted to build and then set about working on our projects during our joint weekly work sessions. Progressing at about the same pace, we both finished in time to present our models for judging at the PNR 2nd Division spring meet. Warner and I both earned Merit Awards for our models and the certificate for Rolling Stock. With this success, our spirits and confidence soared. We began working on our Structures Merit Awards next. We both already had built many structures for our layouts. We focused on upgrading and detailing scratchbuilt

structures and making sure the documentation was in order.

Earlier this summer, I requested a visit from an AP judging team. I had all my paper documentation ready, and the team visited and completed their evaluation in one afternoon. Thank you, Ross Ames MMR #559 PNR 2nd Division AP Chair, for continual guidance, coaching, and support. Ross visited my Baker & Grande Ronde railroad last summer and encouraged me to do the documentation for Locomotives, Engineer-Civil, Structures, Scenery, Chief Dispatcher, Prototype Scene, Author, and Engineer-Electrical. A thank you goes out to Jack Hamilton, MMR #338 President PNR 2nd Division, for clarifying requirements for my "Dead Rail" electrical requirements and encouraging me on my Author Certificate.

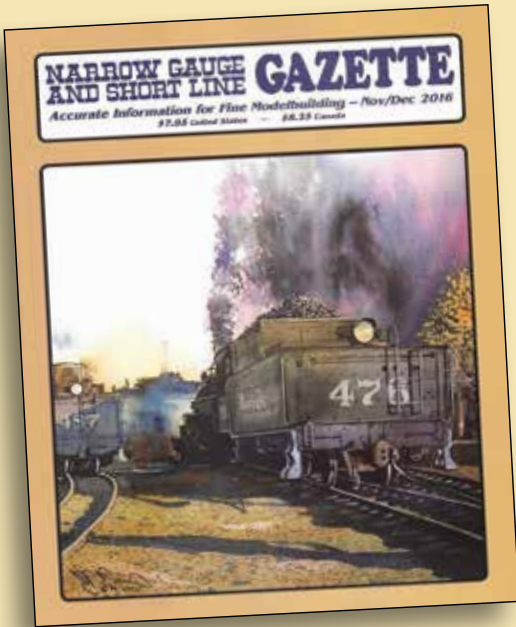
I have discovered that my six decades of model railroading has led me to my dream. The dream of earning my Master Model Railroader credentials. I've learned by setting goals and pursuing them with a buddy that I could achieve the milestones necessary to earn Master Model Railroader and have a lot of fun getting there. Warner and I spend a lot of time building models

together, operating on each other's railway, mentoring fellow modelers, hosting workshops, and promoting the hobby by opening our railways for public visits throughout the year.

The Achievement Program, like the Boy Scouts Eagle Scout program, is a roadmap to achieving a broad spectrum of disciplines within our hobby. Model railroading has played an influential, positive role in my life, and I'm proud to reach this milestone. I look forward to encouraging young and old in this wonderful hobby we call model railroading.

**Certificates Earned  
Gary Lee, MMR 598**

- Master Builder-Motive Power**
- Master Builder-Scenery**
- Master Builder-Prototype Model**
- Model Railroad Engineer-Civil**
- Model Railroad Engineer-Electrical**
- Master Builder-Structures**
- Master Builder-Cars**
- Model Railroad-Author**
- Chief Dispatcher**



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**NGSLGazette**



#### SWITCHING SCALES THROUGH THE YEARS WARNER SWARNER, EARNS MMR #599

The story of my model railroading began in my hometown of Memphis, Tennessee. Not a typical model railroad story. Most people don't think of Memphis as a railroad town. Even though Casey Jones left from Memphis on his famous run and according to the song "The City of New Orleans," the rider changed cars there. The background influence of my hometown was not railroads, but music. Though Memphis was the crossroads for a number of historic rail lines, it was more famous as the birthplace of blues and rock & roll than trains. After all, it was the hometown for the likes of Elvis and B.B. King.

