A big boy is a coming!
See the Steam Club article in the Announcement section for the juicy details.

The CallBoy

June 2024

Pat Young CallBoy Editor
10349 Glencoe Drive
Cupertino, California, USA
95014

The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.
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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California USA 94563	Pat Young, Editor phty95014@yahoo.com **June 2024**	A 501(c)(3) Non-Profit Corporation www.ggls.org or www.goldengatels.org

Board Officers

President:	Jon Sargent	510-233-6481
Vice President:	Rich Croll	510-227-9174
Secretary:	Matt Petach	408-256-2883
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-809-7326
Director at Large:	Sammy Tamez	510-706-5614
Past President:	Rick Reaves	510-479-3386

Ombudsperson

Lisa Kimberlin 510-214-2595

GGLS Trust Fund Members

John Lisherness
Jerry Kimberlin (elected March 2015)
Sammy Tamez (elected August 2022)

GGLS Committee Chair People

Bits & Pieces:	Jeremy Coombes
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editor:	Pat Young
Dues:	Lisa Kimberlin
Grounds:	Andy Weber
Landscape:	Jo Ann Miller, Bruce Anderson
Librarian:	Pat Young
Locomotive:	Paul Hirsh
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich
Rolling Stock:	Rich Croll
Security:	Jon Sargent
Shop Foreman:	Rich Croll
Signals:	John Davis
Technical Talks:	Charlie Reiter
Track:	Jim McKibbin
Train Storage Rental:	Jon Sargent
Web Site:	Pat Young

Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Matt Petach at this email: secretary@ggls.org

Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from the Membership chairman or Secretary. At the second meeting, return your completed application, a signed release form, the yearly prorated club dues, together with the $25 initiation fee and you are officially a member.

CallBoy

Articles, pictures, photographs, items for sale or any other information that would be of interest to the club should be sent to Pat Young, the CallBoy editor at phty95014@yahoo.com

Deadline for submittals to next month's issue is the 19th!

2024 Calendar of Club Sponsored Events

06/01 Club reserved for Shanna O'Hare
06/01 Redwood Valley Railway event
06/02 Redwood Valley Railway event
06/08 BAEM meeting
06/09 General Meeting/Board Meeting
06/15 GGLS Spring Meet
06/16 GGLS Spring Meet & Open House
06/22 PV&A, SVLS, GGLS joint meet at PV&A
06/23 PV&A, SVLS, GGLS joint meet at PV&A
07/14 General Meeting/Board Meeting
07/20 BAEM meeting

08/11 General Meeting/Board Meeting
08/17 BAEM meeting
08/24 Club reserved for Sammy Tamez

09/08 General Meeting/Board Meeting
09/14 GGLS Fall Meet
09/15 GGLS Fall Meet & Open House
09/21 BAEM meeting
09/28 Club reserved for John Smith

10/13 General Meeting/Board Meeting
10/19 BAEM meeting

11/10 General Meeting/Board Meeting
11/16 BAEM meeting

12/08 General Meeting/Annual Meeting/Board Meeting
12/14 BAEM meeting

Announcements

GGLS member Sue Debeling informed us that her husband Arty Debeling has passed away. Our condolences go to her & her family.

June 15th and 16th will be our Spring Meet and Open House. We'd like to provide lunch for our volunteers on Saturday so we need lots of people to come out and help with setting everything up, guiding people around, and cleaning up at the end of the weekend. It's a potluck, with Manny Pereira doing some barbecuing, so please sign up to bring food.
And more importantly, PLEASE sign up to help with the Spring Meet. Sarah will send out a sign up link.
If you have trains that you can bring out, please set them up in on the display tracks in the steaming bay area so the Public can see them and run them around the track if you can.

Brian Perry & Jim Pate will be here to provide overnight security for the trains and for those who want to do night runs, Friday & Saturday nights are the only days we're allowed to run trains after dark.
But if you do run after dark, please don't blast your horn or whistle so we don't wake Jeff up in the trailer down at the corporate yard.

June 22rd & 23th is the Joint Meet with the Portola Valley & Alpine Railroad, the Golden Gate Live Steamers and the Sacramento Valley Live Steamers in Portola Valley, California.
The sign up menu can be found at:
https://docs.google.com/forms/d/e/1FAIpQLSeIp7mmT9yxjhcu2swyb34buGLm-nnfM6sKYFH74GSVmoijWQ/viewform?vc=0&c=0&w=1&flr=0&pli=1
And more information & directions can be obtained from our secretary.

Union Pacific Steam Club Update No. 33 - May 9, 2024

UP Steam

Big Boy No. 4014's Westward Bound Tour Schedule is Out!

Union Pacific's legendary Big Boy No. 4014, the world's largest operating steam locomotive built to conquer mountains, will make 19 whistle-stops in five states this summer during its 2024 Westward Bound Tour from Wyoming to California.

