

THE CALLBOARD

OF THE REDWOOD EMPIRE DIVISION




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

October – December 2003

November Meeting

Ursuline High School
Santa Rosa

The Redwood Empire Division will meet on Sunday, **November 9** at 1:00 PM in the Student Center Building at Ursuline High School in Santa Rosa.

A clinic entitled “Bridge Design” will be presented by HAROLD MENTZER. Finding a prototype solution to your modeling problem is never more difficult than in locating the proper bridge for your particular gaping space. Harold will show you where to find information and inspiration, then how to create and build a bridge to fit your span, using established simple engineering methods and practices.

Everyone will get a free door prize ticket. If you are wearing your division name badge it will be worth an additional free ticket, as will bringing a model for the contest display (see page 3) and/or at least one guest. Two special door prizes, at three tickets for a dollar, will be a 7 video set on “America’s Railroads – The Steam Train Legacy” and a

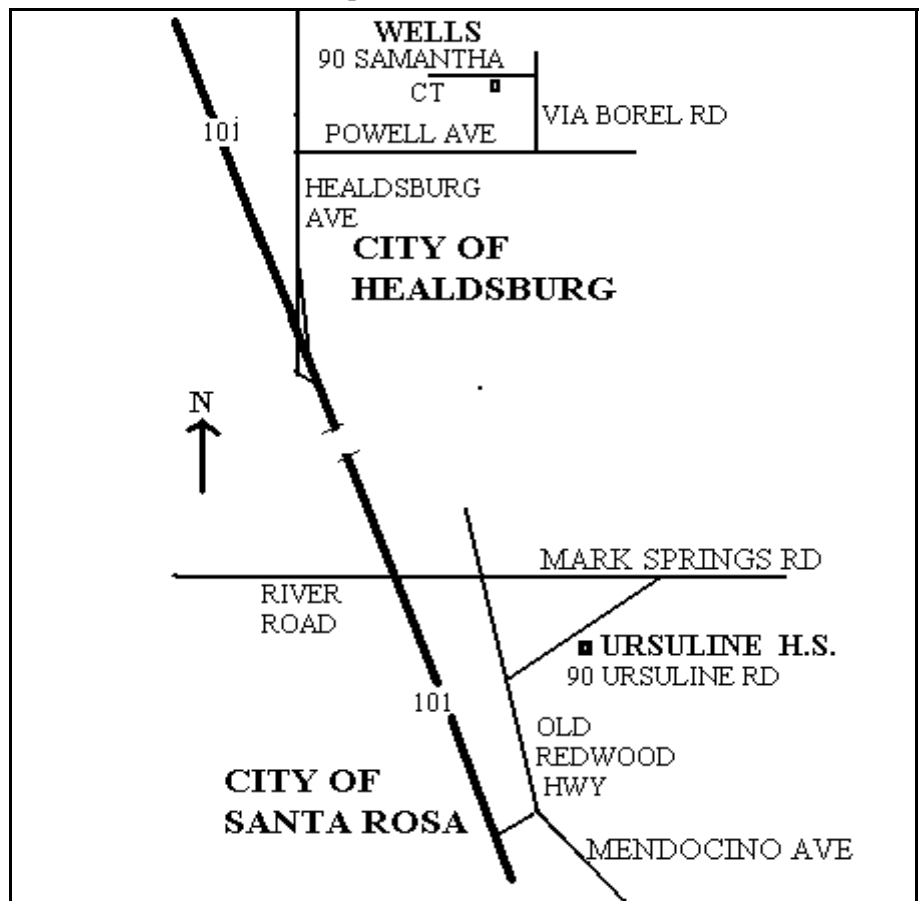
NWP 2004 calendar.

There will be food, snacks and drinks available for purchase, furnished by SHIRLY MENTZER to satisfy any hungry and/or thirsty railroad enthusiasts.

After our meet, BILL & KITTY WELLS, who live nearby in Healdsburg, have volunteered to have their O scale railroad opera-

tions, with DCC control, open from 3 to 5 PM.

The map below shows the locations of Ursuline High School and the WELL’S home. We hope to see you on Sunday, November 9 before 1 PM.



