



CALLBOARD

Redwood Empire Division PCR/NMRA

Website: www.pcrnmra.org/redwood/

Winter 2019

Points of Interest

• Winter Meeting

Monroe Hall
Santa Rosa
February 16, 2019

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CALLBOARD

Winter 2019 RED Meeting

Saturday, February 16, 2019

Monroe Hall, Santa Rosa, CA

The Winter Redwood Empire Division meeting will be held Saturday, February 16, 2019 at Monroe Hall, 1400 West College Avenue, Santa Rosa. Parking is behind the building. The doors will open at 10:00 am with the meeting starting at 11:00 am.

Program Presentation - 3D Printing

This months program will be a presentation on how to create 3D files for 3D printers by Kent Hinton. Kent's presentation will include examples of 3D parts he has created. AND, he will have a printer at the meeting. Kent's modeling interests are focused on the NWP, including the NPC, NS, P&SR and SP. Thanks to Dave Grundman for arranging the program for this meeting.



HO scale Carter Brothers 8 Ton Boxcar, circa 1874 - Kent Hinton

Show and Tell

Show and Tell gives members a chance to show off their model railroad projects, equipment, photographs, travel - any and all aspects of railroading. A **\$50 gift card** will be presented to a lucky Show and Tell participant during the Raffle and Door Prize part of the meeting.

Door Prize and Raffle

Speaking of the door prize and raffle, in addition to the usual selection of model railroad and railroad items, a **\$100 gift card** will be presented to a lucky attendee as a door prize. The raffle will include a **\$75 gift card** to the lucky ticket holder.

Lunch

Mary Moore Campagna will provide her wonderful selection of goodies for sale for anyone interested in purchasing lunch. This will happen about 12:30, give or take.

(continued on next page)

Officer Nominations

Nominations for RED Superintendent and Clerk/Paymaster will take place during the meeting. Voting will be online.

Layout Tour - Bummelbahn

Peter Barnes has graciously offered to open his HO scale Bummelbahn layout for a tour by RED members following the meeting. The Bummelbahn is a 3-rail Märklin European layout located in 1960s Munich with spokes to Regensburg, and Augsburg in Germany as well as Salzburg and Innsbruck in Austria. See the **Spotlight on a Local Layout** for more information and pictures of the Bummelbahn.

November 2018 RED Meeting Report

The RED met at Monroe Hall on November 17th, a few days before Thanksgiving. We had our biggest crowd in over a year despite being close to the Thanksgiving holiday and with bad air quality due to the Camp Fire in Paradise.

The meeting started with the usual brief business meeting. Our treasury has grown to over \$6,000 so we bought some gift certificates to Poggie's Trains. Mary Moore-Campagna was the big winner getting a \$100 certificate. Right after the meeting, Gus and Mary ran off to Poggie's for needed supplies for Gus' California Western RR.

Dave Sheber did a clinic on painting backdrops that kept everybody's attention. It resulted in a lot of conversation and mix of ideas. After the clinic and more door prizes, we adjourned to Tom Swearingen's layout and operated trains for a couple of hours. He models the SP from Oakland to Sacramento with stops in Berkeley, Richmond, Pinole, Martinez and Sacramento.



Photos courtesy of Dave Grundman

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Director's Report - Steve Skold

I hope everyone had a Merry Christmas and Happy New Year. I received a Southern Pacific GP-9 painted in Black Widow colors. I will use it on the Sonoma Short Line Modules.

Our next RED meeting will be at Monroe Hall on February 16th. Doors open at 10:00 AM with the meeting starting at 11:00 AM. The first orders of business will be the nominations for Superintendent and Chief Clerk/Paymaster. The election will be held electronically some time before the May meeting. We have eight members that do not have computers or email addresses so those ballots will go out via snail mail.

The PCR Annual Convention will be held in Sacramento May 2 - 5, 2019. The hotel has just opened reservations and the details are in the Convention website, the most recent Branchline and page 9 of this newsletter. Hope to see you there!

See you soon at Monroe Hall on the 16th!

Superintendent's Report - Scott Lockhart

Thanks to Steve Skold for pinch hitting as Superintendent for the Fall meeting. I wasn't able to attend the meeting due to eating Texas BBQ and drinking Texas beer in Lockhart, TX), but heard it was well attended in spite of being close to Thanksgiving as well as the horrible air quality. It's always encouraging to see an increase in attendance. I hope this is an upward trend. Please invite friends and family to future meetings.