In addition, this mighty steam locomotive will be on public display for two days each in Roseville, California, July 12-13, and Ogden, Utah, July 20-21.

Big Boy will leave its home base in Cheyenne, Wyoming, on Sunday, June 30, traveling across Wyoming, Utah, Nevada, California and Idaho during July. Display days in Roseville and Ogden offer an up-close look at the 1.1-million-pound marvel along with the "Experience the Union Pacific" rail car, a captivating walk-through exhibition that provides a unique glimpse into the rich history of railroading.

Scheduled whistle-stops:

Sunday, June 30: Laramie, Wyoming
Monday, July 1: Wamsutter, Wyoming
Wednesday, July 3: Green River, Wyoming
Thursday, July 4: Morgan, Utah
Saturday, July 6: Wells, Nevada
Monday, July 8: Carlin, Nevada and Battle Mountain, Nevada
Tuesday, July 9: Gerlach, Nevada
Thursday, July 11: Oroville, California
Sunday, July 14: Colfax, California and Truckee, California
Tuesday, July 16: Lovelock, Nevada
Wednesday, July 17: Carlin, Nevada
Friday, July 19: Montello, Nevada
Monday, July 22: Brigham City, Utah, and Soda Springs, Idaho
Tuesday, July 23: Kemmerer, Wyoming
Thursday, July 25: Point of Rocks, Wyoming
Friday, July 26: Medicine Bow, Wyoming
Check out the official steam schedule at www.Upsteam.com! Next week, special Big Boy tour merchandise will begin to arrive at our online store so you'll be able to place your orders in time for the upcoming tour! Check out the online store link that will be posted on www.UPsteam.com
next week.

During the tour, the Union Pacific Museum will host a special passenger trip. The unique experience is the annual gala fundraiser for the nonprofit organization and provides a rare opportunity to travel on this historic heritage equipment. More information on the specifics will appear at www.UPtrainTix.org when they become available.

Locations where the Big Boy stops overnight are closed to the public due to safety and security reasons, unless otherwise noted on the schedule.

Non-employees who access these locations without permission will be treated as trespassers. To check out No. 4014, please visit one of the listed public whistle-stops.

Union Pacific reminds all rail fans to keep safety top of mind and stay 25 feet back from the tracks when taking a picture or viewing this mammoth machine. That means never take a picture or video standing on the track or the ballast and never climb on the locomotive or equipment.

Remember, railroad tracks, trestles, yards and right of way are private property - do not trespass. If you are following the Big Boy, be a safe and courteous driver - do not pace the train.

Remembering the Great Race to Ogden!

Five years ago today, Union Pacific celebrated the 150th Anniversary of the completion of the Transcontinental Railroad, complete with the Big Boy No. 4014 meeting up with the Living Legend No. 844 in Ogden to recreate the historic driving of the Golden Spike in Utah. Relive this historic day that also celebrated the restoration of No. 4014 back into service in this video!

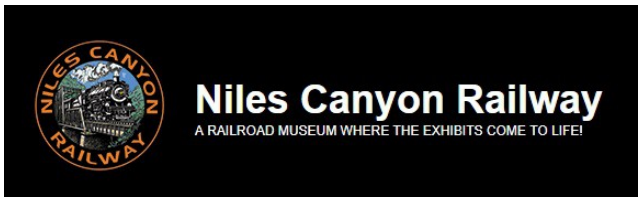
That's all for now. Until next time, stay safe!

And for those GGLS members personally attending, be sure to show your club pride with the appropriate club apparel!

Railroading Activities

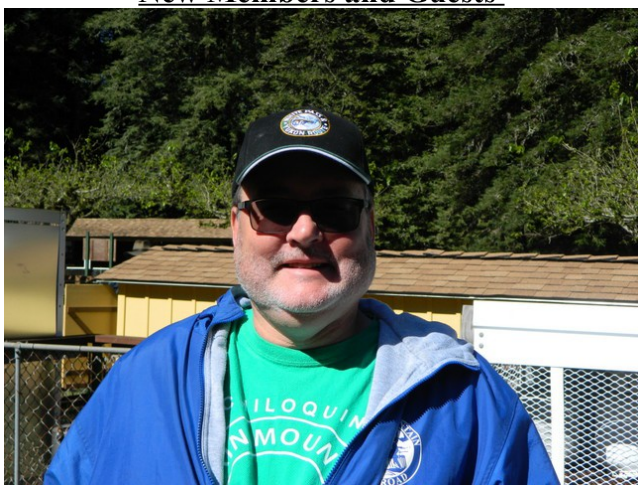
Walt Oellerich & Rich Croll went to Train Mountain to build track and clean pine cones & needles off the right of way. It snowed just as they were leaving for home.

Andy Del Hierro took his son to the Billy Jones Wildcat Rail Road in Los Gatos and will be going down to Disneyland on the 18th to ride the locomotives there.