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DIRECTOR'S REPORT BY RON PLIES

Contests: Yes, No or Time For A Change?

Here is an opposing view from VERNE ALEXANDER to the letter from KEITH BROWNFIELD that appeared in my column last time about contests. I believe Verne makes some very good points and his letter is well worth reading. Let me know what you think about contests: Yes, No or time for change (and if change, how). My address, etc. is listed in the left column.

Dear Mr. Plies,

While I agree with one of Keith's themes, that relaxation and enjoyment are fundamental aspects of the hobby and that there is room for a number of diverse styles, I take strong issue with what he says about contests. Frankly, I think his letter is quite inconsistent when it tries to accentuate both of these themes. I don't think they go together at all, and I think he is dead wrong when maintaining that contests are the inevitable result of elevated skill levels.

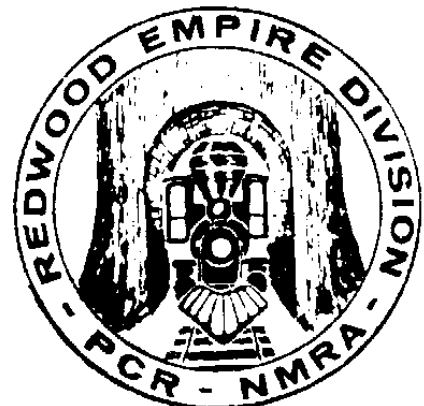
A contest pits one or more persons against each other to determine who has done the best job. It is a divisive activity--the root "con" means "against," as in "pro and con." There is no relaxation in our struggles to outdo each other. There may be some enjoyment, as in when a boxer knocks his opponent senseless or when a basketball player executes a move that makes his opponent look silly and inept, but I don't see a place for that kind of enjoyment in our hobby.

Nor do I see that he has made a point about contests being responsible for the improved quality of commercial models. He has made a leap of logic that he has not really supported by evidence. There are probably more E. L. Moore designed structures on the market than those of anyone else. Moore published his techniques and his models in the magazines. We read them, we liked what we read and saw, some of us replicated it and some of the manufacturers put them on the market. Such examples can be multiplied.

I think it is a matter of communication, not of contests. I can go to a convention and be absolutely astonished by a model by Doug Hole, and he always wins the contest. And I learn nothing--nothing, that is, until he writes up his techniques in a magazine article or finds the time to talk with me about it. Clinics are a marvelous way to elevate modeling skills. We go into the clinic and are led somewhere we have not yet been, and we talk about it. No winner is declared, and no plaques are awarded, yet nearly everyone emerges from the clinic with some new idea or vision that will improve his/her modeling. There is collegiality here. We are together. We have learned something. That kind of experience is what fits the criteria of relaxation and enjoyment.

Down deep, I think we did learn the basic stuff we need in life in kindergarten. My vote goes to "show and tell." I love seeing what other people are building, and that means I have to let them see my own stuff as well. It does not mean that we have to fill out a bunch of papers and waste a lot of judges' time in order to determine whose work is best. It just means we have to bring something to share with others for the common good. I actually have a hard time even casting a ballot for "favorite model." I just don't think that comparing ourselves to each other captures very much of what our hobby is about. That is my opinion. I hold it strongly, but like Dennis, I could be wrong.

Verne Alexander



From the SUPERINTENDENT BY NOLAN ALEXANDER

Summer is over and as the leaves begin to turn and the days grow shorter, it is the time of year when we begin to turn our attention indoors towards the layout and model building. It is also the time of year when we enter what I think of as the Holiday Zone. The holidays will come at us now in a quick succession of Canada's Thanksgiving, Halloween, Veterans' Day, America's Thanksgiving, Chanukah, Christmas and New Year.

I've been looking at my modeling supplies and collections and thinking that the most valuable item in all of it is the friendships and associations I've formed with the people in the hobby. This summer's picnic was a good example of what I'm talking about. We had a wonderful time in Eureka and its environs as we visited layouts and watched films, but that was almost secondary to renewing connections with people we hadn't seen for a while or making new friends. Thanks once more to RON PLIES and his assistants for planning an executing a delightful program for the members of the Redwood Empire Division. So, to all of the members of RED, let me take this time to extend my best wishes for safe, prosperous, and happy holidays. I hope you enjoy the warmth of your families and friends as you gather throughout the coming season.

