


THE CALLBOARD



OF THE REDWOOD EMPIRE DIVISION

Visit RED at Website: <http://home.earthlink.net/~campgus/>

July – September 2003

August Meeting

Including Layout Tours & Other Activities

in the Eureka Area

RED will be hosted by the Eel River Valley Model Railroaders on Friday, Saturday and Sunday August 1, 2 & 3. We'll meet at the Best Western Inn in Fortuna on Friday night. On Saturday there will be a full day of layout tours ending with a banquet at the Victorian Village Inn in Ferndale. On Sunday morning, after breakfast at the old Samoa Cookhouse, the rest of the day will be spent visiting another layout and/or logging exhibits.

Here is the full schedule:

Friday August 1

7:30 PM Friday night at the movies with Don Olsen and who ever else would like to show slides movies or videos. The Best Western Country Inn in Fortuna is just east of Hwy 101 at the Kenmar Road exit.

Saturday Morning August 2

Breakfast on your own (the motel has a continental breakfast).
9:30 AM: Leave on layout tour.
Meet in motel parking lot to form car pools and get directions to the

layouts. (See **Note** at end.)

10:15 AM: Arrive at Ray Hogan's outdoor Tehachapi Loop HO layout. 2001 A Fieldbrook Rd. in Fieldbrook.

11:00 AM: Arrive at Tom Cockle's Los Angeles Div. of the Santa Fe. 109 Redrock Rd., in Fieldbrook.

12:00 noon: Arrive at the Glendale yard of the North Coast Interpretative Society's collection of logging equip.

Saturday Afternoon August 2

Lunch on your own. (Note that the driving time back to Fortuna is about 45 minutes.)

2:30 PM: Arrive at Kevin Schindler's outdoor railroad of a Colorado Narrow gauge RR in Fortuna

3:30 PM: Arrive at the Eel River Valley Model Railroaders club layout at the Humboldt Co. Fairgrounds in Ferndale.

4:00 PM: Attend, at the ERVMR club, Heather Clark's presentation on how to build steam engines following a specific prototype.

4:45 PM: ERVMR club layout operating session with Don Nelson.

6:15 PM: Social hour at Curley's Grill in the Victorian Village Inn, 400 Ocean Ave. in Ferndale.

6:45 PM: Banquet at Curley's Grill and program by Don Olsen on the NWP. The cost of the dinner banquet will be \$25.00 (+ tax

& gratuity) per person; the choice's are Grilled New York Steak, Seared Ahi Pepper Steak and Pasta Primavera. Appetizers, house salad, dessert, coffee, tea, and iced tea service are included. **Please make reservations for the banquet no later than July 25th by notifying Ron Plies**; contact information is listed on page 2.

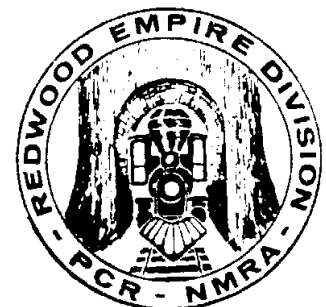
Sunday Morning August 3

9:00 AM: Breakfast at the Samoa Cookhouse.

10:15 AM: Arrive at the Humboldt Bay and Eureka Model RR Club Layout, 7th & A St. in Eureka.

Later, when departing for home, you may wish to stop at Fort Humboldt to see their display of logging equipment.

Note: Maps and information will be left at the Best Western Country Inn for those who would like to join during the morning or afternoon tours.



STAFF ROSTER**DIRECTOR**

Ron Plies
P.O. Box 950, Fortuna, CA 95540
(707)725-9063
E-mail: rlplies@cox.net

SUPERINTENDENT

Nolan Alexander
95 Marin Drive, Petaluma, CA 94954
(707)778-7656
E-mail: nolanalexander@msn.com

CHIEF CLERK

Steve Skold
5306 Yerba Buena Rd, Santa Rosa, CA 95409
(707)539-1782
E-mail: sandcaskold@aol.com

CONTESTS

Steve Skold
5306 Yerba Buena Rd, Santa Rosa, CA 95409
(707)539-1782
E-mail: sandcaskold@aol.com