Matt Petach & Dee Murphy went to Ardenwood to ride the train there as part of the National Model Railroaders Association, Pacific Coast Region convention. They then went to Niles Canyon Railroad to ride on a chartered run in the M200 railbus, and got to visit some very impressive layouts.

New Members and Guests



John Erdkamp of Hayward, California came to the General meeting to introduce himself as a potential new member. He has visited Train Mountain, Portola Valley & Alpine Rail Road and the Riverside Live Steamers.

He mentioned that he is the market for some trucks to build a passenger car or to purchase a ready-to-ride passenger car. Right now he only has a locomotive & operator car.

Minutes of the General Meeting

Officers Present: Matt Petach, Jerry Kimberlin, Jon Sargent, Rick Reaves, Sammy Tamez, Rich Croll, John Lisherness were present with Lisa Kimberlin excused as Ombudsperson this month.

President Jon Sargent called the meeting to order at 1003 hours Pacific time.

Officer Reports:

President: Jon Sargent had nothing to report.

Vice President: Thanks to the 11 people who came to the Saturday work day where they accomplished quite a bit on the retaining wall project. Unfortunately the recent rain brought more of the hillside down where the second box was ready to go in which means there will be another work day on May 18th to do more excavation work. If you have clean fill material (rocks, broken concrete, bricks, etc.) feel free to bring it. No dirt though, we have plenty!

Secretary: Matt Petach stated that he is getting closer to providing electronic donation payments to the club.

Treasurer: John Lisherness stated that the IRS form 990, state form 199 and AG R1F forms are completed & ready to view.

Ombudsperson: Lisa Kimberlin was not present this month.

Safety: Jerry Kimberlin had nothing new to report.

Director-at-Large: Sammy Tamez had nothing to report.

Committee Reports

Buildings: Rick Reeves had nothing to report.

Grounds: Nothing to report.

Ground Track: Jim McKibbin finished the causeway under the trestle with help from Bruce Anderson & Jim Hague. Clearance is now down to 66 inches from top of rail to bottom of bridge, so the club may need to install telltale flags to warn cars & trucks.

High Track: Still looking for a chair person.

Signals: John Davis noted that turnout T42's actuator, the switch into Tilden station, is removed which means that the signals on the bridge are blank while it is being worked on. And as always, check the signal info bulletin board in club house before running.

Locomotives: John Davis received the new steam chest tops that Chris Smith machined. Locomotives #20 is operational and #22 is ready. Hoses for Public Train have been replaced with 1200 PSI hoses that are good up to 40 degrees.

Rolling Stock: John Davis adjusted the donated lathe, and used it to put in the new hoses

Shop: Nothing to report.

Public Train: Please bring your trains out for the Spring Meet's Open House on Sunday as well as the Meet on Saturday. If you want to help run the Public Train, come talk to Walt Oellerich or John Davis, who can provide more information about training to run the Public Train. David Glaubinger is still doing physical therapy and is waiting for medical clearance before he can operate the Public Train again.

Landscape: Jo Ann Miller has planted some new shrubbery on the approach to the tunnel.

Round House & Storage: Nothing to report, but combinations will be changing next month.

Security: Everything working as expected.

Membership: Sammy Tamez will meet with John Erdkamp, a new prospective member.

CallBoy: Pat Young encourages the readers to keep those photos & articles coming for the CallBoy newsletter.

Website: Pat Young is finishing up his computer migration test and feels confident that he is ready to use the web building environment on his new laptop computer.

Library: Pat Young cleared out a bunch of duplicate issues of Live Steam magazines at the last swap meet.

Builders Group: Pat Young thanked Bruce Anderson for his set of modification articles on Harley, his 0-4-0T steam engine and to Charlie Reiter for all his past builder-related articles! Hope to see more.

Old Business

We are still missing our badge master 3/16th thick 5" diameter brass template user in the badge engraving process. Charlie Reiter designed & cut some sample membership badges using his soon-to-be-son-in-law's 100-watt laser to engrave them.

New Business

Pat Young made a 3D mannequin for Sue Debeling and Bruce Anderson tried to deliver it.

Bruce also reported that Bob Morris has about five locomotives in various stages of completion that he is looking to sell.

Rich Croll noted that Rich Lundberg provided 3 boxes of ceramic fire bricks that are out in the shed; if you have a need for them in a kiln or other project, feel free to take them.

Jon adjourned the meeting at 1044 hours Pacific time.

Minutes of the Board Meeting

Officers present: Jon Sargent, Matt Petach, Jerry Kimberlin, John Lisherness, Rick Reaves, Sammy Tamez, Rich Croll; Ombudsperson Lisa Kimberlin was excused today.

President Jon Sargent called the meeting to order at 1109 hours Pacific time.