As a child looking out the front door of my home on North Parkway, I could see and hear a daily local Louisville & Nashville freight whistle and ramble along the line to downtown Memphis. It wasn't a fast train or fancy streamliner. I was fascinated with the rails that led across an empire. By legacy, music was my heritage, but I wanted to build trains. My family

rode the *Panama Limited* as well as the *City of New Orleans* on visits to Chicago. It was there I was enthralled by the enormous O-gauge model railroad at the Museum of Science and Industry. We visited the Gilbert Hall of Science, and my parents had to drag me away from the American Flyer demonstration layout. I was hooked. As a youngster, we also went on trips to Chattanooga, Tennessee. I was awed by visits to Union Station to see the locomotive *General* made famous in the Disney "Great Locomotive Chase" movie. It stood there unrestored until 1959. (Much later in high school, I was chosen from my ROTC unit to ride the restored locomotive as an honor guard when it visited Memphis on those L&N tracks.)

My first model train layout was a TT gauge pike on a 3x5-foot plywood board. It was just the right size to slide under my bed. In the mid-1950s, TT was the smallest and least expensive model train. I gradually learned to build craft structures from simple materials in 1/10-inch-to-foot scale. A monthly article about TT gauge in *Railroad Model Craftsman* called "Often the Table

Top" (a play on words) was my source of encouragement. I added details to those small trains as best I could but still wanted to build a big layout like the ones at Sears or in Chicago. I learned valuable craftsman skills but was not satisfied with TT gauge operation. I wanted an empire in which to run trains, and TT gauge was not going to satisfy me long.

My father finally conceded to a 4x8-foot Lionel layout for Christmas built in the basement adjacent to my older brother's chemistry lab. Model railroad layouts do not easily share space with older brother's explosive experimenting. My only option was to relocate to the unfinished attic — not a pleasant environment, but it gave me the space to build my first empire. I literally scrounged used Marx O-gauge switches, track, and cars from every source imaginable. Even 2-rail wind-up track was recruited for non-powered sidings. My TT layout was converted into a mine train inside the O-gauge empire. I slowly expanded acquisition of operating accessories and layout construction to fill the attic and used screen wire and plaster for scenery.

In high school, I joined a model railroad club at an old Presbyterian church that offered us a sizable empty room, giving us nearly unlimited space to construct a layout. Of course, by then we had all “converted” to HO. My Lionel was boxed up for the next 20 years. I picked a college near Chattanooga just a couple of miles from where the “Great Locomotive Chase” ended. (This was before the NMRA located there.) After college, I headed west to medical school in California.

As a Tennessee boy who loved trains, California was literally railroad “Disneyland.” As soon as I settled into California in 1969, I located a friendly hobby shop, joined the NMRA, and met other medical students with the same hobby. Apartment living was cramped, so changing scales again, I built an N-gauge layout in the extra bedroom. Three of us students contacted John Allen in Monterey and drove up to visit the legendary Gorre & Daphetid. I will never get over the amazement I felt descending into that incredible basement kingdom. We photographed that entire visit with John, who spent the better part of the day graciously giving us the run of his magic creation.

In a couple of years, I purchased a house near the university. I wanted to have a layout like the G&D, so I changed scales again, back to HO. About ten students and faculty formed a model railroad club called the “Loma Linda Society of Ferroequinologists.” Together, we worked during our limited spare time to construct quite an elaborate HO layout with floor-to-ceiling scenery in my two-car garage. That group spawned a couple of modelers who have later earned MMR status, including my close friend and mentor Nick Muff (MMR #540). During those years, I also became a charter member of the Great Northern Railway Historical Society (originally the “Fraternal Order of Empire Builders”). My fascination with the Great Northern Railway grew the more I explored the Pacific Northwest.

Eventually, I moved to Portland, Oregon, in 1979 to start my medical practice and raise a family. We purchased a home on a large lot. I began building a GN-based HO layout using my California models and scratchbuilt structures from GN blueprints. Seattle King Street Station was going to be the centerpiece of my GN “empire,” but I hit another switch.

