

THE CALLBOARD

OF THE REDWOOD EMPIRE DIVISION



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

April – June 2004

May Meeting

Vallejo Model Railroad Club

SOLANO COUNTY FAIRGROUNDS

The next meeting of the Redwood Empire Division will be held on Sunday May 16th at the Vallejo Model Railroad Club (VMRC) located in the Solano County fairgrounds at 1:00 PM. The club has a railroad operating session planned on their *Vallejo & Solano Western* HO scale layout, which covers over 2000 square feet. All of us attending are welcome to participate. Various operating assignments and duties will be available. **Prior experience is not required.**

This is your chance to not only participate, but to see firsthand what is involved in operating a large model railroad layout on a simulated real time basis. The running session will operate on a fast clock schedule and should last 2-3 hours. Way bills are not used.

You are welcome to bring your own rolling stock and motive power. For this operating session, unit trains such as passenger, coal or oil would be nice. The only requirement is that your equipment meets NMRA standards and has properly aligned Kadee or equivalent couplers. The VMRC club will have additional trains available, if needed.

Everyone attending the RED meeting 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 at least one guest with you. There will be no special door prize.

SHIRLY MENTZER will be on hand with her sandwiches, brownies and coffee. With food like hers there's no reason to ever go hungry at an RED meet.

This meeting will be entirely a railroad operating session, so no clinics or contest is scheduled and there will be no home layout tour afterwards.

To get to the club house at the Solano County Fairgrounds, use the Sage Street Gate #1 entrance. If stopped at the Stage Street gate entrance, tell the guard you're going to the Vallejo Model Railroad Club. A location map

is included below.

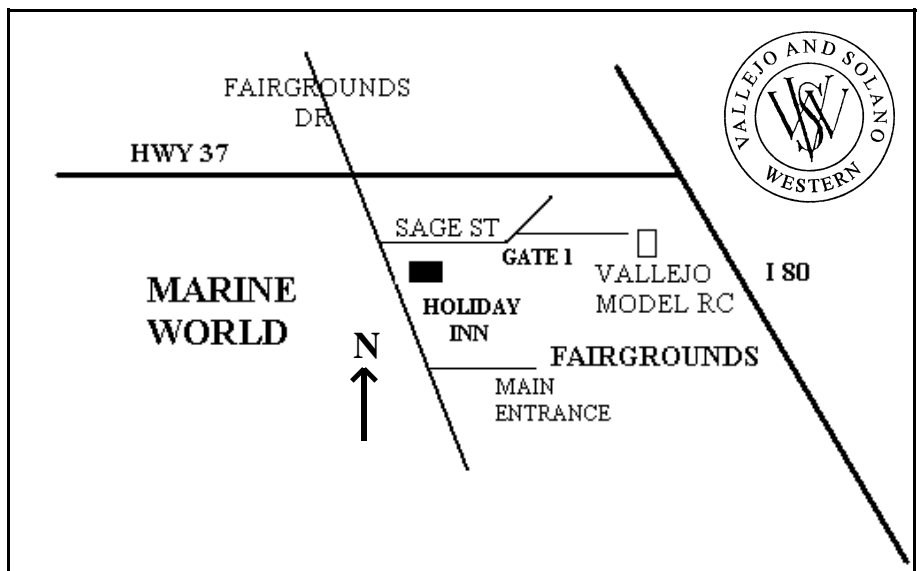
To get warmed up for "operating duties", a railroad switching problem is described on the next page (and the solution is included elsewhere in this issue).

There are also a couple of Internet sites that have been recommended that have switching layouts which can be played on line or saved and played off line.

Riverside Yard is at:
www.precisionlabels.com/shunt/jpage330.html

Timesaver is at:
www.precisionlabels.com/shunt/jg3tims0.html

Please join us for a pleasant and learning experience on Sunday, May 16 at 1 PM. The main goal is to have FUN !