MEMBERSHIP

Gus Campagna
PO Box 74, Kentfield, CA 94914
E-mail: Campgus@earthlink.com

TRAIN SHOWS

John Leins
731 San Marco, Fairfield, CA 94533
(707) 422-8266

LAYOUT TOURS

Pat Boyle
6425 Vine Hill Rd, Sebastopol, CA 95472
(707) 576-7605
E-mail: patmt@sonic.net

NOMINATIONS

Ed Zakareckis
2408 Homestead Court
Fairfield, CA 94533-7137
(707)425-1159
E-mail: ezak@castles.com

ACHIEVEMENT PROGRAM

Harold Mentzer
102 Berna Avenue, Napa, CA 94559
(707) 226-5153
E-mail: hsmmentzer@aol.com

ESTATE COUNSELOR

Don Clauder
305 Garfield Park, Santa Rosa CA, 95409
(707) 539-3510

CALLBOARD EDITOR

John Rolston
240 Chase St., Sonoma CA, 95476
(707) 938-5478
E-mail: jrolston@pacbell.net

**DIRECTOR'S REPORT
BY RON PLIES**

As I indicated previously, I would like to have an open dialog of the pros and cons of contests in the NMRA, PCR, and RED. KETIH BROWNFIELD sent me the following letter with his views. Let me have your feedback on how you feel about this issue. You can response by e-mail, mail or telephone; all 3 methods are listed in the first column to the left.

Ron,
The point of model railroading is relaxed enjoyment. Not bounded by walls to steep to scale or locked doors that keep us within the confines of structures others have deemed necessary to find that relaxed enjoyment. It is the freedom to express ourselves in a way that is pleasurable to us as individuals and to bring enjoyment to those who can appreciate what we have accomplished. By the same token, we should find the enjoyment of what other's have accomplished and share their enjoyment with an appreciable eye.

Contest are for that segment of model builders who have that interest; without them we would still be back in the 1950's with our equipment. Contest people have been the Paul Reverie's of the modeling industry. Sound far fetched? Not really. Contest modelers have set the high standards of equipment we have today. Were the manufactures going to do it on there own? I think not. If you could build a box car with paper sides for \$.50 and sell it for \$2.50 why would you build a more costly or better car? You wouldn't. The model railroader was happy and if he wanted something better, he built it. That's why scratch building was in vogue in 1955.

As the skills of the modelers got better and the work was shown at the "National's", manufactures took notice and developed new and better models with the technology that the "Contest modelers" developed. To the average modeler, they didn't know any better and were happy with what

they had.

When plastic injection molding became available Athearn started developing HO cars in plastic and quit making the old metal cars. What a howl went up: "They want us to buy that junk when metal is better?!". Now we can't even imagine what a metal car or the paper and printed wood side cars were like.

Decals were made by modelers because only a few well known roads like Santa Fe, Pensy, New York Central, SP and Union Pacific were being manufactured. Today we have a wealth of correct road names on our cars, plus a variety of cars and side equipment.

When a couple of guys in Washington state decided to import some brass locomotives in the late fifties, they sent their pilot model to Frank Gillenwater in Sacramento, who was a Bridge Engineer for CalTrans and an excellent modeler. Frank developed the drive for all the brass engines, which has only changed with the advent of the new plastic imports. Frank also entered local modeling contest and won many awards. Duane Buck, who is known as "Mr. Great Northern", is another National winner and has helped Lifelike, Bachmann and Athearn develop their newer models and the correct paint for the GN models. Duane is one of those "Professional Modelers", but I wonder where we would be without his great modeling skills, still in the dark ages of 1955?

The point of this dissertation is: contest modelers are a valuable resource to model railroading and without them, we wouldn't be where we are today as far as equipment and overall standards are concerned. And this does not exclude the NMRA and their fine work, because they are modelers too. Many people, who don't enter a contest, direct their energies to a home layout or belong to a club and just simply don't have the time to devote to building a contest model. But isn't that their choice? I have a large basement layout and have chosen to

(Continued on page 6)

**From the
SUPERINTENDENT
BY NOLAN ALEXANDER**

As the new Superintendent I'm supposed to write a column for the CALLBOARD. So, I been staring at my computer screen wondering what in the world I'm supposed to write. Well, okay; obviously something about model railroading would be appropriate. But, it's summer and that's a time it is a lot easier to think about being outdoors. Of course, you don't have to give up model railroading these days to be in the warm sun. Garden railroads will see a lot of progress in the next three or four months. And you can always go searching for examples of the prototype to photograph and measure for next winter's projects.