Jon Sargent presented the minutes from the April 14th 2024 Board meeting for approval. Matt Petach made a motion that the Board accept them as presented and Rick Reaves seconded the motion. There were no additional discussion, no abstentions, no objections so the motion passed unanimously.
The Board moved into a closed door session where the minutes from that session are documented separately. After the closed door session ended, the normal Board meeting resumed.

Old Business:

Retaining Wall Project: The retaining wall will take additional time to complete due to recent rains that caused another mud slide.

Club House Janitorial Service: David Bradas has agreed to take on the janitorial work for the clubhouse and club will reimburse the costs associated with performing the work.

Replacement Safety Signs: Dan Swanson is working on an additional set of replacement yellow safety signs and John Lisherness sent him a check for the previous set of sign work that he completed.

Replacement Club House Kitchen Oven: The kitchen needs a new convection oven, but there is disagreement about whether to get a wall embedded oven, or replace the cook top with a combination oven & range.

New Business:

Padlock Combination Change: The club needs to change padlock combinations for the main entry, the fire access gate, the tool shop and the Shattock barn.

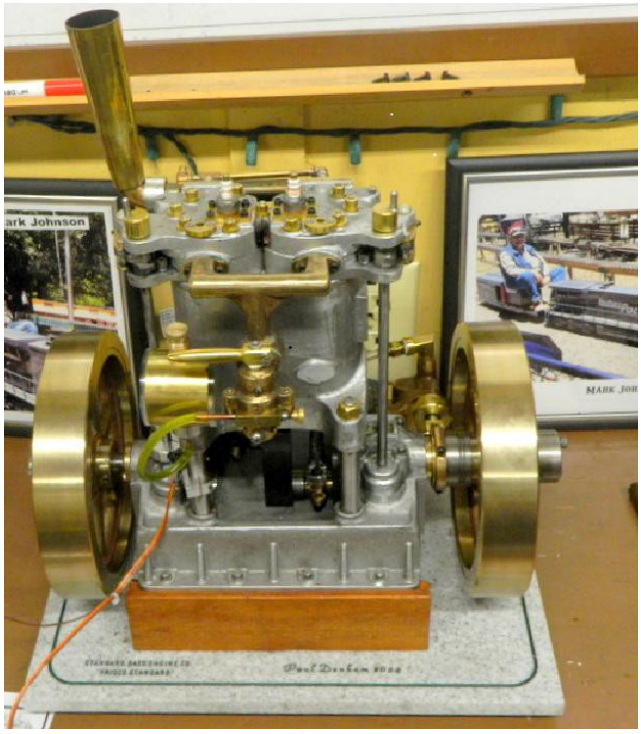
Club Trailer Usage: If you want to use the trailer, sign it out ahead of time with Jon Sargent. Users should insure that their automotive insurance will cover the trailer before signing it out, as it will be under their insurance if anything happens to it during their usage. Members are expected to return the trailer in the shape it was in when it was checked out and at the moment, it still has the shopsmith tool for Sarah in it.

Jon adjourned the meeting at 1207 hours Pacific time.

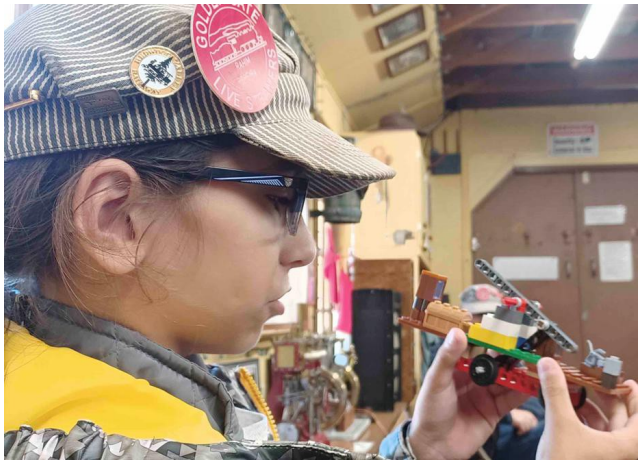
Bits and Pieces

By Jeremy Coombes

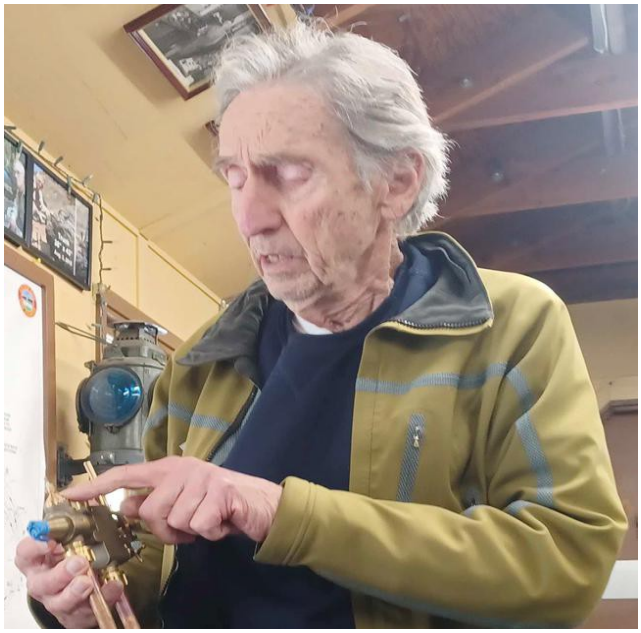
All photographs are courtesy of Pat Young & Bruce Anderson.



