



THE

# CALLBOARD



OF THE REDWOOD EMPIRE DIVISION

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

October - December 2009

**“Come On Up (or Down). You Are All Invited !”**

*There is no charge to attend.*

## November Meeting at the Lake County Model Railroad Club

The Lake County Model Railroad Club would like to extend a hearty invitation to all to join them for the Redwood Empire Division meeting, which will be held **Saturday, November 21<sup>st</sup>** at the club facility inside the Lake County Fairgrounds in Lakeport. The address is 423 Martin Street

The train will start boarding at **11 AM** for a fun and a fact filled Saturday. Starting early will allow all of us to return home before sunset occurs.

The day will open with a short RED business meeting followed by a pasta lunch hosted by the club. (Donations gratefully accepted.)

During lunch, club member Dennis Burke, who doubles as the Southern Pacific Narrow Gage Historical Society's president, will give a presentation on the society and its preservation efforts. Afterwards, another program will be presented on Lake County's only railroad, the Prather

Lumber Company, which was located on Elk Mountain, now a part of the Mendocino National Forest. Some great video will be shared, including some that has never been seen outside of the club (so be sure to bring your popcorn).

We'll then adjourn to the clubhouse where all are invited to bring your motive power for an operating session on our railroad. We're DCC equipped in both HO and HO<sub>N3</sub>. (Bring your Digitrax controller - if you have one.)

It's been four years since RED has a meeting at their club and most of those in attendance then won't recognize the changes that have been made in the railroad layout.

As most of you may remember, the club was attempting to represent a collage of railroading scenes in California from the major cities of the state to the narrow gage mining and logging railroads of the Sierras and Redwood country.

With the exception of a few sidings and some minor reworking, the track work has been completed. The members have moved on to fine tuning and building scenery in an effort to bring the railroad to life. The layout models the transition era of the 50's and early 60's but for Saturday you're welcome to bring whatever suits your fancy.

By the way, the club will have some great raffle prizes to award. So come on aboard for a fun filled Saturday of the world's greatest hobby.

### Driving Directions

When you arrive in Lakeport on Highway 29, exit at the Lakeport Blvd. exit and turn toward the lake (east). Go to the three-way stop and turn left (north) onto Main Street. Go to D Street and turn left. Go through the gate into the fairgrounds. The club building is the first building on the left. It is two stories with the second floor accessible on-grade up the hill.

Using Highway 175 from Hopland to Lakeport in **NOT** recommended unless you are prepared for a very curvy road. From the north (Ukiah and north) the best approach is Highway 20 from 101. Just before Upper Lake there is a junction with Highway 29 that brings you to Lakeport. From the south, go to Calistoga and follow Highway 29 through Middletown to Lakeport. The St. Helena hill between Calistoga and Middletown is curvy too, but not like Hwy. 175 - which is best left for those in sports cars.

You can Google "Lake County Fairgrounds, CA" to obtain printed directions from your starting location.

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**DIRECTOR'S REPORT  
BY CAROL ALEXANDER**

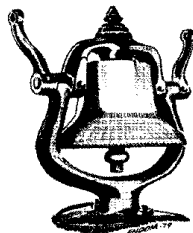
Welcome to Fall! As I write this, the rain is starting to fall and the temperature is dropping. The outdoor furniture has been stored for another winter and there is a space in my garage where my workbench is going to go. I've stacked as much stuff against the opposite wall as I can so that I can start patching and painting in preparation to put down some track. Even if I only get the lower level staging and reversing wye before next spring, I am going to get some track built!

How about you? Do you have plans for the layout? How about coming out to the meet in Lakeport and being inspired by the layout there on November 21<sup>st</sup>? The guys up there have planned a really nice program and they've made a lot of progress since we last visited (in 2005).

I'll be heading off to the site of our next PCR Convention just about the time this goes to press. The mid-year board meeting will be held in Sparks, Nevada. I'll be sure to let you all know what happens there.

Speaking of Sparks, it not too early to start thinking about building a model for the contest. Or, if the competition aspect of contests puts you off, just bring something to display. I've never entered a contest before so the novice class is open to me. I'm going to have this new workbench and I've got a kit that will really look good in the main yard of the Great Western...