We've all got a terrific opportunity to combine our hobby and our vacation right here in the Redwood Empire Division in August. I hope you're planning to come up to Eureka and join us for the summer picnic. We'll penetrate the mysteries of the Redwood Curtain and find out how they do it on the "other side." Our Director, Ron Plies, has put together a full schedule of railroad related activities for us and arranged for some really good eating as well. I'll be there Friday night; I hope I'll see you.

There's lots more activities this summer; the National Convention is in Toronto and I know that some of our membership will be there. There is a Narrow Gauge convention in Colorado (where else?) and a regional in the northwest coming up on the calendar as well. While you're out there keep your eye out for a really special modeling project. Our Division is hosting the PCR convention in Napa next spring. Bring your en-



Photograph by John Rolston

Newly elected RED officers Steve Skold and Nolan Alexander

tries to a couple of Division meets before the convention and get some hints on how to get more points for your work and take home a regional award.

However you are planning to spend your summer, I hope you have a wonderful time and always return home safe.

Happy railroading!

**CHIEF CLERK'S REPORT
BY STEVE SKOLD**

The RED meeting, on May 10th, was attended by 28 people. It was our annual meeting which determined who would be Superintendent and Chief Clerk for the following two years. In the closest of all votes, NOLAN ALEXANDER won out over PAT BOYLE by one vote, 19-18. Having two nominees brought out the highest percentage of votes in recent memory. Yours truly was elected Chief Clerk/Paymaster.

There were many door prize win-

ners which included two special door prizes. JOHN ROLSTON won the \$25 gift certificate from the **Loose Caboose Hobbies** and I won a VCR set on American Railroading. Other door prize winners were:

DAVE FIDIAM--Nestles 50' box car
ED ZAKARECKIS--SP Caboose
DAVE PROUD--D&RG 40' Hi Cube
HAROLD MENTZER--SP 40' box car
GUS CAMPAGNA-- Milw 50' flat
GLENN JENSEN--D&RG 50' gon
RICK WAGNER--NWP Calendar
NOLAN ALEXANDER--OSH Calendar

We all had a good time watching the Vallejo Club run trains on their extensive layout. There was also the usual camaraderie. PAT BOYLE received his RED Member of the Year award that was presented at the recent PCR Convention in Pleasanton. (Photo is included on page 6.) The Sonoma County Hi-Baller mini module was displayed, which won the Best Use of Space award at Pleasanton.

I look forward to seeing everyone at the next RED meeting in the Eureka area in August.

THINK SMALL

THINK SMALL TROLLEY III

February's THINK SMALL touted the advantages of the neglected "Trolley" niche of our hobby. Last issue we presented a basic "first car" so you could sample this branch of the hobby. Also, we gave you a look at "single suspension" - the basic and simplest method of supporting the essential overhead conductor or trolley wire above the rails.

You learned about snap track and flex track a long time ago. Then there was handlaid track with spikes or rubber cement or P.C. ties. Trolleys, like GP9s and 2-8-0s, run on rails. The familiar standards remain valid.

The new kid on the block is that overhead wire, half of the power path to the motor in the TROLLEY CAR. You, as a NMRA member, enjoy good operation because of the standards. For traction we have S-5, S-6, RP-5, D6v.01 and TI-7.25. Those thick binders look impressive on the shelf but we could learn a lot by looking inside. The standards are just a preface. If you are tempted to try trolley, *Model Railroader* of September 1955, pages 28 to 31, has a complete guide for hanging trolley wire. Get a copy if you can. It is worth your hassle time.

Kalmbach published a "Traction Guidebook" in 1974 that is still available in some Hobby Shops. The five pages on modeling overhead are another excellent guide. You are not lost in the woods. The path has ample blaze marks pointing the way. To get started, we THINK SMALL folks will look at the most common support system for trolley wire. Simple single suspension served most trolley systems. It is safe and CHEAP. The

third rail killed dogs and even people. Hanging that lethal hot wire up out of reach was soundly practical.