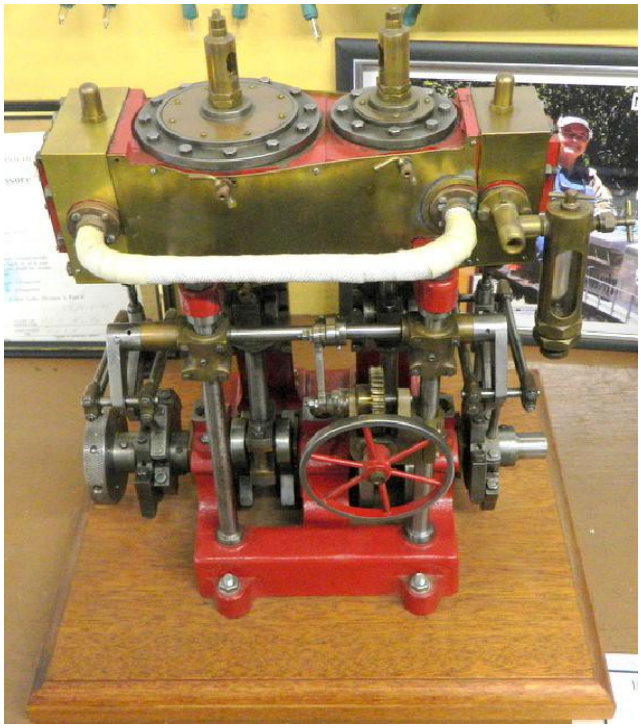
Paul Denham brought in his almost finished model of a 16-horsepower two-cylinder Frisco Standard marine internal combustion engine. The original was manufactured by the Standard Gas Engine Company of San Francisco in the early 1900s and the casting set was missing one item and the drawings were pretty "iffy" according to Paul. However, he didn't let these issues distract him and he forged ahead anyway. Of course, anyone who knows Paul is aware he is an experienced & skilled model engineer, which enabled him to overcome these challenges and the result is impressive. Paul plans to install low tension ignition and hopes to have it ready to run very soon.



Rahim Pereira has been thinking about engineering again and presented two Lego creations to show his increasing knowledge. The first was an imagined steam powered aircraft concept demonstrating his understanding of the conversion of reciprocating motion to rotary motion. The other was a functioning handcart with a Shay box light, spare parts bins, buckets for coal and water and an oil can. I can't wait to see what is in this bright young person's future!



John Lisherness needed an injector for his 2½ inch scale Shay and decided to build one based on a Nathan Simplex. He manufactured the needed reamers for the different cones, the magic that makes injectors work (converting boiler pressure steam and imparting that energy to force water into the boiler; neat trick huh!) and believes he has the right design for success. But John did concede that it could turn into a lifetime project if it doesn't work.
Oh, come on John – 10 years tops!



Charlie Reiter followed-up last month's Bits and Pieces item by displaying a model of a "typical" compound engine. The model originally designed, and castings furnished by, the notable model engineer Henry Coventry in the first half of the 20th century and is 1/3 horsepower and intended to power a 12-to-16 foot boat. The model came to Charlie in an unfinished state, and after his usual careful assessment & evaluation, the missing & sub-standard parts were identified and the replacements manufactured.

And of course, the engine runs well. What else would we expect from Charlie!

And just as a side note, Charlie is now a published author in "Model Engineer" magazine.

Congratulations Charlie!

Pat Young brought two 3D printed objects for display. The first project was parts for an archery bow stand that Dee Murphy had asked Pat if it was possible to 3D print. He first downloaded the SLT parts files to make sure that they could be printed on his mini 3D printer's bed. Then he wanted to see if PLA filament was strong enough to be used since it is much easier to use. It turns out that the parts were successfully printed and are quite strong.

The second project was miniature rose buds printed using "vase mode". Normal print is done in a back & forth method, layer by layer, but vase mode is done in a single threaded, rising spiral mode. It's much quicker but has the drawback that only one 3D object can be printed at a time. Pat brought enough roses for each lady in the club in celebration of the upcoming Mother's Day. What a thoughtful thing to do!