Happy Railroading!

**SUPERINTENDENT'S  
REPORT**

I am in the process of packing for my second trip to Hawaii (Maui this time) and looking forward to riding the Lahaina, Ka'anipali and Pacific RR. We are joining fellow model railroader ERNIE SIMARD and his wife Eileen for a week.

We had a nice summer RED picnic at the Kaiser's on the Russian River. The weather was great and the trains were running most of the time. Others got to go on a hayride around the 50 acres of vines. RON KAISER'S NCE system was easy to figure out for those willing to try and I don't believe there were any cornfield meets.

Our next meet will be November 21st in Lakeport and hosted by the Lakeport Model RR Club. I don't need to repeat what JOHN ROLSTON will say about that. We will be having nominations opened for Director. Current Director CAROL ALEXANDER will be running for another two year term. Nominations have to be submitted to PCR by December 1st. Carol will be reporting on the PCR mid year board meeting held at the end of October in Sparks, the sight of next years PCR Convention. I understand we will be able to ride the V&T to and/or from Mound House to Virginia City. That should be exciting.

Another announcement is GIUSEPPE AYMAR will be taking over as Achievement Program Chairman from HAROLD MENTZER. Thank you Harold for your years as chairman. The highlight of his term was RON PLIES becoming Master Model Railroader number 409.

Our next few meetings have been roughed out; February 20th in Napa, May 15th at Monroe Hall in Santa

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(Supt. Report Continued from page 2)

Rosa, and we are checking to see about a summer picnic in Willits at Roots of Motive Power. It will be interesting to see if California Western will be getting as far as Willits next summer.

RED will be hosting the 2011 mini convention on May 13, 14, and 15. The committee has been formed and we are making a lot of progress. May 13 will be the board meeting. May 14 will be at the Finley Center on West College Ave with clinics, contest and non rail events. Sunday May 15 will have the Annual Membership Meeting and breakfast at Roberto's Tratorria Lupo on Hwy 12. Door prizes and contest winners will be announced there. We are hosting a mini because the National in 2011 will be held in Sacramento and they don't want any more competition.

Last, it has been pointed out that we are not doing anything to recognize new RED members. CAROL ALEXANDER and I will be working on that problem starting with a welcoming letter which will include meeting dates, names and contacts of local model railroad groups and a personal contact by phone. If anyone has any suggestions on this or any other matter regarding the Redwood Empire Division, give me a call at 707-539-1782 or e-mail me at [sandcskold@att.net](mailto:sandcskold@att.net)



## CHIEF CLERK'S REPORT BY DR. ED MERRIN

This month we have two events to talk about, one past and one future.

The first was our annual RED picnic, which took place on August 22 at West Side Farms in Healdsburg. Hosted by RON AND PAM KAISER, RED members have enjoyed a great time there in the past, and this one was no exception. There was a great outdoor barbeque and picnic, and Ron took a bunch of us on a great tractor pulled hayride through his vineyards. And of course, we had a terrific time running his HO scale Western Pacific layout, housed in its own building. We even had kids – member Verne Alexander's three granddaughters took some throttles and ran trains like real pros.

This was a bittersweet experience, however. Pam and Ron are planning to move sometime soon to a new home near the Feather River Canyon locale that inspired his layout, right by the UP mainline. Needless to say, this was the last RED picnic they will be hosting. The good news is that the layout, or some pieces of it, will be moved and a bigger and better version will arise from the ashes.

The second event is coming up on Saturday, November 21 at the Lakeport Model Railroad Club at the Lake County Fairgrounds in Lakeport. The members up there have been eager for some time to show us what they do and they're going all out to put together a full program. There will be two presentations and a barbeque lunch. Because of the travel time issue, the meeting will start earlier than usual, at 11:00 am, which will give people an early start on driving home.

Thanks to the efforts of the Lake County folks, Superintendent Steve and I will have a lot less to do than usual. But there will still be an official meeting – nominations for RED Director are on the agenda. There will

also be some show and tell and, of course, door prizes. We have a special door prize on tap, a DVD by Dave Revella on painting people. Not regular people, of course, but little scale people. The video runs about an hour and is extremely enjoyable and educational.