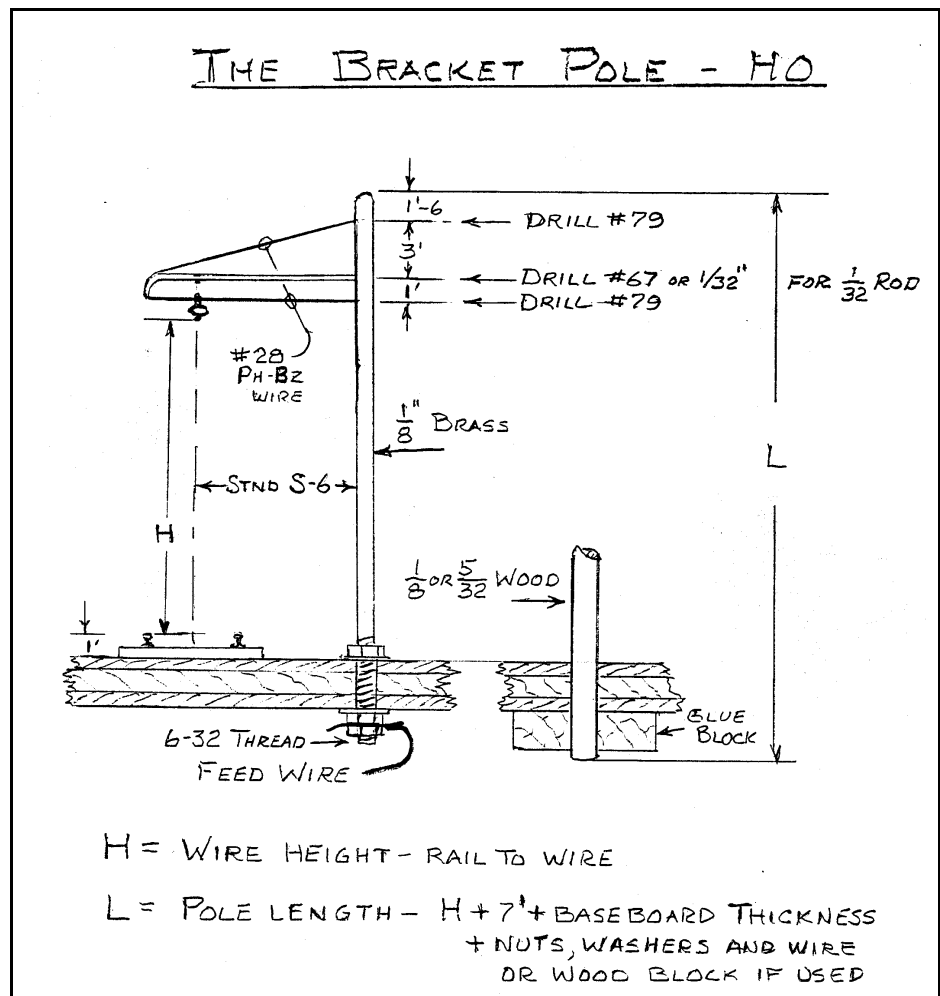
Two ways that line-side poles can support the trolley wire above the rails are a cross span between poles or a bracket arm extending out from a pole. The cross span is just a single support cable crossing the track between two poles. The figure below shows the details of the bracket pole. For double track, the pole is between the tracks with bracket arms reaching out toward the center lines of both tracks. Metal poles on some street car lines were 8 or 10 inch pipe or tapered. Wood poles varied as dictated by load and finances. In HO scale I like 1/8 inch brazing rod for metal poles and 1/8 or 5/32 inch dowels for wood poles. The bracket arm was often 2 1/2 inch

pipe. 1/32 inch brass rod (20 gauge wire) works fine in HO scale.