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: sandcskold@aol.com

CONTESTS

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

ESTATE COUNSELOR

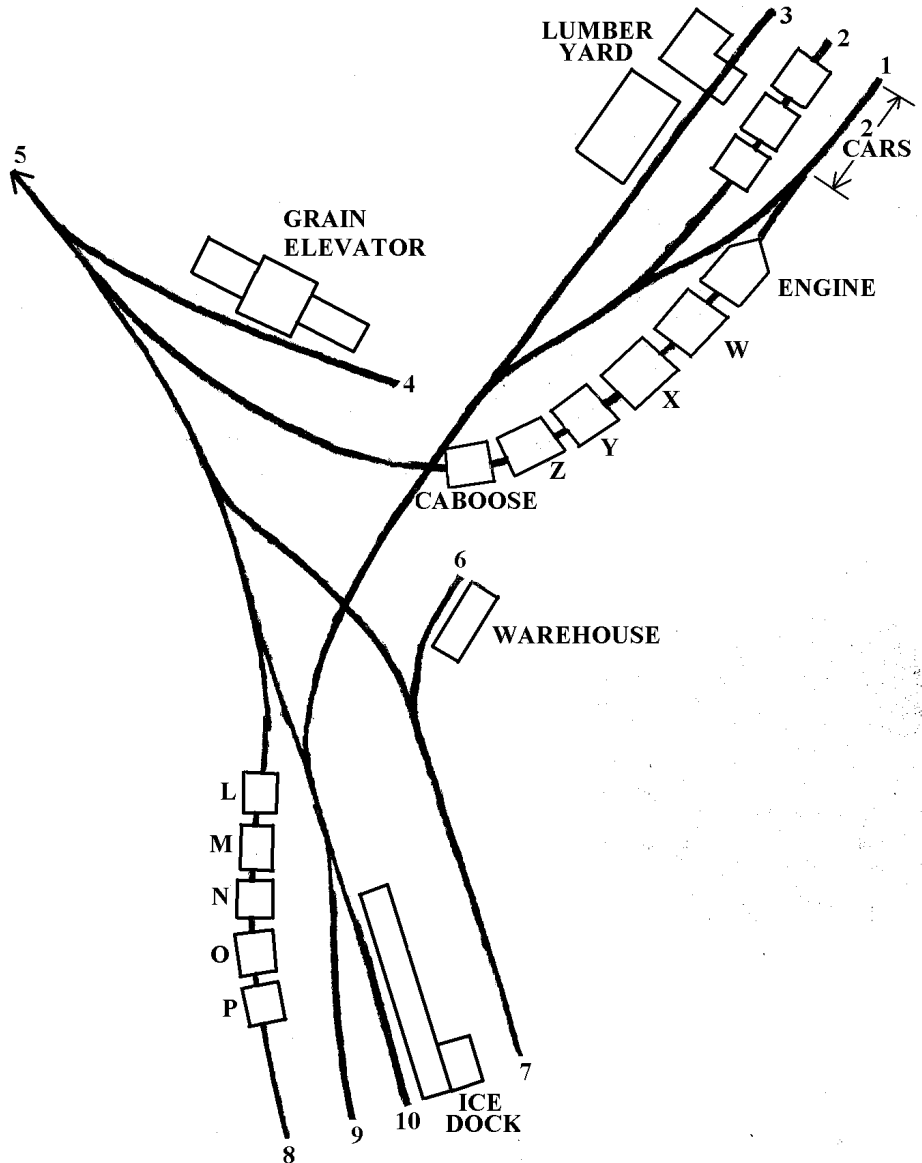
Don Clauder
305 Garfield Park, Santa Rosa CA, 95409
(707) 539-3510

CALLBOARD EDITOR

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

A Switching Problem

An engine with 4 cars and a caboose has just arrived at the end of the line on track 1. The 4 cars must be delivered to the local businesses (using the engine); car W to the ice dock, X to the grain elevator, Y to the warehouse and Z to the lumber yard. Then the train crew is to pick up the 5 cars left on track 8 and head back out on track 5. How many moves will this take, winding up with the engine ready to head out on track 5 followed by the 5 cars and trailing caboose? Each time the engine stops and reverses direction is counted as a move. The solution is on page 6.



Many of the art items used in this newsletter are courtesy of Ken Houghton Rail Images or came from the website: www.rrhistorical.com

DIRECTOR'S REPORT BY RON PLIES

We have been talking for the last three issues about contests at RED, PCR and NMRA. I have presented three opinions on the pros and cons of contests from members of the RED, PCR and NMRA. Let me see if I can arrange them in two lists.

PRO:

1. Quality of the commercial product has improved.
2. Contest brings relaxation and enjoyment.
3. Motivates members to improve their work.
4. One of the top interests at meetings and conventions.
5. Constructive criticism.