A last word on something I've been harping on for a while, money. As you all know by now the RED is challenged by inadequate revenues to cover our costs. One idea for fundraising that is working out is the sale of special calendars. Each month includes a glossy reproduction of a black and white photo of an historic NWP steam locomotive> They sell for \$8.50 each, or two for \$15.00, and come with a plastic CD case that folds out to function as a neat stand. If you haven't picked up on one yet, we'll have some at the meet for you to inspect.

See you all in Lakeport.



## EDITOR'S NOTES

**January-March 2010 CALLBOARD Staff Meeting:** 7:30 PM, January 19  
**Text Deadline:** January 26, 2010  
**Mailing:** February 2, 2010  
**Meeting:** Saturday, February 20, 2010

**Submit all articles, calendar items, adds, comments and corrections to the Editor.**

Attention CALLBOARD readers:

Please advise if you are willing to read future newsletters on-line at the RED web site (vs. reading a printed mailed copy). Any or all pages can be printed by you at any time.

Please send your "ok" by email to the Editor at: [jrolston@pacbell.net](mailto:jrolston@pacbell.net) List "Yes Notification" on the email subject line. No message is required **except** your first & last name.

## CONTEST/DISPLAY REPORT BY GIUSEPPE AYMAR

Beginning with this upcoming meet at Lakeport Nov. 21, I would like to introduce a new category for all you fledging model enthusiasts. The People's choice (or Popular Vote) but with some changes that should appeal to even more people.

Bring in a model just for the people's Choice contest. There will be:

- Minimal paperwork- your name, model category, number assigned to the model (so we know what belongs to whom).
- No formal judging
- No pressure
- Just display it and if it tickles the meeting attendee's fancy, you could win an award.

Awards will be given for the loco (steam/diesel), car, structure, diorama that receives the most votes.

There still will be a Show and Tell for folks who are not interested in competition but want to share what they have built, or are in the process of building, with other interested modelers.

For those who have gone the extra mile and want their models subjected to technical judging in accordance with the Achievement Program guidelines and point scoring system ( these models are automatically entered in the People's Choice as well), we encourage you to bring your models.

So now you have three flavors to choose from:

- The regular Judged Contest
- The People's Choice
- The Show and Tell

Would it not be great if everybody brought a model? With three options to pick from there are no excuses. Bring a model and to share

with the rest of the model railroaders.

## GO RED, GO RED



## ACHIEVEMENT PROGRAM REPORT BY GIUSEPPE AYMAR

An interesting fact, ancillary to mankind's creation, is the corollary of natural changes we take for granted over the course of our lives. We see the Four Seasons rotate uniformly and predictably during the year, changing the landscape before us and setting the mood for our feelings; Spring (renewal), Summer (fun and games), Fall (introspection), Winter (reflection and cocooning). The cycle repeating yearly ad infinitum. We see great projects such as the building of dams that alter the course of natural rivers while rearranging the surface topography of the region by creating a new lake. These projects become a valuable source for water distribution and electric power supply but at the cost of defacing natural beauty. Over the course of centuries, nature has been known to reclaim its territory as if nothing ever happened. Literally "nothing ever changes, only rearranges".

Many times, caught unprepared by the change, we acknowledge it without thought, as if it was supposed to have happened at some point anyway following, as I alluded to, the "corollary of natural changes". We take the rearranging as the new paradigm to follow and so, after a brief sigh, we continue on with our lives. We may or may not reflect at how it used to be, may or may not remember the accomplishments, the ideals and the goals that were part of the period that preceded the change.

What I am alluding here is the rearranging that just recently happened within RED in the position of Achievement Program Chairman. As

of October 2009, the position has changed hands ("seat", if you will, since is it not a "CHAIR"man position?).

The illustrious HAROLD MENTZER has been the beacon and the guiding force for many years of this committee. A relentless worker in various capacities both at the RED and PCR level ( he was PCR president 1979-1982 ), he now feels it is the right time to abdicate and live the life of luxury without the encumbrances of a part time job. Little does he know that his mistake was not to appoint a successor who knew the ropes. Instead, the position is going to a "green" volunteer, who by way of his innate ignorance of the requirements, will undoubtedly be calling him more often than he will want to answer. (Harold, I have your phone number already programmed in my cell phone.) Thank you Harold and many Kudos to you, from all of us, for all your devotion through the years in maintaining the Achievement program to keep it going in the right direction, so that today it is still a viable part of the benefits to be a member of the NMRA.