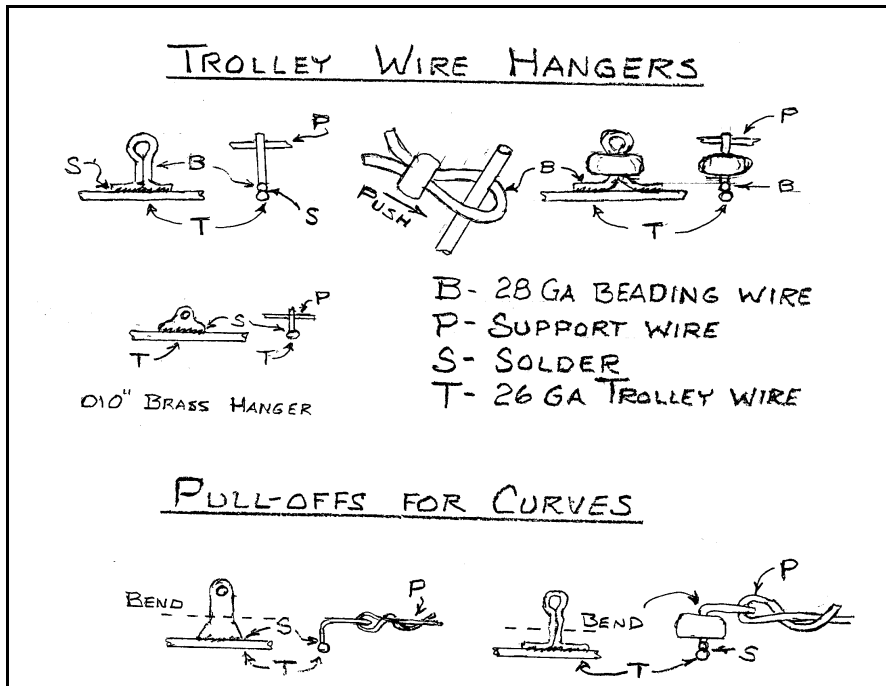
Before you build that overhead feed you must put on your hat of brass. Standards dictate track gauge and minimum distance from pole to center of track but trolley wire height above rail may vary. S-5 says 21 feet for city and interurban cars. However, the most common height for city cars was about 18 feet. Copies of San Francisco United Railway blueprints show the wire height at 18 feet. Perhaps I'm being provincial but my trolley wire is suspended about 18 scale feet above top of rail. If your cars will share the rails with regular trains, obey the rules, stay with the standards.

The fussy part of stringing trolley wire is making the connection between the phosphor bronze wire

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(THINK SMALL Continued from page 4)



above the rails and the support wires that cross the tracks either from pole to pole or the bracket off a single pole. You can buy tiny wire hangers from Precision Scale or Rivers Trolley and Traction that really look neat or make simple substitute connectors as shown in the figure above. The loop of wire, like a spraddle legged cotter pin, is an old standard. Pulled through a glass bead, it doesn't look too bad.

To make the support with the bead; get some seed beads of a color you like (usually green or black) with holes large enough for two strands of #28 beading wire (a soft brass wire). With a steel wire or a small drill bit in the loop, push the bead to make the loop small, then bend the legs out flat and snip off the excess wire. Tin the legs. The steel wire should slip out of the loop completing the job. The chunk of brass or nickel-silver connector is easier to make and use but short on looks. Your choice.

The key to success is keeping the support above and a tad slimmer than the contact wire so the trolley

shoe does not stub its toe. Tin carefully. Lumps of solder are bad news. Clean the top of the trolley wire and solder quickly with a small, hot iron. If you do mess up, phosphor-bronze tolerates sanding and scraping.

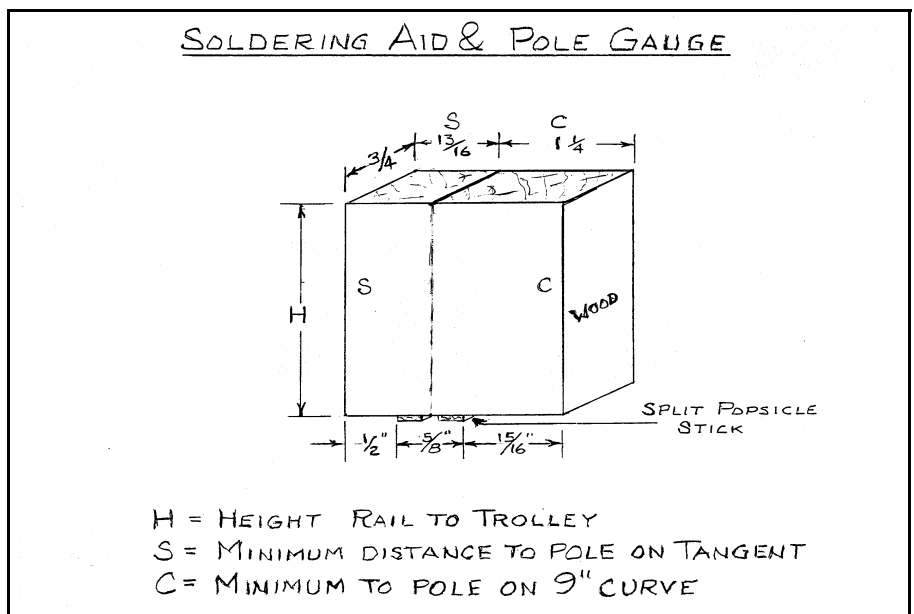
Tweezers and tiny heat sinks can be helpful as you string wire. The wood wire support for soldering, shown in the figure below, is easy to make and quite helpful as you

become proficient with attaching your trolley wire to the support structure.