I hope that I will see many of you at our next gathering on November 9 in Santa Rosa. We have a good program lined up and I'll try to get around to see each of you there. I'm looking forward to hearing about steel bridges from HAROLD MENTZER and I want to see those favorite models, so bring something to share with the rest of us.

We've been hearing about some interesting initiatives that could allow us to have running trains at every RED meet. I'll share some of those ideas with you at the meeting and will be interested to hear your feedback in the coming months. If you have any ideas along this line, please bring them with you and be sure to bend my ear.

Happy Holidays to all.

CHIEF CLERK'S REPORT BY STEVE SKOLD

Our summer meeting was held at Fortuna on August 1-3 at the Best Western and several other venues. Friday night was kicked off with DON OLSEN showing two 16 mm films. One was on the flood damage from the 1964 floods in the Eel River and the other was my all time favorite model railroad movie, *Model Railroad Unlimited* narrated by Hans Conried and featured the Pasadena Model Railroad club.

Saturday morning after breakfast, we all drove north of Eureka and visited RAY HOGAN'S outdoor HO railroad. From there, we continued on to TOM COCKLE'S LA Division of Santa Fe (HO) with a surprising number of Frisco cars. Next was the Glendale Yard of the North Coast Interpretive Society collection of Logging Equipment which included two Shays, two Heislars (one had been converted to diesel) and a Pacific Lumber Company 2-6-2.

Lunch was next on the menu after a drive back to Eureka and then on to KEVIN SCHINDLER'S outdoor railroad which included a live steam LGB sized locomotive. The plants on the layout were particularly outstanding. Finally we made it to the Eel River Model Railroad in Ferndale with their modular layout that featured RON PLIES famous Port Costa modules featured several times in *Model Railroad Craftsman* magazine. While we were there, HEATHER CLARK gave a talk on her modeling-particularly the V&T engines she has done. This was followed by "What's New" by Fulton Station store owner PAUL CHRISTENSEN.

Saturday night featured the banquet at Curley's Grill in Ferndale, which was followed by two videos by DON OLSEN. While he was getting set up, we had door prize drawings. The regular door prizes went to the following: PAT BOYLE, JOHN LEMMER, DUANE COATES, GENE LODES, BOB MOUNTJOY, GLENN JAMISON, CINDY ZABEL, BILL LAFERRIERE AND HAROLD MENTZER. The Special Door Prizes were donated by PAUL CHRISTENSEN and DUANE COATES. The winners were: PAT BOYLE-diesel switcher, PAT

BOYLE-SP book, ED ZACKERREKIS-Doodle Bug, GENE LODES BL-2 dielsel and BOB MOUNTJOY-48 feet of homa-bed roadbed.

The weekend was ended with a breakfast at the Samoa Cookhouse across Humboldt Bay from Eureka followed by a visit to the Humboldt Bay Model Railroad Club in Eureka. Then we had to pack up and leave for home. Ask someone who was there about the "Reggae on the River" at the Humboldt County Line near Percy. 15 to 20K people were there camping in the river bottom and causing traffic jams where the 4 lane highway narrowed to two lanes.

CONTEST/DISPLAY REPORT BY STEVE SKOLD

The contest for the November meeting will be a show and tell on all aspects of passenger service. Bring your models for display and be prepared to tell us what you did and what makes your model unique.

The contest for February in Napa will be preparation for the PCR Convention in April. Bring your contest models and entry forms. We will have experienced contest modelers help you complete your forms and provide suggestions that will make your models better. You will have a couple of months after the meeting to make any alterations before the PCR Contest.