Acceptance speeches always start : "with great humility I accept the position..." Forget it! Let's do instead: "With great trepidation I accept the position of....( AP chair ), since I know that lives and fortunes are dependent on my leadership!" Oh NO?...that speech is reserved to the President of the United States? Let me try again..... "I fully acknowledge being coerced into taking the position of AP chairman by STEVE SKOLD (our Superintendent, he of the Machiavellian persuasion ) who promised me champagne and caviar in exchange for a "yes" answer. And he is throwing in a lemon with the caviar in case I want to make lemonade. How could a poor fellow refuse such an offer!

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# THINK SMALL # 61

## The Game of "Ins" and "Outs"

We all know about the trick of hidden track connecting a coal mine and a power generating plant. The mine receives empty hopper cars and provides loaded hoppers for transport to the power plant, which has empty hopper cars for the return trip. When you are planning a layout, even some modules, think about open cars with visible loads. Flats, gons, hoppers and ore cars are not secretive like box, tank or refrigerator cars. You know at a glance if they are loaded or empty. The open cars add interest to the train, especially when both loaded and unloaded are modeled or SIMULATED!

Most of us are "Space Challenged". How can we play the "In and Out" game when real estate is so scarce?? There are several ways - from simple to complex to sneaky. Let's start with "Simple".

hills, forest or buildings. You will need a BIG source and a LARGE user depicted on that view block to justify dedicated trains of loads and empties.

For more fun, provide sidings so your local freight can trade a cut of loads for a cut of empties. Then you'll have the option of reversing the process on the other side of the view block. Industries often have separate tracks for loads and empties. If there was both a pick up and a set out of cars by their train, a long single track mine or logging spur made the train crew cuss. Worse yet would be some cars to go and some cars to stay.

The hidden storage tracks will work better if you have car detection. Do not panic! Car detection is simple and cheap with infrared beams or CdS photo resistors and LED indicators. If the electric stuff gives you fits, small mirrors above the layout may do the job. If you want to play with a solo hidden track, then some means of knowing loads, empty or vacant must be provided to crews on either side of

the view block. A simple push rod with combined lever indicators on both sides of the view block will do the job.

Push the lever to "L" if you shove loaded cars onto the hidden track. If you leave the track vacant, set the lever straight up to indicate track vacancy. When you park empty cars on that hidden track, the lever should be moved to the "E" position. ( Why didn't I think of that low tech solution to the problem when I built Magic Mountain and its Improbabilium mine?)

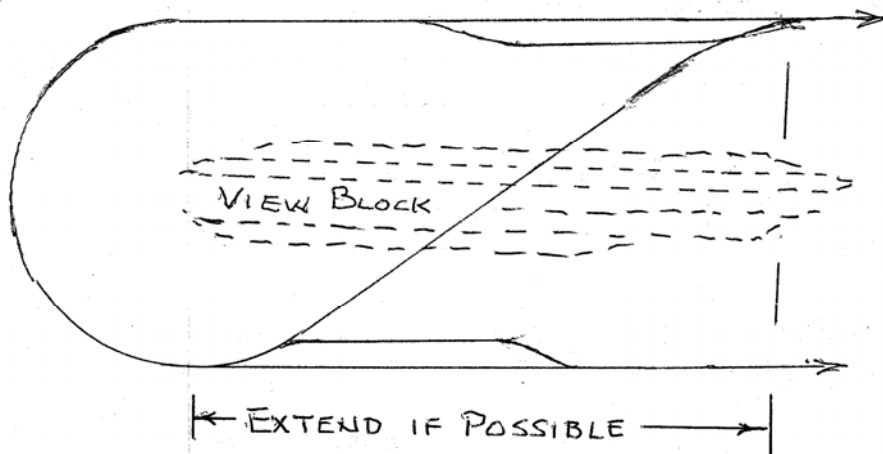
The mine structure on the east side of Magic Mountain and the Smelter on the west side are the two largest structures on my layout. Yes, I play the loads and empties game. Why mine and smelter? Ore cars are short - also, Improbability ore gives me a neat story or two to dazzle visitors.