CON:

1. Pits one or more persons against each other, bringing about hard feelings.
2. The need to write a lengthy justification of one's work.
3. Possibility of judges with little or no expertise.
4. Intimidation rather than encouragement.
5. Same people winning all the time.

I am sure there are many other pros and cons but let's just deal with these for now.

A little over a year ago I went to dinner after a club meeting of the 26th Street Gang, a model railroad club in Sacramento. After two hours of talking about NMRA contests, we went home at 1 AM for the night (or was that morning?). A lot was said by the members, former members and non members of the NMRA and the PCR. KEITH BROWNFIELD, one of the members, who wrote one of the pro letters, had some very strong arguments for contests while most of the rest of the group did not care much for them as they are constructed today. A number of these folks stated that they did not belong to the NMRA, PCR or any of the divisions because of the treatment received at a contest.

I too, had a negative experience when I was living in Puyallup, WA. I brought in models to enter in the contest at a

PNR convention and found that I was required to write what amounted to a doctoral thesis just to get through the door. I was driving the bus that day for the Elbe tour so I had little or no time to write such an essay. Those same models ended up in the pages of "Model Railroader" a few years later and from that time on, I decided that was the only kind of contest I was going to enter. And to think, they give you cash, which is the same as money for doing this!

One other time I set up my Port Costa Modules at the PCR convention in San Rafael in 1996. One Dear Old Saint from the PCR came by, looked at my buildings and without me knowing where he was going with his questions, asked if they were scratch-built. I fell right into his trap and with pride said, "Yes Sir, they are". To that, he asked if the windows and doors were from scratch and unwittingly, I said that they were from Grant Line. To that, in a very loud voice, and to make sure all would hear, he stated that these definitely were NOT scratch-built and walked off with his nose in the air. I said at that time that my modules will never ever be entered into any kind of contest, and they have not.

As I see it, this is the kind of condescending attitude that contests create. I believe that they have caused much ill will and have caused many people to leave the organization or not participate in contests in any way. My questions are: have contests, as we know them, out-lived their usefulness? Have they caused more problems than they are worth? We put a lot of money out for the room, awards, and judges to put on an event that just a few ever enter. By contrast, at the RED meetings our contests have been show and tell events. I have watched with interest at the pride each person has shown as he tells the group how he built his model and then answers questions. I believe this is what Verne Alexander was talking about when he said we should be sharing and learning from one another rather than being pitted against each other in competition. I would note that the number of models showing up at these meetings has steadily been increasing. Is it possible we are on to

something here?

There have been some suggestions made as to what we need to change if we want to keep the contests and encourage people to enter. One cannot dismiss the fact that seeing other people's work and listening to how they did it does inspire people to go to work on their own models. Isn't this what we are trying to do, getting people interested in the hobby and building things? Here are some suggestions I have gotten from people for ways to improve contests:

1. Have a novice group for those who have never won a contest. The PSR has a President's Award for first time winners.
2. Have a three-tier contest: first level as above, 2nd level for those who have won before but do not wish to fill out all the paper work, and 3rd level for the pro or semi-pro group who can spend the hours needed to fill out all of the forms.
3. Have a two-tier model contest, one for an open group and one for kit/kitbashed.
4. Just have a popular vote and do away with everything else.
5. Make sure judges are trained and judge only in areas of their expertise.
6. Just have a display room and give the people who entered time to tell the folks how they did it; make it a type of clinic.

Now it's your turn to tell me what you think needs to be done with contests. I have heard from a few people but I would like to hear from a good number of you on this subject. The question being: do we keep the contests and if so in what format? I am not for doing away with contests altogether, but I feel we need to be encouraging, rather than discouraging people, as seems to be happening with the current system.

My mail address, home telephone number and e-mail addresses are listed on page 2. My daytime phone is (707)725-5411. I would like to know if I should carry this subject any further and make it an item on the PCR Board of Directors agenda or not.



From the SUPERINTENDENT

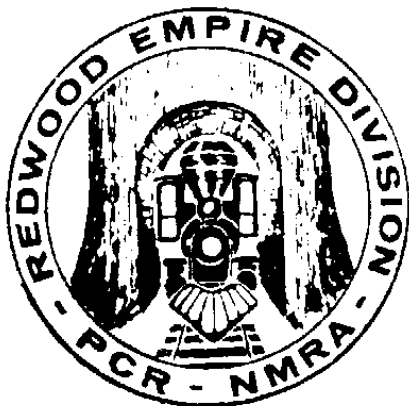
BY NOLAN ALEXANDER

It's April and shortly the PCR Convention will take place in Napa. But, before that happens, we'll have the Apple Blossom Festival in Sebastopol and I hope I'll see many of you there. Right after the convention we will be getting together to operate the layout at the club in Vallejo. Be sure you make it to as many of these events as you can and enjoy our favorite hobby.