EDITOR'S NOTES:

The next CALLBOARD schedule is:

January – March CALLBOARD
Staff Meeting: 7 PM, January 6
Text Deadline: January 13
Mailing: January 20
Meeting: February 8, 2004

THINK SMALL

FLAG STOP Today's railroads have no "Accommodation" Trains. Flag Stops like "Milk Trains" are history. But, a bit of historic action can add a lot of interest to our small scale railroad empires.

Over seventy years ago the Ancient One spent part of a summer at Outlet. (Look at your NWP map to find Outlet just a bit north of Willits). The day passenger trains were big events. Mail came by R.P. O. Usually the outgoing mail was snatched on the fly from the post beside the track and the incoming pouch was kicked out the door. However, there was a signal flag on a post beside the track in case the train needed to stop to pick up a passenger or a parcel too heavy for the mail pouch.

There was a tiny shelter that provided a roof and a bench seat for any passenger waiting for the train. A small platform beside the track was handy when heavy items came or went by express. The locals told me that cream cans in and out were once routine. The Day Train always stopped back then when the dairy was shipping. However, that was a few years before my short stay.

The Day Passenger Train's consist was usually a gas-electric with a car or two in tow. When the "Stink Buggy" was out of service for repairs, a neat little 4-4-0 pulled the train. I learned to listen for the distinct whistle, then run for the best view of the "real" train. Perhaps my affection for small steam power dates from that long ago summer.

If your railroad runs steam or steam and diesel mixed, your era is correct. Without offending the time frame nit pickers, you can add a "milk train" that will make "flag stops". A Doodle Bug can be the whole train or a small locomotive with two or three passenger type cars will fill the bill as your stylish "accommodation" train. If you are a true minimalist, provide passenger space in a caboose or a seedy combine. If your railroad is struggling to stay alive, make the flag stops with a "mixed train" that is just a local freight with additional duties. You have several options available. Why not add a flag stop or two somewhere along your tracks—another interesting tidbit of railroading to

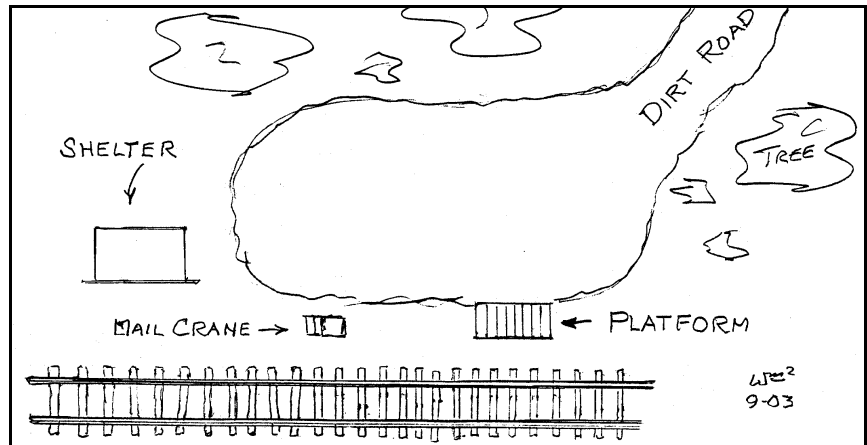
increase your pleasure.

Modeling a flag stop on your layout requires just a SMALL bit of space and very little effort or time spent by you. All you need to do is to find a place along the main line for a tiny shelter and a short platform that can be simple scratch building projects. Flag stops only generated small bits of

out you expect. 4'x8' or even 3'x6' certainly will be enough for some milk cans or occasional express shipments.

Don't forgot to provide a path to pull a wagon or truck up to the other side of the platform. You do not want your little plastic folks to strain their backs with unnecessary lifting.

The passenger shelter could be quite



revenue so the facilities were simple and often built from cheap or salvaged materials. Perhaps the locals erected simple structures when the railroad refused to spend money. Other times a flag stop was part of the price a railroad paid to cross someone's land. Once built, a shelter usually acquired a coat of the railroad's standard structure paint. Also, the name board for the flag stop could be attached to the shelter. (Thus saving the cost of the standard post.)