You want to try some trolley modeling but where do you find the odd stuff needed? Beading wire and beads are found in the craft store where your wife gets her hobby stuff and you find odd bits for scenery. Brazing rod (bare brass) is stocked at the local welder's supply or tool store. For phosphor-bronze wire, sheet brass, nickel-silver or straight brass wire (rod), beads, dowels for poles and other neat stuff, look in the Clover House catalog. (Send \$5.00 to PO Box 62M, Sebastopol, CA 95473-0062.) Russ Clover was one of the founders of the Redwood Empire Division of the NMRA.

A change of pace could spark up the hobby for you. Think about Trolley.

BILL WILLIAMS The Ancient One



ANNUAL MEETING OF THE REDWOOD EMPIRE DIVISION

Date: May 10, 2003

CALL TO ORDER TIME: 1:05 PM

1. Call for Ballots
2. APPROVE MINUTES OF LAST MEETING (as published in April-June, 2002 CALLBOARD) Moved, seconded and passed unanimously.
3. TREASURER'S REPORT by Chief Clerk PAT BOYLE. Money in Bank is over \$3000; \$155 received from the Apple Blossom Festival.
4. OTHER COMMITTEE REPORTS
 - a. Ballot Committee Report by ED ZAKARECKIS. Closed election; one vote swung the election results.
 - b. Convention Committee report by HAROLD MENTZER. Convention will be in Napa at the Embassy Suites Hotel from April 29 to May 2, 2004. RED and NVMRS are sponsors, all division members are needed to help out.
5. OLD BUSINESS

Motion to accept Ballot committee's report and destroy the ballots was made, seconded and passed unanimously.
6. NEW BUSINESS
 - a. Directors Report (by GUS CAMPAGNA for RON PLIES). The NMRA Long Range Plan is up for voting. Please read it and contact officers with your questions. Basic change is single membership; join NMRA and become a region and division member automatically.
 - b. Member of the year awarded to PAT BOYLE.
 - c. MIKE McSWEEN is retiring as Membership Chair after 6 years.
 - d. New officers installed, NOLAN ALEXANDER as Superintendent and STEVE SKOLD as Chief clerk.

ADJOURNMENT TIME: 1:20 PM

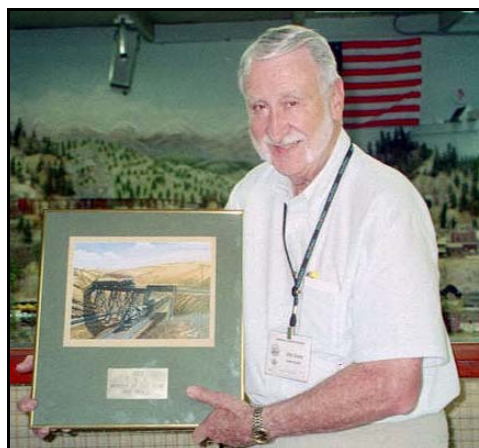
(DIRECTOR'S REPORT Cont'd from page 2)

direct my energies toward the layout rather than a contest model; my ego just lies in a different place.

I would propose that there be a layered approach to contest modeling. Maybe Novice as one category - for those who have little experience in contest, Experienced modeler as another - for one who has been in the afore mentioned category and wants to move up in skills, and Super Modeler. The super modeler would be required to write a dissertation on how the model was built and be held to the highest standards. The novice wouldn't have to write anything but his name and car number. Maybe there should also be other categories - such as Back Drop Painting - which I might enter.

Model railroading is for everybody regardless of abilities. From the people who manufacture the equipment, the people who sell it, and the people who buy it, we are all modelers in some sense of the word. We come together at conventions to share, to learn, to make friends and above all, too enjoy. We join clubs to develop our modeling skills and to share the results with others. As we get better our world expands with our modeling skills. Contest are the inevitable result of those skills, whether it be at the local or the National level. How far we want to take it is up to us.