In the 1990s, I saw a Bachmann G-scale American prototype train that could run

outdoors. I began to realize my acre of grass that needed mowing would make a perfect location for a railroad “empire.” My railroad interests changed in a flash. I started building the Glacier Northern, which grew to 1,000 feet of main line around mountains of rock — not plaster — with real waterfalls. I have never regretted my scale switch to large scale. I sold most of my Lionel and HO collections. With large scale, I discovered facets of “real” railroading using materials more like the prototype. I have been able to pursue both indoor and outdoor layout areas, plus gardening. Modeling trees is much more fun using real trees. I helped organize the Rose City Garden Railway Society that has grown over the years to more than 100 active members. The Glacier Northern grew and was featured on covers of two magazines. We hosted tours and put in long hours for the 1994 NMRA National Convention in Portland. I earned my “first” Golden Spike award for the Glacier Northern and service to the NMRA that year and collected enough hours for my Association Volunteer Certificate.

In 2000, I started over, building a new home on a smaller lot and began planning to build a new garden railroad. I mapped out a plan that would almost entirely encircle our home. I dug out more space under the house and connected the basement with the outdoor area through a tunnel in an exterior wall. Our new railroad consists of more than 1,300 feet of track with 100-plus turnouts for sidings and industries. It operates all year long, both inside and outdoors. I earned my second Golden Spike award for the Bearspaw Southern and have hosted tours during the NMRA Portland National Convention in 2015. Brooke and I have participated in the annual Portland garden layout tours, as well as Regional conventions sponsored by the RCGRS club. We have been filmed for television shows about gardening, as well as railroading.

While talking with my fellow garden railroader, Gary Lee, we discovered we were both NMRA members and shared many similar interests in large scale railroading. We both had decades of model railroad experience working in HO scale before discovering large scale. We live about 30 minutes apart, and both have developed G-gauge garden railways. Gary has a fabulous wood-working shop and many talents in crafting materials for constructing structures for our outdoor layouts. He has been so helpful sharing his wisdom and re-

sources. During work sessions in his shop, we hit upon the idea that a “buddy system” would help us stay on track to finish the requirements our separate projects needed to achieve particular AP awards and eventually Master Model Railroader.

We decided we could be mutually supportive in earning Achievement Certificates toward MMR level, but there were some serious questions we had about the requirements. We started attending local NMRA meetings, and each took some models there to get feedback. We met with Ross Ames, MMR#559 PNR 2nd Division AP Chair, who became a great help in finding a path through the process. Up the chain of command, we connected with Jack Hamilton, MMR #338 President PNR, who explained multiple questions for us. In large scale, we didn’t know how our work would be judged compared to smaller scales. Both Gary’s and my layout are battery powered with radio control. We call this “dead rail” (NMRA references this as “Power On Board, P.O.B.”), which is actually gaining more adherents in all scales as technology progresses. With Ross’ encouragement and Jack’s clarification, we forged ahead. We were delighted to be informed that the NMRA accepts P.O.B. expertise, and this skill would apply to the electrical engineering requirements for Achievement Certificates.

We formed a “buddy team” to assure we would not let the other one fail to stay on track. We recognized we each had different skills and could teach critique and encourage one another to focus on projects in areas to earn specific achievement awards. Even though our trains run on the same gauge track, Gary models in one scale (1:24), and I model in a slightly larger scale (1:20.3). This is a common anomaly in G-scale railroading. We each had strengths and weaknesses in different areas, which proved to be a great asset. We agreed we weren’t competing against each other. The Merit Award system is not a competition but helped us both learn where to “set the bar” for detail. We met regularly to stay on a work schedule. Our objective was to individually accomplish all the requirements of MMR while promoting our hobby to fellow modelers.