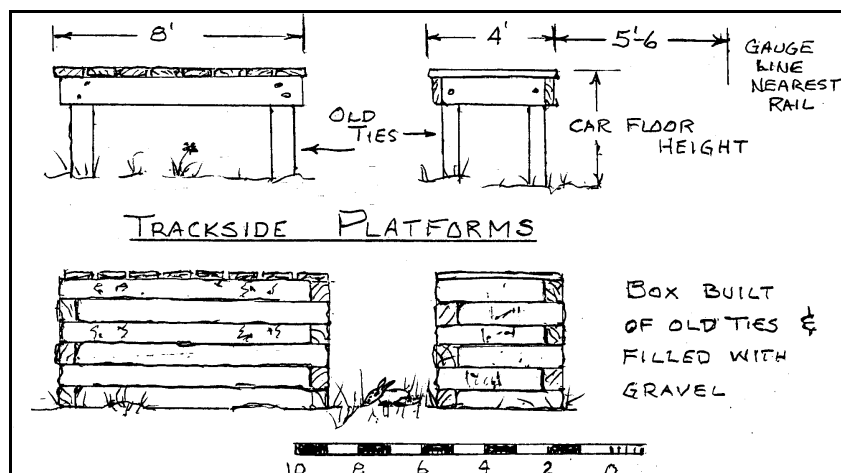
Hey! This is freelancer's heaven. You can build a trackside platform from old ties or scraps of bridge or tunnel timbers. It should be about car floor height and just big enough for the loads in or

fancy if it served Daddy Warbuck's country estate or a real estate development. However, we THINK SMALL folks can opt for a simple design that uses bits and pieces from our scrap bin. Our plastic little people can be the frugal sort. Yes, you are in control. Design a shelter that pleases you. The figure on the next page is just an example of a plain structure that will do the job.

If you hate wasting time building your own when good stuff is available at the hobby shop - then I have some suggestions.

- 1. Build the little baggage platform. Construction time will be less than

(Continued on page 5)



The 2003 NMRA-BR British Region Conference

RED member Pat Boyle recently returned from an extended trip overseas with his wife Theresa and filed this report.
Your editor

The May 2003 *Model Railroader* carried the article "The Pennys in Britain" and we planned to be in England in September. I found it interesting and surfed his web site for more photos. Instead I found a few links including the NMRA-BR with info on their annual conference in September. We could take a weekend of our holiday for a train meeting especially if Theresa could ride live steam. So we registered, getting the last room in Yew Lodge, Kegworth, Leicestershire. What a lark!

By the time of the conference, we had been in Ireland and England for some time and had ridden a number of vintage railways. I had rummaged a couple of train shops seeing very little HO in a sea of OO British and European prototype models. But after registration at Yew Lodge I saw nothing but American prototypical trains mainly in HO and N. The program revealed a similarity to our regional meetings in form and content.

FRIDAY : Check-in for registrants, contest entries, and raffle items. Setup of layouts, traders (vendors) tables, and silent auction items.

SATURDAY : Clinics, silent auction, trips (excursions by bus), viewing contests, shopping with traders in the Bring and Buy (swap meet) room, and the Grand Raffle (drawing of raffle tickets sold to attendees).

SUNDAY : Contests and shopping until noon (or before).

(Trips and meals were included for residents of the hotel: Friday dinner, Saturday breakfast and banquet, and Sunday breakfast.)

By Friday afternoon the traders were setup and most of the layouts were at some stage of assembly. The wares looked much like our sales: Athearn, Altas, Kato, Walthers, Stewart, Kadee, Woodland Scenic, Roundhouse, ... MR, RMC, Trains, ... , books, videos, etc. In the reception (lobby) there was a growing pile of raffle prizes: lots of kits, and engines including a P2k GP30, books, a week end at Yew Lodge, wine, other

spirits including a bottle of Bailey's Irish Creme, Chocolates... prompting brisk sales of tickets 5 for £1.

Dinner was served in two seatings (1800 and 1930) in the dining room. Most diners arrived early to have a pint or other refreshment from the bar. Old friendships were rekindled, conversations covered the familiar topics in a mixture of British regional accents. Later there was music and singing to compete with the AGM; guess who won!