With the arrival of Spring the demands on our time increase and it seems like the only place to get the time is from the modeling budget. But, while you're planning all those outdoor activities, be sure that you leave some room for the summer picnic in August. There will activities for the whole family and RON KAISER'S layout should be well under way too.

I don't know about the rest of you but I've got the fever bad right now. Broadway Limited's AC-4 and AC-5 cab-forwards have arrived and a few feet of test track just isn't enough for me! Looks like the layout in the garage will be moving up several notches on the priority list for summer projects at my house!

Happy Railroading,



CHIEF CLERK'S REPORT

BY STEVE SKOLD

We had 33 people attend the February meeting in Napa. RON PLIES was nominated for a second term as RED Director. According to JIM PROVIDENZA (PCR ballot chairman), he was re-elected and will be installed at the PCR Convention annual meeting on May 2nd.

There were three special door prizes handed out; MICK MCSWEEN won a \$25 gift certificate from **Loose Caboose Hobbies** in Napa, JERRY VAN WALLINGA an NWP Calendar and a can of Pop Corn, and TOM STACK an NWP Calendar.

Regular door prizes went to:

DAN OVERMEYER- calendar
 ROD SMITH HOn3 freight car
 DON NELSON HO McCloud freight car
 RON PLIES series of Cal-Western color slides
 CRAIG FERGUSON HO PFE Reefer
 HAROLD MENTZER HO SP Box Car

Before you read this, the PCR Convention in Napa will have come and gone. I hope everyone that attended had a good time. The May meeting is scheduled May 16th at the Vallejo Model RR club. (See page 1.)

Our summer picnic meeting will be held at Westside Farms as guests of PAM & RON KAISER on August 8th. It is located between Healdsburg and Guerneville on Westside Road. There will be coals provided for your BBQ and Pam will hitch up her horses (Percherons or Shires) to the wagon and provide rides around the property. You will also have a chance to see Ron's new layout featuring the Western Pacific in the Keddie Wye/ Portola/Quincy area. He has completed the back drop and has finished with the track plan and will start building shortly.

CLASSIFIED ADS

This is where we run classified ads from members and non-members. There is no charge for Redwood Empire Division members to place an ad. Non-members will be asked to pay a nominal charge of \$2.50 for each 4 lines.

N-Scale Collection For Sale

Locos, cars
 Track, turnouts, switch machines, track accessories
 Structures, vehicles
 (1) MRC Tech II 1500 power supply.

SASE for list. Two stamps and I'll include some photos.

Harold Patton, 1358 Grand Terrace
 San Rafael, CA 94901

**YOUR
 FOR SALE
 OR WANTED
 ADD
 GOES HERE**



EDITOR'S NOTES:

Future CALLBOARD schedules are as follows:

July-September CALLBOARD

Staff Meeting: 7 PM, June 29

Text Deadline: July 13

Mailing: July 20

Meeting: August 8

October- December CALLBOARD

Staff Meeting: 7 PM, October 5

Text Deadline: October 12

Mailing: October 19

Meeting: November 7

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

Editor, 240 Chase Street,
 Sonoma, CA 95476
 or send it by e-mail to:
jrolston@pacbell.net

Send address corrections to:

**PCR, 530 Fig Tree Lane
 Martinez, CA 94553**

THINK SMALL

TURNTABLE V

The calendar said 2001 when we last discussed my quirky turntable at Bodega.

- The ornery belt drive had problems;
- 1. Not enough friction between belt and pulley.
- 2. Too much friction between support shoe and pit rail.
- 3. Pivot shaft bearing bind that increased with belt tension.

My turntable worked fine when "finger pushed" but the belt drive had persistent problems. All-possible cures involved major amounts of work. My lazy nature took over. "Repair" lost to "Replace" and a reconstruction project unfolded at Bodega.