I want to wish everyone a Happy New Year and I hope there were a few train goodies in your Christmas stash. No new trains under my tree - just a few decoders. I've been spending a good part of this winter repairing and upgrading locomotives (Santa Fe diesels) with decoders, lighting and sound. Of course I have to be sure that the right engines, lights, horns and bells are installed, all of which are provided in great variety in today's decoders. I suspect there are a few of you who like tracking down the history and use of lights, sound etc. for your equipment. Thank God for the internet! Many of my locomotives use Mars lights. The development of Mars lights makes for interesting reading. I thought sharing this story would be of interest to members so I've written a short article in the Miscellaneous part of the newsletter entitled Mars Light. I hope you find it interesting.

Chief Clerk's Report - Dudley Peters

The RED currently has \$6019.70 in the checking account and \$162 cash on hand.

Membership Report - Gus Campagna

As of December 2018, RED membership stands at 140. This is down four from the September report. This is an increase of 13 from the September report.

Miscellaneous

Mars Lights

What do a Chicago fireman, a Chicago candy company and a railroad headlight have in common?

The first Mars light was developed by Jerry Kennelly, a Chicago firefighter who realized that a motorized oscillating lamp would be easier to operate than trying to manually move a warning light back and forth while driving. He saw that such a light would benefit fire departments and railroads. Frank Mars, owner of the Mars Candy Co. (M&M's®, Snickers®, 3 Musketeers®) financed the new company that manufactured them, the Mars Signal Light Company. They were first tested and adapted to railroad use, in April 1936, at the C&NW Proviso Yard, which is not far from the Mars Candy factory. The first locomotive to use the experimental light was not a diesel, but C&NW 4-6-2, number 2908.

After additional successful trials, other railroads expressed interest. Among the first was J.D. Farrington of the Rock Island for the new Rocket trains. He arranged an introduction with William Otter and Richard Dilworth (Chief Engineer) of EMD. While Dilworth was skeptical, Farrington had them remove the front door from engine 604 which was currently being constructed at EMD. They took the door to the Mars factory in Oak Park and rigged up the first Mars light on a train. Oak Park Cadillac fixed up the paint and the door was returned.

Mars Lights continue to be manufactured by Tri Lite, Incorporated, Chicago, Illinois, for railroads, emergency vehicles and general warning lights



Sonoma Short Line

The Sonoma Short Line set up their modules in the Sonoma Depot for three weekends in December. Youngsters are taught to operate trains with MDC throttles (wireless). Using a single track mainline, there is fun in avoiding cornfield meets and making sure the hand throw turnouts are set correctly. Some of the kids run the trains better than the adults.



SPOTLIGHT ON A LOCAL CLUB

Lake County Model Railroad Club

First, news of our demise has been greatly exaggerated although we have been impacted by the never ending fires that have plagued Lake County. We've lost a bit of steam during the year as our club house location became the staging ground for both CalFire and PG&E crews. While not completely prevented from accessing the club house, which is located in the old armory building, the parking lot was turned into a sleeping area limiting what we were able to do.

Additionally, the fire directly impacted us with the loss of three members who were forced to relocate and the passing of Rod Levenduski and Nancy Cossey, long time club members. Several of us also volunteer with the Red Cross which, as you can imagine, has kept us all too busy.

We currently have six members who remain committed to the club and have plans to begin an active membership drive later this year. We meet Wednesdays from noon until 4-5 PM until summer when we will remain until 8 PM. We usually attempt two or three BBQ meetings during the summer months and Saturday run days are in the future.

The layout is approximately 60'x25' laid out in peninsulas and is a double tracked mainline in HO scale. Our branch line becomes dual gage to our lumber mill further splitting off into a narrow gage (Hon3) mining branch. We have approximately 125 ft of narrow gage railroad. The club is DCC enabled although we can run the branch and narrow gage separately in analog operation. Our theme is railroading in the transition era and to that end we are modeling scenes that reflect California in that time period.

We are hoping this year will be a bit less hectic and be able to join everyone at the quarterly RED meetings.