These are my thoughts about a hobby I have enjoyed over the past 45 years. You may agree, disagree or just delete

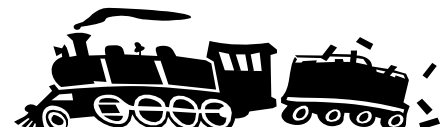


Photograph by John Rolston

PAT BOYLE with his RED member of the year award.

it, but I hope you have enjoyed reading this and don't feel like you have wasted your time. I am very aware that many of you have your own thoughts and ideas as to what model railroading is to you. Just remember they are neither right or wrong, good or bad, but they are right for you. That's what makes our modeling experience so much fun and so very enjoyable.

Keith



EDITOR'S NOTES:

The next CALLBOARD schedule is:

October- December CALLBOARD

Staff Meeting: 7 PM, October 7

Text Deadline: October 14

Mailing: October 21

Meeting: November 9

Submit all articles, calendar items, classified, and/or comments to:

Editor, 240 Chase Street

Sonoma, CA 95476

or by e-mail to: jrolston@pacbell.net

Send address corrections to:

PCR, 530 Fig Tree Lane

Martinez, CA 94553

MEMBERSHIP REPORT BY GUS CAMPAGNA

Welcome aboard to the following new member!

JERRY LINDELEF

Willits

We hope to meet you at a future Redwood Empire Division meet. Going to the meets is an excellent way to share our great hobby. We teach others by showing off our modeling works and we learn from seeing and sharing what others have done. This is a fantastic hobby; get the most out of it by attending the division meets.

Redwood Empire Garden Railway Society (REGRS), No. 1 gauge, various scales. If you are interested call Don Herzog (707) 823-3023 (please let the phone ring) or Terry Strom (707)526-0820 or e-mail rrsteve@pacific.net

Napa Valley Model Railroad Club, HO layout. Meets Fridays 7:30 PM at Napa Fairgrounds, 575 Third St., Napa. For information call: Clubhouse (707) 253-8428 or Ron Rogers (707)224-4040 or John Rodgers (707)226-2985.
www.nvmrc.org

Lake County Model Railroad Club, HO modular. Meets Tuesday at 7:00 PM in the old National Guard Building at the Lake County Fairgrounds on Martin Street, Lakeport. Call John Grutzmacher (707)279-8026 or Ron Zawerucha (707) 275-2875.

Coastal Valley Lines, HO modular. Meets 1st Thursday of the month at 7:00 PM at Sam's For Play Café, 2630 Cleveland Ave., Santa Rosa. Call Brad Squires (707) 568-4298 or Don Hanesworth 823-9615
<http://home.pacbell.net/jrolston/>

Solano Rail Rats, HO Scale For information call John Leins (707)422-8266
Vallejo Model Railroad Club meets

CLUB SCHEDULES

each Wednesday and Friday evenings, starting at 7:00 PM in the Civic Building, Solano County Fairgrounds, 900 Fairgrounds Drive off I-80 and Hwy. 37, in Vallejo. Enter via Sage Street/ Gate #1. The Club operates both HO and N scales. Information: (707)643-1809 (with answering machine) at the club.

Sonoma County Model Railroad Society. SCMRS is relocating. Contact Dave Gibbons at (707)526-2057.

Humboldt Bay & Eureka, HO layout, Eureka, CA. Contact David Berriman, P. O. Box 915 Arcata, CA 95518. (707)825-7689.

Bay Area S Scalers. Contact Lee Johnson at (925)943-1590.

North Coast Narrow Gaugers
www.ncng.org

NPC Operators An On3 operating group meets the second Tuesday each month. Contact Steve Skold (707)539-1782 or e-mail SandCSkold@aol.com

Mendocino Coast Model Railroad & Historical Society, a Fort Bragg area

group that promotes the hobby of model railroading. Construction underway of a historically accurate layout depicting the California Western (Skunk) from Ft. Bragg to Willits. Contact Philip Miller at (707)937-3605

Redwood Empire Live Steamers. A new group is forming with the goal to build a 7 1/2 inch track facility in a local park. For information, call Ann or Don at (707)578-4414 or write to PO Box 4594, Santa Rosa, CA 95402
www.santarosals.org

North Coast Live Steamers, a group, from the Fort Bragg-Willits area, that promotes the hobby of large-scale railroading and other steam related history. Contact Bill Shepard at (707)961-0329.