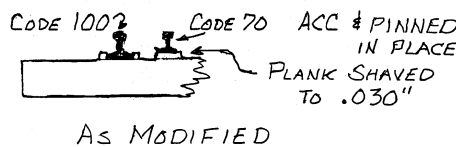
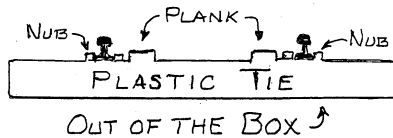
Walters caught me in a weak moment. I opted for the 90 foot (HO scale) motorized turntable. My old table was 12 inches or 87 feet- just 3 HO feet of difference. The drive for the Cornerstone kit is by GEARS, there are no fixed stops and the picture looked good. Some careful measuring tipped the scales for certain. Two additional field tracks could be shoehorned in. Like most maturing layouts, mine needed more parking space for motive power.

All trains were canceled. Sawdust and chaos became the norm at Bodega. Alas, revision is more complex than starting with a clean slate. I wanted to keep my roundhouse with its five stalls. I wanted a happy mix of facilities accommodating both narrow and Standard gauges. My goal was to fit the new table into the old complex with just enough revision to realize benefits worth the bother. The four old field tracks were removed and the plywood scraped clean over enough area to accommodate six field tracks that pushed me into this project. Ten more tracks had to be cut back so the pit cutout could be enlarged to accommodate the kit turntable's pan.

As you might suspect, the new contraption required a bit of tweaking.

- 1. The Cornerstone Kit was designed for standard gauge with code 100 rail. Bodega's Engine House is mixed gauge with code 70 rail. A bit of short line engineering was required plus some narrow

gauge luck. Staying with code 100 on the table for 16.5 mm gauge presented no problems. Willow Creek motive power, however, needed rails closer together. The guard planks set inside the standard gauge rails, after careful shaving to 0.030", provided support for code 70 rails gauged at 10.5 mm. The shaving process was tedious and

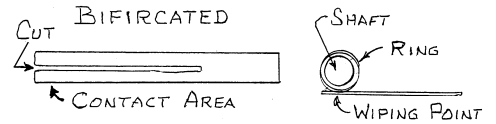


error prone but code 70 rails for the narrow gauge are in place and doing their job for Willow Creek motive power.

- 2. The Kit's bull gear came with three malformed teeth sorely in need of help from a file. The gear is hidden from sight after assembly. Why black plastic? Gray or green would have facilitated inspection and correction. Shiny black can trick the eyes. We grumbled while fixing those teeth.

- 3. Track power on the table was erratic depending on rotation. Flat phosphor bronze wipers on brass rings were providing a conducting path most, but not all, of the time. An old trick from the days of relays came to mind: BIFURCATION

Rational: If a single contact fails 10% of the time in a random pattern then



adding a parallel contact in the circuit should reduce failures to about 1%. A slit down the middle of each flat wiper spring did the job of providing acceptable power feed to the rails on the table.

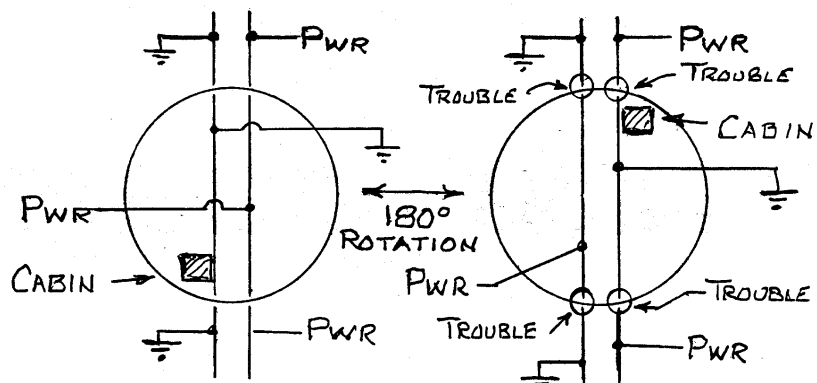
The standard gauge table was now a dual gauge table with code 100 standard gauge rails and code 70 rails for narrow.

Another little problem bit me. The plastic pit has a ledge designed to support code 100 approach rails. My whole engine house complex is code 70. Fortunately, thin P.C. ties are about 0.030" thick. Yes, code 70 rails at the edge of the pit are soldered to thin P.C. ties. (Narrow gauge luck again? or the angel who helps ancient hobbyists?)