David Fromer, President
Lake County Model Railroad Club
Lake County Fairgrounds
423 Martin St
Lakeport, CA 95453



SPOTLIGHT ON A LOCAL LAYOUT

Bummelbahn

Peter Barnes

Die Bummelbahn *DB is a subdivision of the German National Railway (Deutsche Bahn - DB) operating in southeastern Germany and western Austria in the 1960's. This the European "Transition Era". Steam was still common, but diesel and electric power was taking over.

The layout is centered on Munich represented only the helix. Spokes extend out from Munich to the North (Regensburg), South (Innsbruck), East (Salzburg) and West (Augsburg), with open staging at each end of the spokes. Austria is on the upper level and Germany is on the lower level. Similarly the 6.5 turn double track helix is open. Scenery is work is ongoing. Trackage is Märklin sectional 3 rail K-track: powered by Uhlenbrock Intellibox and Märklin boosters to three power districts. The lok buss uses Uhlenbrock and Digitrax tethered and radio throttles.

Operations focus on passenger traffic and associated postal/express car movements. Freight movements are primarily North - South and secondarily East - West, with both on layout and beyond layout destinations. Two interchanges serve to connect these two routes. Locals and turns service the industries on the layout. There are four small yards and four staging areas.

Peter's model railroading started with "O" scale tinplate American Flyer and a few basic HO kits. At age eleven Peter's family hosted a WW II Displaced Person. When the gentleman moved on, he left behind a small Märklin collection of European freight and passenger cars for me and my siblings. Peter was hooked and added modestly to the collection through high school and college. Years later his wife (born in Bavaria) happened to notice a SF train show that had a European train display and suggested they go. Peter joined European train club (ETE), greatly expanded his collection and built three home layouts. He was introduced to U.S. style train "operations" in the South Bay but had to wait until he had a home and space to build an operations focused layout.



Over At The Roundhouse...

I haven't taken any real-life trips lately, so I thought I'd share my imaginary trip up to Spokane, where I spent some time poking around the CRAP roundhouse area. It was a Sunday in early September and there weren't many people around. Most of them were in the Yard Office, an old passenger car, eating their lunches or playing cards. It wouldn't have mattered anyway, as I spend a lot of time there and most of them know me by name. They know I observe the safety rules, so they pretty much let me roam free. The war is still on, but we are three months beyond the Normandy invasion and the Allies are pushing strongly toward Germany. Victory seems to be just a matter of time. In the Pacific Theater Japanese forces are being pushed back, island by island, by our Marines, and the threat felt in 1942 of a Japanese invasion of our mainland no longer dominates the Pacific coast. Security is not much of an issue. Across town at the NP Parkwater engine facilities and yard Italian prisoners of war work for the NP without being guarded, much like US citizens.

All of this is by way of saying that they let me take pictures! A couple of them are included here to illustrate my comments. Picture 1 is a view over the turntable of the access track from the main line, and all the servicing facilities. I am standing by garden track one. Just behind me and to the right is CRAP mogul #12 and two old time wood shorty passenger cars purchased from a small short line in California, The Hessel and Lone Pine. This equipment is protection for the McKen car and the EMD gas bug that are the normal CRAP passenger trains and is also used in season for Football Specials down to Washington State College in Pullman. I fudged a little for picture 2, climbing up on top of the weed sprayer in an attempt to capture what is behind what is in picture 1.



Picture 1

Stepping outside of the imaginary journey, let me explain that there is still work to be done behind this area, and it will be easier to do in the absence of two big roundhouses and a very tall stack! That is why the roundhouses have no walls or roofs, and that the boiler house has no stack. They will be installed once the scenery behind them is completed. Now back to the imaginary journey.

On the left I see the water tower. Behind it is the coal dock. Across the track is the oil tank (CRAP runs both coal and oil burning engines—however the second [or 9th!] hand engine they are buying is equipped). An incoming steamer dumps its ashes a little to the right of the gondola that is visible in the background between the coal dock and the oil tank. All engines take on fuel and water before rumbling onto the turntable and being turned so as to head into the proper roundhouse stall. They top off, if necessary, on the way out to their next assignment. The two roundhouses on the same turntable is a bit unusual, but actually the UP has the same arrangement on the west side of the city. Behind the service facilities is a service track for the delivery of coal and the removal of ashes. This rail is hard to see in the photos, but the gondola is sitting on it. Water comes from a well under the water tower. Oil is delivered from Glendive in a tank car, which gets spotted on the short track in front of the tank. Running repairs are made in one or the other of the roundhouses. Everything a CRAP steamer needs to be fit for service is right here in this compact area.