Cylinder Drain Cock Evolution

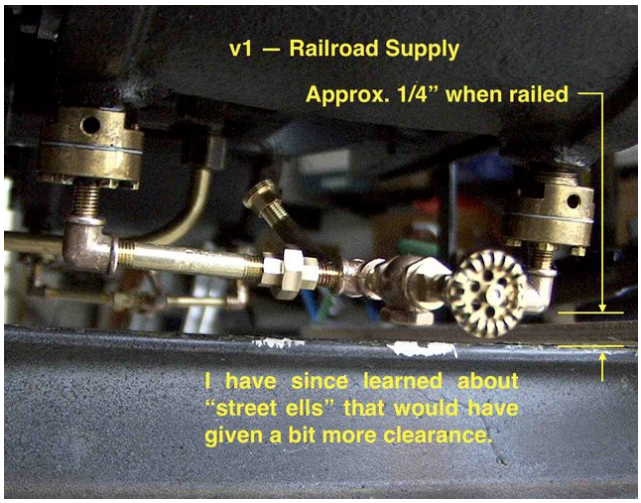
The Third of Three "Harley" Projects
By Bruce Anderson

One of the things that attracts kids of all ages to steam locomotives is their sight & sound. They're kind of like dragons that huff, puff and spew forth vapors. Often these events occur from cylinder drain cocks but they could also come from steam powered water and/or air pumps. Harley now has both of these but the focus of this story will be on adding a manually operated set of cylinder drain cocks.

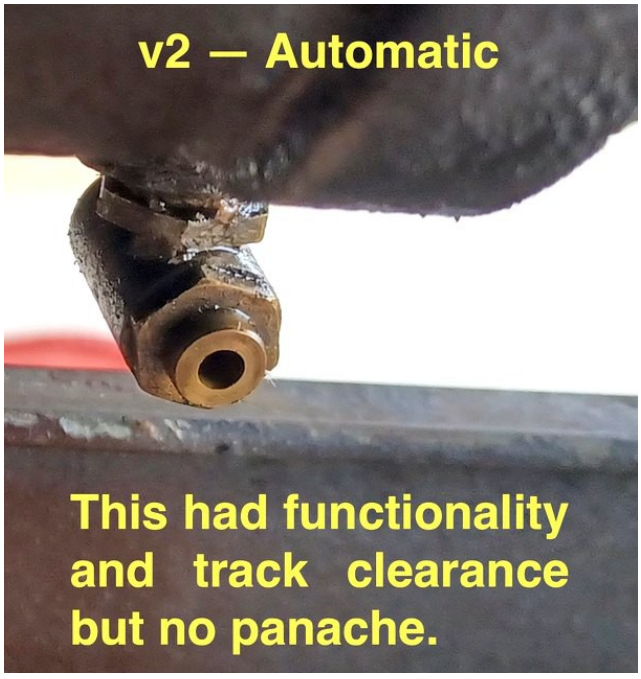
Like many model steam locomotives, Harley operates on low-pressure saturated steam and this means it doesn't take much for the steam to condense back into water again. This can be bad as steam can compress but water does not which means that water can blow out rod packing and damage the cylinders. Cylinder drain cocks allow water to drain out preventing this damage.

I've seen three types of drain cocks: manual linkage operated, manual steam operated and automatic operated.
When I purchased the Miller's 0-4-0T locomotive project, a set of Railroad Supplies steam operated drain cocks were included. While the person I paid to finish Harley installed these, they had not been piped so they were non-functional.

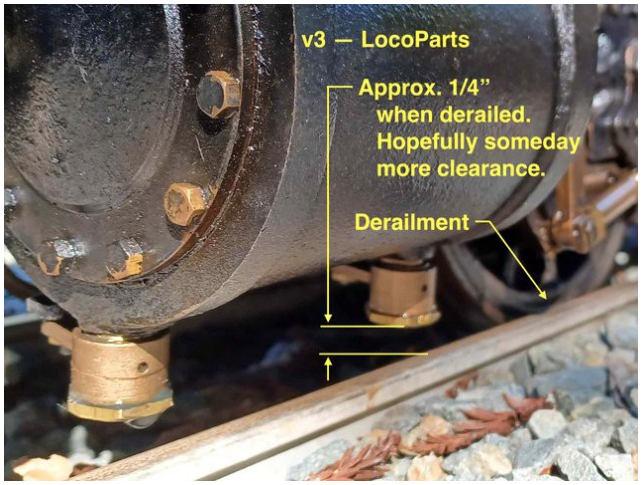
There were two solutions: pipe the cocks or replace them.