The kit table has a design problem that the old "stick on a bolt" and the turn-stop-turn-stop Atlas designs avoided. The connections to the table rails do not change with a 180 degree rotation. You must remember to flip a switch before moving a turned engine off the table. A forgetful hostler can cause a flash of blue fire that might notch the flange of a pilot wheel or blow a fuse.

You modern folks with power supplies rated at 5 amps or more and sustainable

(Continued on page 6)



OK

ALL RAIL JUNCTIONS ARE LOCATIONS FOR A DEAD SHORT !!

POWER FEED TO TABLE MUST BE REVERSIBLE

(THINK SMALL Continued from page 5) voltages approaching 20 volts will have a strong incentive to stay alert when turning your favorite locomotive. The instructions for my turntable were very quiet about this problem. A solitary sentence ("The track power feeders should be routed through a reversing switch independently from the approach tracks.") was the obscure note of caution. Hostlers using the turntable need a memory jogger. The control cabin on the bridge is the hostler's cue. Remember to throw the "Far-Near" DPDT switch as required and there will be no blue fire or swear words from the master mechanic. My turntable serves 3 narrow gauge, 6 dual gauge and 7 standard gauge tracks. You do not need all that complexity. Shown below is a simplified diagram of the wiring if you use common rail and drive the table motor with the same throttles that control your locomotives.

If a rotary switch has fewer positions than your table has tracks, a second switch layer plus a SPDT switch will double the number of tracks that can be served. (This is shown below.)

Minor adjustments will be needed in the near future but the Bodega Western and Willow Creek engines are back in their home. Controlling the new turntable

with the throttles is fun - no more final nudge with a finger. Precise alignment of the rails is usually obtained with just one or two reversals at SLOW speed. We are learning to pause before powering the turntable. Blue fire and short circuits are not on our want list. Progressing from our old faithful "stick on a bolt" has forced us to think as we shuffle the motive power at Bodega. Always matching the cabin at the end of the table with the "far-near" switch is becoming a habit.

They tell me that exercise is good for an aged mind. Some say mine is absent.. Have fun and avoid those flashes of blue fire. Think Small.

Bill Williams The Ancient One

Editors Note – Bill's previous TURN-TABLE columns were published in CALLBOARD issues dated 3-4/01, 5-6/01, 9-10/01 and 11-12/01. They are available to read and/or print at RED's website listed on pages 1 & 8. The Walthers catalog number for the 90 foot model discussed in this article is 933-3171 and the motorizing kit 933-1050. A 130 foot model #933-2829, both motorized and indexed, has just been released.

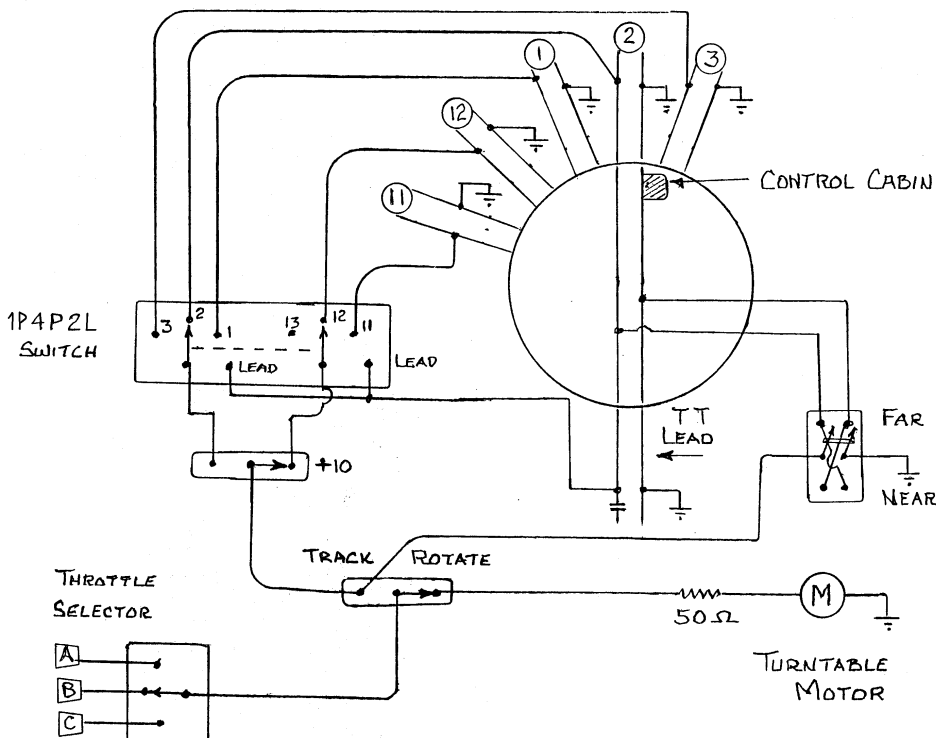
Solution To Switching Problem, shown on page 2

Begin the problem with the train stopped as shown in the diagram.