Coal is delivered to the coal dock by means of the service track that runs behind it. Oil delivery is a bit more complicated. The loaded oil tanker is moved onto the turntable by the Spokane switcher from a yard access track out of the picture to the left. Its destination is the short track between the oil storage tank and the turntable. The turntable swings to the right and aligns itself with the short oil delivery track. But how does the tanker get moved to that spot? There is no room on the turntable for an engine. On an unseen garden track left of the picture is an ancient 2-6-2 of



Picture 2

unknown ancestry, but most recently it was Hessel and Lone Pine #10. It is a protection engine for the yard switchers and is always kept hot. Before the switcher shoves the tanker onto the table, #10 has moved off its garden track onto the table, and has been swung around to garden track #1, barely visible in the lower right of picture #1. Garden track #1 affords a straight shot across the table to the oil delivery track. So, #10 moves into place; the switcher shoves the tanker onto the table; the table swings into alignment with garden track #1 and the oil delivery track; and #10 shoves the tanker onto it. Pretty slick!

But wait . . . something is not right here! How does the oil get out of the tank car and into the oil storage tank? And how does it get from the storage tank into an engine's tender? I am stunned to discover that there is no means to handle the oil once it is delivered! My gaze wanders to the left to the water tank. There is the spout to get the water into the engine's tender, and the water comes from a well, but, omigosh, how does the water get from the well up into the tank? I see no way. And there is the chute on the coal dock to get the coal into the engine's tender, but I see no means of getting coal out of the hopper cars that deliver it behind the dock. And in a sudden moment of clarity, I see that: **THIS RAILROAD CANNOT RUN!** This realization brings my fantasy trip to the CRAP engine service area in September of 1944 to an inglorious end, and brings me back to being a layout owner in today's date.

It looks to me that if I want to cover all the necessities, I will have to model an under-track sump to receive the oil from the tank car, a pump and piping to get the oil into the storage tank and a trackside oil plug. Behind the coal dock I will need to make an under-track bin into which the coal hoppers can dump their loads, and from which the bucket conveyer can lift it up and dump it into the dock. And make a complete sand reception-storage-into engine facility. Moving to the right, in the general area of the gondola in the picture, I will need to make an ash pit in the access track for the inbound coal burners. The adjacent service track should be depressed below the surface to ease the shoveling of the ashes into gondolas. The turntable is electric, so it would be good at least to show the overhead wire that supplies it. Finally (I think) some indication of how the boiler house gets its fuel and water.

It is kind of ironic—how what began as an idyllic fantasy visit to my railroad in the past issues in a nine-item project list to add to my existent eleventy-seven item project list! Obviously, I don't really have to do all of this. No Layout Police will come to my house at midnight and drag me away in chains if I don't. It's a matter of what I can handle being left unmodeled. We all are confronted with these kinds of choices, and we will all tolerate certain omissions on our layouts and models. A good way of discovering what some of these omissions may be is to transport yourself back to a date on your layout, and then walk an area and see what pops up for you.

Verne Alexander



DIAMOND RAILS FOREVER

PCR/FRRS Joint Convention

May 2 - 5, 2019

Sacramento, CA

Diamond Rails Forever is named to commemorate the fact that this will be PCR's 75th Annual Convention. I don't know about you, but I wasn't even born at the time of the first. That puts a relatively high bar on our expectations, but I am confident that the Host Committee, staffed by leaders of PCR's Sierra Division, are up to the task.

The specific details are available on the convention website (<http://pcrnmra.org/conv2019/>). It is a joint venture with the Feather River Rail Society and is scheduled for May 2-5 in Sacramento. This event is going to differ a little from what we are used to but in ways that we are likely to see more frequently in the future. Some of this is largely an adaptation to changes in the hospitality industry marketplace. Costs are going up and PCR convention planners are working out ways to provide the experiences that we have grown to love over the years without passing on additional costs to the members.