Eel River Valley Model Railroaders, HO Scale layout. Meets each Friday evening at 7:30 P.M. at the Humboldt Co. Fair Grounds, Ferndale, CA. Write to P O Box 950 Fortuna CA 95540 or contact Ron Plies at (707)725-9063 or rlplies@cox.net for more information.
www.eelrivervalleyrr.org



MEMBERSHIP APPLICATION 1/03
REDWOOD EMPIRE DIVISION (RED)
PACIFIC COAST REGION (PCR)
NATIONAL MODEL RAILROAD ASSOCIATION (NMRA)

LAST NAME: _____ FIRST NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE #: _____ NMRA # (if a member): _____

I want to become a member of the Redwood Empire Division in the Pacific Coast Region of the NMRA. I have checked below the type of membership I desire and have enclosed the proper amount in a check payable to PCR-NMRA. I understand that membership in the RED/PCR requires membership in the NMRA.

- | | |
|--|---|
| <input type="checkbox"/> RED/PCR and NMRA for one year at \$51.00 | <input type="checkbox"/> RED/PCR only (requires NMRA membership # above) at \$6.00 |
| <input type="checkbox"/> RED/PCR and NMRA for five years at \$240.00 | <input type="checkbox"/> RED/PCR only five years (requires NMRA # above) at \$25.00 |
| <input type="checkbox"/> RED/PCR and NMRA affiliate at \$29.00
(No NMRA monthly <i>Bulletin</i> magazine) | <input type="checkbox"/> Check here if this is a renewal PCR #: _____ |
| <input type="checkbox"/> RED/PCR and NMRA Youth (under age 20) at \$36.00
Date of Birth: _____ | |

Life memberships in both the NMRA and RED/ PCR are available. Contact Member Services Chairman for actuarial quote. Send application form and remittance to : PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553. Please allow 3-6 weeks for processing your application.

COMING DOWN THE LINE

July 20: **Fulton Station** swap meet, 4754 Old Redwood Highway, Santa Rosa. If selling, bring your own table.

July 22-27: **Union Pacific Historical Society** meet in San Pedro. More info at www.uphs.org/convention.htm

July 27: **Redwood Empire Garden Railway Society (REGRS)** meet at Ben Moore's home, Petaluma, 11 to 4. #

August 1, 2 & 3: **Redwood Empire Division** meet in the Eureka area. Details are on page 1.

August 7-17: **Eel River Model Railroaders** train show during the Humboldt Co. Fair in Ferndale. #

August 10: **Redwood Empire Garden Railway Society** meet at Bob & Terry Guy's home, Novato, 11-4. #

August 16 & 17: **GATS** train sale at the Sonoma Co. Fairgrounds, Santa Rosa.

August 31: **Redwood Empire Garden Railway Society** meet at Doug & Matt Lodge's home, Santa Rosa, 11-4. #

September 6: **Sierra Division** meet at S. Natomas Library, Sacramento. Contact Dick Witzers at Witzrr@cs.com

September 7: **Coast Division** meet at Buchser Middle School in Santa Clara. Contact Rod Smith at (510)657-3362.

September 27 & 28: **Coastal Valley Lines** train show at the Rec. Center, 7902 Oakmont Dr., Santa Rosa, 11 to 4. #

September 28: **Redwood Empire Garden Railway Society** meet at Bob Guinan's home, Novato, 11 to 4. #

October 1-5: **Southern Pacific Historical Society** convention in Sacramento. Contact Ron Plies (see page 2 listing).

October 26: **Redwood Empire Garden Railway Society** meet at Hart & Mary Jo Corbett's home, Novato, 11 to 4. #

November 8 & 9: **International Railfair** at Placer Co. Fairgrounds, Roseville. More info at www.internationalrailfair.com

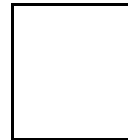
November 9: **Redwood Empire Division** meet in Santa Rosa.

Contact information is listed on page 7.

If your club has an event coming up, contact the Editor for inclusion in this list.

CALLBOARD

John Rolston, Editor
240 Chase Street
Sonoma, CA 95476


FIRST CLASS