1. Pull the engine and car W forward to the end of track 1.
2. Back the engine and car W around the wye and spot the car at the ice dock, track 10.
3. Run the engine forward to track 5.
4. Back the engine and couple onto the caboose and cars.
5. Run the engine forward, pulling the train to track 5.
6. Back the train into track 4 and spot car X at the grain elevator.
7. Pull the train ahead to track 5.
8. Back the train and uncouple cars Y and Z at the end of track 1, clear of the turnout.
9. Move the engine and caboose forward to track 5.
10. Back the engine and caboose into track 9 and uncouple the caboose.
11. Move the engine forward, around the wye to track 1, and couple onto cars Y and Z.
12. Back the engine and cars Y and Z to track 9.
13. Run forward and push cars Y and Z into track 3 and uncouple Z at the lumberyard.
14. Back both the engine and car Y into track 9.
15. Run forward with the engine pushing car Y to track 5.
16. Back both the engine and car Y into track 7.
17. Use the engine to push car Y into the warehouse on track 6 and uncouple the car.
18. Back the engine to track 7.
19. Run the engine forward to track 5.
20. Back the engine into track 8 and couple onto cars L, M, N, O, and P.
21. Run forward and pull cars L, M, N, O, and P out to track 5.
22. Back the engine and cars into track 9 and couple onto the caboose.

After 22 moves, the train is now complete and the engine is facing properly for departure.

Problem source: Model Railroader, January 1981, page 113.



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 Wednesday at 7:00PM in the old National Guard Building at the Lake County Fairgrounds on Martin Street, Lakeport. Call John Grutzmacher (707)279-8026 or Tom Turner (707)262-1407.

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 evening 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. This group meets

the 3rd Saturday of each month. At present, HO modules are being constructed. Contact Phil Miller at (707)937-3605 for more information.

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 Don or Ann Bruner Welch 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

- April 28 - May 2: **Pacific Coast Region Annual Convention** in Napa.
- May 1 & 2: **Coastal Valley Lines** train show at Day Under The Oaks, Santa Rosa Jr. College, Santa Rosa. #
- May 15-16: **GATS** train sale at San Rafael Civic Center. Hours 11-5 each day.
- May 16: **Redwood Empire Division** operating session at the Vallejo MRC layout. Details are on page 1.
- June 13: **Coast Division** Meeting at School for the Deaf in Fremont.
- June 26 & 27: **Coastal Valley Lines** train show at Spring Lake Village, Santa Rosa. #
- July 4 -11: **NMRA National Convention** in Seattle, WA.
- July 25: **Redwood Empire Garden Railway Society (REGRS)** meet at Winston Perry's home, 11 to 4. #
- August 8: **Redwood Empire Division** picnic in Healdsburg.
- August 14-15: **GATS** train sale at Solano Co. Fairgrounds, Vallejo. Hours 11-5.
- November 7: **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.
 Visit RED at Website: <http://home.earthlink.net/~campgus/>

MEMBERSHIP REPORT

BY GUS CAMPAGNA

First I'd like to welcome GORDON MORTLOCK of Benicia to the Redwood Empire Division. Gordon, I look forward to meeting you at our next meeting.

The Apple Blossom Train Show will have come and gone by the time you read this. GATS is coming back to San Rafael on May 15-16 and Vallejo on August 14-15. I will need helpers for both of these shows. Since I am not able to attend the San Rafael GATS Show, I hope I can get some helpers to 'man the booth'. MIKE MCSWEEN has volunteered to be at the show on both days from 1:00-3:30. This means I need a volunteer or two to be there 10:30-1:00 and 3:30-5:00 on both days. I will be able to set up the booth the Friday night before and can come over after the RED meet on Sunday to pick it up.

One final thought, bring along a friend to the next meet. Help show everyone what a good time we have at an RED meeting. See you in Vallejo.

CALLBOARD

John Rolston, Editor
 240 Chase Street
 Sonoma, CA 95476



FIRST CLASS