There are two main changes. First, in recent years we have been able to combine the meeting facilities and hotel rooms in one fairly upscale facility. That's getting harder to do so we are splitting ourselves between two closely spaced locations. We have the McClellan Conference Center for clinics, meetings, contests, the banquet, and so on. The nearby Lions Gate Hotel will be there for after hours socializing and snoozing. The second change is that this is a four-day meeting instead of a five-day one. Rather than starting on Wednesday afternoon it starts on Thursday morning (although hotel rooms will be available for Wednesday night). Scheduling of activities will be adjusted accordingly.

Apart from these structural changes everything will be familiar. There will be clinics, a contest room, prototype and model tours, operating sessions, hobo breakfast, Awards Banquet, Board of Directors meeting, Sunday breakfast meeting, and so forth. There are shirts and convention cars to order as well.

So get yourself to the website and register ASAP!

Clubs in the RED

Coastal Valley Lines Modular Railroad

The Coastal Valley Lines Model Railroad Club of Sonoma County, LTD (CVL) is an informal association of novice-to-expert model railroaders from around the Sonoma County, California area. We operate our HO modular railroad at public and private events, and also gather for clinics, work sessions and regular monthly meetings.

<http://cvlrr.com/>

Eel River Valley Model Railroad

It is the purpose of the Eel River Valley Model Railroad to preserve the rich history of the Northwestern Pacific Railroad along with the history of the North Coast of California. This is done through a series of modules depicting several areas of the Northwestern Pacific Railroad between Schellville and Eureka California. It is our goal to preserve the rich heritage of the railroad and the North Coast through these representations of the past. Please go to the club's website for information on visiting the layout.

<http://eelrivervalleyrr.com/index.htm>

Lake County Model Railroad Club

The Lake County Model Railroad Club runs trains on a 60'x25' layout, double track HO scale, a dual gauge branch line and a HO_{n3} mining branch line. The theme is California in the transition period and is reflected in rolling stock and in the layout scenery. The club is located at the Lake County Fairground, 423 Martin St, Lakeport, CA 95453

Hours: Noon - 4:00 to 5:00 PM, every Wednesday. Summer hours extend to 8:00 PM.

Mendocino Coast Model Railroad and Navigation Company

See logging history brought to life at this walk-around large G-Scale layout representing a history of logging and the railroads located in the Redwood Empire. Over 1300ft of track - equivalent to 6 miles with views of a mill, logging camp, town, pier, bridges and trestles.

Hours: 10:30 - 2:30 pm: Every Day except Tuesdays and Thursdays.

<https://www.mendorailhistory.org/mendorail/index.htm>

Napa Valley Model Railroad Historical Society

The Napa Valley Model Railroad Historical Society is a 501(c)(3) educational non-profit organization which operates a 4600 square foot model scale railroad exhibit that represents the agricultural and industrial heritage of the Napa Valley. Check their Facebook page for open house dates and times.

<https://www.facebook.com/NapaValleyModelRailroad/>

North Coast Historical Model Railroad Society (NCHMRS)

The club operates an HO scale layout based on the Northwestern Pacific Railroad as it ran in the 1950's through Sonoma County to Ukiah. The club is building the layout as a display for the Depot Museum and will be located in the historic Healdsburg Freight Depot. Stop by on the 3rd Saturday of each month as we open the doors to the depot.

<http://www.nchmrs.net/>

Redwood Empire Live Steamers Interactive Museum

The Redwood Empire Live Steamers is a non-profit organization dedicated to preserving Sonoma Counties Railroad history through the re-creation, in miniature, of railroad equipment and historic landmarks.

<https://www.facebook.com/RedwoodEmpireLiveSteamers/>

Sonoma Short Line Modular Group

The Sonoma Short Line modular group that is loosely based on the Southern Pacific branch line from Sonoma through Glen Ellen and Melitta Station to the old Santa Rosa Depot on North Street. They are currently looking for new members. Contact Steve Lewis for more information. Phone: 707-527-0396 Email: sdlewis@cds1.net

The Redwood Empire Model Railway Society

The REGRS is a loosely knit club of garden railroad enthusiasts from areas north of the famous San Francisco Golden Gate Bridge who share an interest in model trains. Our members are primarily located in Sonoma County and Marin County. Contact the club for public tours and shows.

http://regrs.org/w/index.php?title=Main_Page

Comin' Down the Line

2019

February 16, 2019 - 11:00 am to 4:00 pm, [Redwood Empire Division](#) Winter Meeting, Monroe Hall, 1400 West College Ave, Santa Rosa, CA. [MAP](#)

February 16, 2019 - 10:00 am – 3:00 pm, **Daylight Division Winter Meet**, Fresno Central Branch Library, Sarah McCardle Room, 2420 Mariposa Street, Fresno, CA. [MAP](#).