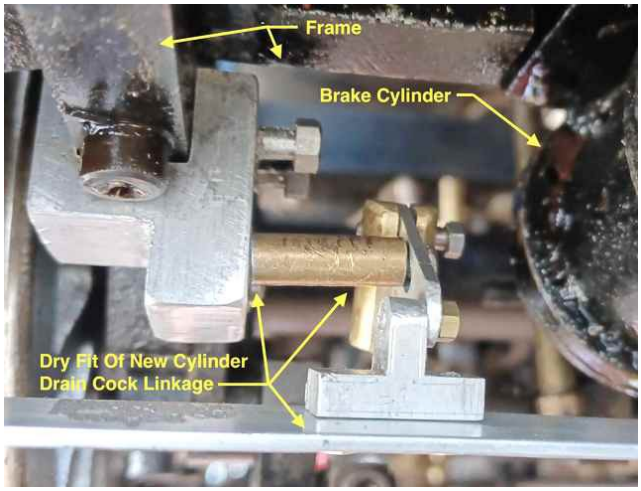
In April of 2016 I went to work adding the piping myself. Because Harley's driver wheels were only seven inches in diameter, the cylinder/rail clearance was tight, causing broken connections. Note that Mike Venezia's Backshop (www.thebackshop.org) now carries "low profile" steam operated cylinder drain cocks for locomotives like Harley.



In October of 2016, I replaced the steam-operated cocks with an "automatic" set. The good news is that they solved the clearance issue and had the functionality. The bad news is that they did not give Harley that steam locomotive look & sound; water just dribbled out and that was about it. They worked though and I still had other fish to fry.



During a discussion on the Chaski Steam web site (http://www.chaski.org/homemachinist/viewforum.php?f=8), a member noticed that I had tried to order a set of Keim Okadee steam operated drain cocks. I was able to purchase them but once again found the steam piping to be very close to the rail.



Then I noticed LocoParts had added a manual linkage set to their catalog (https://locoparts.biz/products/) so I ordered them.

This past winter I replaced the automatic set with the LocoParts set. The linkage to operate the system was fairly straightforward but without drawings, there was a moderate amount of trial & error that was done.

I had to find enough lever action to function correctly while not creating other interference issues. Eventually a second clamp was added to the rear of Harley's frame along with a rod allowing the drain cocks to be opened & closed from the cab.

After a bit of work, Harley has a system that works while now giving him a bit of panache.

Steam enthusiasts get the sound of a true steam locomotive along with that blast of steam, front-and-back, left-and-right — and now on demand! COOL! Now that I have a mill & lathe, I may try to make my own set so there is more clearance in case of a derailment.

Having learned about corrosion between dissimilar metals from John Davis, I have applied anti-seize lubricant where necessary.

This is the final episode in this series from my winter 2023/24 projects on Harley but fear not, there will probably be more adventures of Harley for upcoming CallBoy newsletters. This may be a possibly of going back in time for the installation of a steam powered water pump. Gotta' get the sound of that dragon breathing after all.

Sign Replacement Project 2024

By Dan Swanson

I was fortunate to attend the 2024 January club New Years Day Chili Run since moving to San Joaquin county in late 2017. Sadly, due to the distance, my participation in club activities has been limited. On this day a member was very generous by allowing me to drive his train & tour the outer main. I saw several awesome additions & improvements that members had made. During my trip I noticed the warning signs along the way had become weather worn and some of their messages were now barely visible. These signs not only inform & remind passengers & members about safety matters but also aid in reducing the clubs' liability exposure and possibly lower the insurance premium.

The warning signs were created & installed in 2012 and at the time I had no idea they would still be here this long. It was clearly evident these signs needed replacement so I volunteered to take on the project by submitting the original artwork with slight changes and the cost of fabrication to the club president for the club's Board of Director's (B O D) approval. The approval was made and the new signs were installed on April 21, 2024.

While wrapping up conversations with members inside the clubhouse after installing the new warning signs, one of them pointed to a RESTRICTED AREA (R A) sign just outside a clubhouse window. He indicated that this sign needed replacement since it was badly faded too. Club president Jon Sargent nearby agreed and soon we were walking the club grounds to collect a count for a change out of the R A signs. Of note most of the current R A signs have a faded white background, the new artwork changed it to a near international yellow color providing a greater visual presence.

Also a set of tracks was added between the club emblems. The new artwork and fabrication cost were submitted to the club president for B O D approval. The approval was made again and at this point I was asked if I could also install the R A signs. I honored the request and installed the signs on May 12, 2024. All of the new signs are specially designed for outdoor applications and utilize UV rated paints & inks according to the sign producer.

The Train Mountain Train Game

By Richard Croll

At the last meeting, I mentioned briefly about the Train Game played at Train Mountain and said I would talk more about it in the CallBoy newsletter.

The Train Game is an 'Freight Operations' software application that uses a smart phone to move freight cars around from various locations on the Train Mountain Railroad to other locations. Most of the cars have transponders on them so the “game” knows their precise location on the railroad. Each player has a Train Game account and players earn Train Game dollars for moving cars around the railroad, with higher payouts for longer or more complex moves. Players can add their own freight cars into the game and those freight cars can generate revenue for the owner regardless of who moves them. Train Mountain owned cars can be borrowed by players by paying for the transponder & agreeing to maintain the car and these borrowed cars also earn Train Game dollars.

But I still haven’t found out what I can buy with these Train Game dollars. Maybe see who can be the first Train Game Railroad Tycoon?