Saturday morning Theresa left aboard a vintage Leyland bus from Bristol at 0930 for a trek to the famous Denby Pottery Visitor Centre. She had a great day that included a factory tour, demonstrations and hands-on session to make a ceramic piece, shopping at the factory shop, and a nice lunch out with good company. We had discovered that we could take the live steam excursion on our own Sunday, so I was able to attend a weathering clinic (presented by eventual winner of the best layout award). It was well done with a nice handout. Likewise, the Resin Cast-



ing Clinic was good and had a useful handout (I vowed to try some gondola loads). A clinic on trees was actually a continuing demonstration at a trader's table.

After a pub meal with a Guinness, I went back to the now busy traders and the layouts intermixed on the first floor (first floor above ground floor = american second floor). There were some dozen layouts (5:HO, 4:N, 2:O, 1:G), nine traders and approximately ten Bring and Buy displays with active bargaining. There was a much greater emphasis on layouts. While one or two resembled our modular groups such as CVL, the majority were switching setups with some sort of off scene staging of consists. They reflected the smaller spaces available to most modelers in their homes and at display locations. Many of these small displays had superb scenic treatment and carefully considered operation potential. Nonetheless, I never got used to that Daylight

surging past by on a modular layout in Leicestershire.

The selection of winners of the Grand Raffle awaited the return of the Denby Pottery and the Great Central Railway buses. There were a hundred or more prizes on the tables and the room filled quickly as the buses emptied. We came oh so close several times but didn't have winner until the very last number was drawn, but it was the proverbial white elephant which we donated to next year's raffle.

The banquet was very nice. Most "dressed" and region officials were in tuxedo or evening dress. Our American Tourister wardrobe came short on this formal occasion, but people still talked to us. After the meal, awards and contest winners were presented. Music and dancing ensued once a sufficient number of tables and chairs had been removed.

Sunday morning we extended the conference by going off to ride the Great Central Railway as everyone else was preparing to set out for home. I did speak to one couple that were returning by train. The Nottingham Transport Heritage Centre is inside Rushcliffe County Park with attractive scenery, a network of footpaths, wildlife lake, playground and picnic areas. The centre owns the railway, some 20 miles of rightaway, and several stations. It is also home to a collection of classic buses, a triple gauge miniature railway, and a four layout model railroad club. We wandered through much of it, reveling in the complete absence of American prototypes. Our ride took us through lovely country to three stations restored to different periods of their history, to Rushcliffe Halt at the end of the line. That's right, Rushcliffe Halt, a train "stop," of course!

We left the conference much more aware of these little railways and seemed to find them all over the map as time passed. We ended up riding nine such heritage railways from Lakeside and Haverthwaite Railway up in Cumbria to the Bodmin and Wenford Railway down in Cornwall. Each a unique experience that added to our already rich and varied trip.

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 layout; 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, 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 a HO scale layout. 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 one Sunday 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 under-

way 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 rplies@cox.net for more information. www.eelrivervalleyrr.org

O Scale Modular Group is forming in Santa Rosa. Contact Don Clauder at (707)539-3510



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

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. Details are on page 1.

November 21, 22 & 23: **Coastal Valley Lines** train show at Coddington Mall, Santa Rosa. #

November 22 & 23: **Napa Valley Model Railroad Club** holiday show, Noon to 6 PM, free admission. #

December 7: **Coast Division** meet at California School for the Deaf, Fremont.

December 13 & 14: **Vallejo Model Railroad Club** annual show. #

December 13 & 14: **Napa Valley Model Railroad Club** holiday show, Noon to 6 PM, free admission. #

December 27 & 28: **GATS** train sale in San Rafael. See request for help on page 5.

February 8, 2004: **Redwood Empire Division** meet in Napa

April 28 - May 2, 2004: **Pacific Coast Region Annual Convention** in Napa

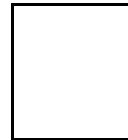
July 4 -11, 2004: **NMRA National Convention** in Seattle, WA

Contact/location information is listed on page 7. If your club has an event coming up, contact the Editor for inclusion in this list.

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

CALLBOARD

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FIRST CLASS