March 3, 2019 - 9:00 am to 5:00 pm, **Coast Division Meet**, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501. [MAP](#)

March 9 & 10, 2019 - Sat: 10:00 am to 5:00 pm; Sun: 10:00 am to 4:00 pm, **Golden Empire Historical & Modeling Society's Annual Model Train Show**, Horace Massey Building, Kern County Fairgrounds, 1142 South P Street, Bakersfield, CA. [MAP](#)

May 2 – 5, 2019 - **Diamond Rails Forever 2019**, PCR/FRRS Joint Convention, Lions Gate Hotel, McClellan Convention Center—McClellan Park, 3410 Westover Street, Sacramento, CA. ([MAP](#))

May 18, 2019 - 11:00 am to 4:00 pm, [Redwood Empire Division](#) Spring Meeting, Monroe Hall, 1400 West College Ave, Santa Rosa, CA. [MAP](#)

June 2, 2019 - 9:00 am to 5:00 pm, **The Quarterly NMRA Coast Division Meet** - a FREE Model Railroading Event,, 1001 Davis Street, San Leandro, CA. (at SF Bay Area Council Office of Boy Scouts of America) [MAP](#)

July 7 – 14, 2019 - **2019 NMRA National Convention & National Train Show®**, The Little America Hotel, 500 South Main Street, Salt Lake City, Utah.

August 2019 - **RED Annual Picnic**, Machinery Museum, Penngrove, CA. Date to be determined.

September 4 – 7, 2019 - **39th National Narrow Gauge Convention**, Sacramento, CA. See the website for organizer email addresses. [Narrow Gauge Convention](#)

September 22, 2019 - 9:00 am to 5:00 pm, **Coast Division Meet**, BPOE Elks Lodge, 2255 Santa Clara Avenue, Alameda, CA 94501. [MAP](#)

November 16, 2019 - 11:00 am to 4:00 pm, [Redwood Empire Division](#) Fall Meeting, Monroe Hall, 1400 West College Ave, Santa Rosa, CA. [MAP](#)

December 8, 2019 - 9:00 am to 5:00 pm, **The Quarterly NMRA Coast Division Meet** - a FREE Model Railroading Event, 1001 Davis Street, San Leandro, CA. (at the SF Bay Area Council Office of Boy Scouts of America) [MAP](#)

Comin' Down the Line 2019 Conventions

2019 is promising to be an amazing year with most of the National Conventions being held on the Western side of the country. In April, the **Sn3 Symposium** in Seattle, Washington. In May, the **O Scale National Convention** is being hosted by **O Scale West** in Santa Clara, California. July brings the **NMRA National Convention** to Salt Lake City, Utah. The **National Garden Railway Convention** will be in Portland, Oregon in late August. The 39th **Narrow Gauge Convention** take place in September in Sacramento, California.



Sn3 Symposium

Come to the beautiful, sunny* Pacific North West to explore some of the finest Sn3 model railroads on the planet. April 4 - 6, 2019: Seattle/ Bellevue, Washington.

[Sn3 Symposium](#)



51st O Scale National Convention

The 2019 convention will be held in California in conjunction with O Scale West. Memorial Day Weekend, May 23 - 25, 2019, Santa Clara, California.

[O Scale National Convention](#)



2019 NMRA Convention

The 2019 NMRA Convention will be held in Salt Lake City, Utah, July 7 - 13, 2019, celebrating the 150th Anniversary of the driving of the Golden Spike.

[NMRA National Convention](#)



35th National Garden Railway Convention

The Rose City Garden Railway Society (RCGRS) is proud to welcome you to Portland, Oregon, for the 35th National Garden Railway Convention. August 27 - 31, 2019, Portland, Oregon. [National Garden Railway Convention](#)



39th Narrow Gauge Convention

The 2019 Narrow Gauge Convention will be held in Sacramento, September 4 - 7, 2019 and will include model and full scale railroading for everyone.

[Narrow Gauge Convention](#)