Working in this buddy system, we set goals of what we each thought we could and should achieve. We even planned a “road trip” to a nearby convention of S-scale model railroaders in the Seattle area. Our

wives appreciated a weekend with us out of their hair, and we were able to tour and critique some of the best model railroads in the region. This trip included a final opportunity to visit the late Paul Scoles' (MMR #331 D) historic Pelican Bay Sn3 layout. He had been one of our mutual "heroes" in constructing scenery using "real dirt," even though his layout was indoors. That trip was a motivation for both of our model railroad interests. Gary and I finished our required certificates for MMR within weeks of each other and coincidentally received sequential

MMR numbers. Sharing tools and teaching each other techniques made the difference for success. The buddy system worked well in staying the course to earn MMR.

The best way to learn is to teach. Learning doesn't stop with MMR. So far, I have completed eight Certificates, and I am working on number nine and ten. Now 70, I have changed scales a lot but never lost interest. The Achievement Program has certainly brought focus to my NMRA membership and is providing a great way to pursue my love of trains.

**Certificates Earned**  
**Warner Swarner, MMR 599**  
**Master Builder – Cars**  
**Master Builder – Structures**  
**Master Builder – Scenery**  
**Model Railroad Engineer – Civil**  
**Model Railroad Engineer – Electrical**  
**Chief Dispatcher**  
**Association Volunteer**  
**Model Railroad Author**



# Club Car

## Announcements



### SUBMITTING ANNOUNCEMENTS

**We want your announcements!**

Regions, Divisions, Locals, Clubs, Open Memberships, Museums and Events are all welcome here! **The best method to submit is to e-mail your announcement (in the body of the e-mail, no attachments, please) with "announcement" in the subject heading to:**

**sreditor@pairedrail.com**

or mail to

**CLUB CAR**  
**14512 N 73rd Street**  
**Parkville, MO 64152**

Include the following: When, Where, Contact Information (e-mail, phone, address), Show/Event details, fees (if any) and times (if applicable). Please allow 2-month lead time. Listings run on a space-available basis. There is no charge for this service.

### EVENTS

**Canada, British Columbia, Vancouver** — ALL ABOARD for Vancouver Train Expo 2017 - 35th Annual Model Train Show, PNE Forum, Hastings & Renfrew St.. Sat. Nov. 11, 10–6, Sun. Nov. 12, 10–5. Operating trains, dioramas, models, LEGO, miniature train rides. Activities for children. Vendors new and used. Admission: Adults (16-59) \$10, Seniors (60+) \$8, Youth (8-18) \$5, Families \$25, Children 5 and under free. Visit [www.vancouvertrainexpo.ca](http://www.vancouvertrainexpo.ca) or Facebook Vancouver Train Expo for info.

**Canada, Ontario, Chatham**—Oct. 28, Annual Boomer Auction of Model Railroad Equipment & Materials, Spirit and Life Centre, 184 Wellington St. W downtown Chatham. Adm: \$5 (includes door prize draws) Tables available 8am, auction sale 10am. Contact: Gary Shurgold, 37 Holland Ave. Chatham,

N7M5X8, 519-351-3620, [gshurgold@gmail.com](mailto:gshurgold@gmail.com)

**United Kingdom, Somerset, Wells**— The NMRA British Region is hosting a new HO Freemo Event on Sat. & Sun. 4th & 5th Nov. at the Henton Village Hall, Wells, Somerset BA5 1PD Modules to be setup from 8am on 4th November to 4pm on 5th November. Cost £19 (pounds) includes lunch both days. Local accommodation in Wells the smallest city in England. Contact Peter Bowen 07989163152 for full details and advance registration.

**California, Indio**—The Coachella Valley Model Railroaders bi-annual model train exhibit Saturday, November 11 10–2 rain or shine, Free exhibit for all to view and enjoy. Come see our major renovation and see what has changed or been added. Coachella Valley Model Railroaders [www.cvmrr.com](http://www.cvmrr.com) or [www.facebook.com/cvmrr](http://www.facebook.com/cvmrr) Located on the Riverside County Fair National Date Festival grounds 82503 Hwy 111. Free parking and admission. Enter from gate 1 in front of the fairgrounds and follow signs. Contact Jim at 760-318-5602 from 9–4 for info.