The players have two options when playing the Train Game. The first options is that they can look at the available moves, select a move at which time they then have 4 hours to complete it.

The other option is to select “switch list”, and the system will assign freight cars to be assembled, up to the number selected.

The whole operation is all done on the smart phone screen with a push of a button on the screen to select cars & record moves completed. The game is available 7/24 during the operating season at Train Mountain which is roughly May through October and all members of Train Mountain can easily set up an account & play the game.

According to what I have been told, the software is available to other clubs and I plan to see what would be involved in making it available to the Golden Gate Live Steamers club. My experience with it at Train Mountain says it would be a lot of fun for our club.

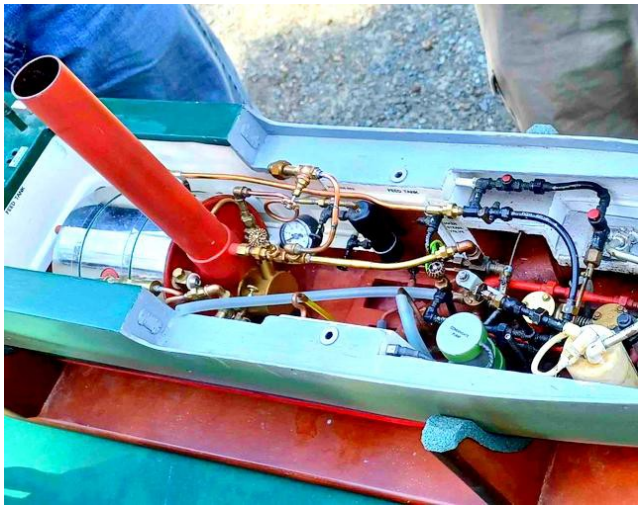
A short 53 second Facebook video can be found at: https://www.facebook.com/TrainMountainRailroad/videos/train-mountains-train-game/1159662761250611/

A Steamship Appears At GGLS

by Bruce Anderson

Rick Weiss (right) and Paul with the Z25.

So there we were breaking for lunch during a workday Thursday when I mentioned to Paul Hirsh, our locomotive chair & resident seafarer, that a steamship had arrived. Paul looked at me with a “What are you talking about now?!?” sort of look only to spot the Z25. A gentleman by the name of Rick Weiss had shown up with a 42-inch model of a German Destroyer!



Such craftsmanship, the model was built in 1971

The fifty year old radio controlled model has a two cylinder steam engine, boiler, condenser, steam whistle and much more. How cool! What with the wonderful detail that had been taken during its construction, I suggested Rick bring the Z25 up to our Spring Meet.

It was like Christmas morning as guys gathered around this wonderful model

It turns out we also have Rick Weiss to thank for having John Davis, our signals chair, and Shanna, John's wife to join GGLS. John Davis had joined his neighbor for a San Francisco Model Yacht Club (SFMYC) regatta which led him to meet GGLS member Charlie Reiter who would fill him in on the Golden Gate Live Steamers and the rest is history. Thanks Charlie!

Formal SFMYC power boating begins on most Sundays at 9 am at Spreckels Lake in Golden Gate Park which also have sailboats, freesails and classes. More information on the SFMYC can be found at their web site at: www.sfmyc.org.

Video Recommendation

From PV&A member Mike Ward

A 15:39 minute YouTube video by author Need4Life titled "One Of The Best and Most Detailed Model Railroad Layouts in the World"

From the video:
THE SUNDANCE CENTRAL RAILROAD - The Sundance was formed in January 2004 with the goal to create a more detailed and uniformly scened, large-scale traveling layout. This 1:20.3 scale modular model railroad consisting of forty modules for a layout size of 45 feet by 45 feet. The railroad consists of 400 feet of hand laid code 250 aluminum rails that are hand spiked with individual tie plates onto wood ties with a total of 16 turn-outs.

The modular was built by a group of seven model train enthusiasts. This diverse group is made up of people who have a passion of early narrow gauge steam locomotives to modern day standard gauge diesels.

The purpose for forming this modular group was to provide the public a realistic look at model railroading in a large-scale format. The modules are highly detailed from the scratch built supporting structures and buildings down to the surrounding scenery. The trains and rolling stock that will be running on these modules will also be highly detailed and weathered.

Address: 2645 Success Dr, Odessa, FL 33556
Web: www.finescalemodeling.org

I can see why Mike Ward recommended this video (in 4k resolution to boot) and this can be found at:
https://youtu.be/UPHASpKgRtQ?si=zmMR_6VpGTdDdy66

Seen at the Track

From Bruce Anderson

Ellen Thomsen along with her crew from the Redwood Valley Railway assist Richard Croll and GGLS with our retaining wall by the Shattock Barn engine shop.

Long time member Steve Vitkovits brought his 2-8-2 back to the track after performing some tweaks.