**California, Roseville**—November 11-12 41st International Railfair. Placer County Fairgrounds, 800 All American City Blvd. Saturday 10–5 Sunday 10–4. Adults \$10, Kids under 12 free. Sunday Family Special is \$15. Cash only. Free parking A holiday tradition with operating American and European layouts, clinics, vendor sales of all scales and Thomas, Books, Scenery, Tools, and Snack Bars. Sponsored in part by NMRA's PCR/Sierra Div. Info [www.internationalrailfair.com](http://www.internationalrailfair.com) or [stj\\_lc@yahoo.com](mailto:stj_lc@yahoo.com).

**California, San Pedro**—Nov. 11–12, Joint Open Houses of Belmont Shore Lines (N) and Angeles Gate Hi-Railers (O), 10 AM to 4PM both days, Swap Meet on Saturday only, 7 AM to Noon. All events free. Both clubs located in Angeles Gate Park, 3601 S. Gaffey St. For information contact Bill Costley at

[bbcostley@earthlink.net](mailto:bbcostley@earthlink.net) or 310-831-1140.

**California, Simi Vale**—SWAP MEET: Santa Susana Railroad Historical Society, Santa Susana Park, 6503 Katherine Rd. Nov. 4, 7–10AM. \$2 donation, kids free. All scales, equipment, scenery, books, photos, door prizes. For vendor table availability contact Dave (661) 753-6006 e-mail: [events@san-tasusannadepot.org](mailto:events@san-tasusannadepot.org).

**California, Walnut Creek**—Walnut Creek Model Railroad Society, The Diablo Valley Lines. HO scale. Club layout open to the public the last Fri of each month, 8 – 10 PM. Annual November Exhibition: Fri, Nov 17, 8 – 10 PM; Sat & Sun, Nov 18 & 19, 11 AM – 6 PM; Fri, Nov 24, 2 – 10 PM; Sat & Sun, Nov 25 & 26, 11 AM – 6 PM. Adm: \$3 Adults, \$2 Seniors 60+ and Children 6 – 12. Under 6 y. o. free. 2751 Buena Vista Ave., Walnut Creek, 94597. Info: Ted Moreland, (925) 937-1888. [www.wcmrs.org](http://www.wcmrs.org).

**Colorado, Longmont**—Boulder Model Railroad Club train meet December 8–10, Boulder County Fairground Exhibition Hall 9595 Nelson Rd. Enjoy many vendors, operating model railroads & demonstrations. Raffle for custom built model railroad, hourly door prizes free parking. Adm: \$5 adults, 12 & under free. contact William Casper 303-907 6397 website: <http://bouldermodelrailroadclub.org/>

**Colorado Springs, Colorado**—Pikes Peak Division Train Show & Swap Meet, December 16, Saturday 9–3 at Trinity United Methodist Church, 7017 N. 20th Street. Adults \$5 per person and children under 12 free. Seniors or Military \$1 discount. Lunch available on site. Vendor tables available for \$15 each. For more information, visit [www.ppd-nmra.com](http://www.ppd-nmra.com) or email [joe\\_costa@hotmail.com](mailto:joe_costa@hotmail.com).

**Florida, Gainesville**—ALL ABOARD! Model train show and inter-active displays. Saturday, December 9, 10–5 and Sunday, December 10, 1–5 Alachua County Main Library, 4th Floor, 401 East University Avenue. FREE. Large 14 unit modular HO layout using DCC command and control; a Time-Saver interactive display to intrigue and challenge one to be the most efficient and fastest in repositioning cars; plus, railroad safety information from Operation Lifesaver. Visit our web site at <http://nc-frailroadclub.weebly.com>. This show is provided by the Alachua County Public Library and the North Central Florida Model Railroad Club, Inc. Contact: Richard Miller at [brenrichgator1@gmail.com](mailto:brenrichgator1@gmail.com)

**Florida, Jacksonville area**—Saturday, Oct. 28. SSR, Northern Division Quarterly meeting Island View Baptist Church, 900 Park Ave., Orange Park.