The south wall of my upstairs room has Bodega Yard with the roundhouse, freight depot and many tracks. Across the aisle is Magic Mountain with the mine at Pozo on the east aisle and the smelter at the south end of Industry, located on the west aisle.

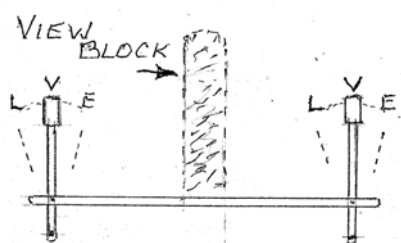
Upon entering my train room, a visitor looking left sees tracks in three gauges, warehouses, the union freight depot, lots of cars by the roundhouse and Flamo Oil at the west wall. Looking right, there is the bulk of Magic Mountain with two levels of Willow Creek Railway's climb toward Alto. Enter a few feet further and you see the mine with it's connection to Magic Mountain. Yes, a classic loads and empties deal; tied right in with the W.C. Ry's main line spiraling around that mountain.

For added interest, there is an open engine shed on a spur off the siding at the mine. The ore traffic uses

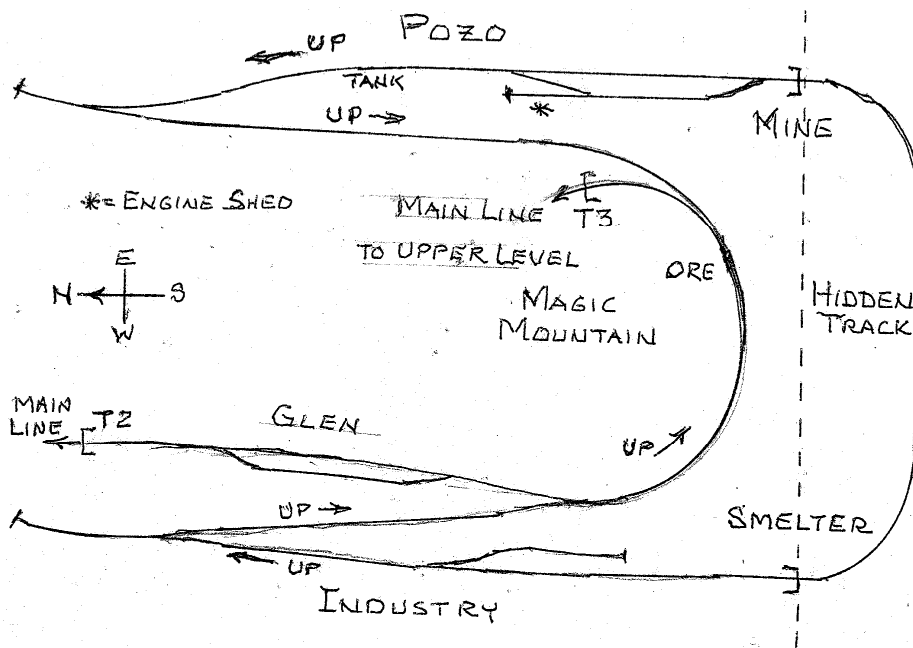
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If you hate switching, the sidings in the figure of above are optional. Just run solid trains of loads or empties - instead of switching out a cut of loads to exchange for a cut of empties - or the reverse as required. The industries can be pictures on the view block - visible but distant with the hole in the barrier hidden by



(THINK SMALL Continued from page 5)



only a small portion of the Willow Creek main line, but playing the in and out game can get interesting.

Take a few minutes to review the figure above. Empty ore cars are on the siding at Pozo. You want to trade them for loads from the mine. As you head out of town with those loads you need to push the cars to the switchback to have your engine on the point for the run on the main line and, at the rear, for the push into the smelter. When you have the empty cars from the smelter you better remember to get the engine on the point, by using the siding at Glen, before running on the main line, around the mountain, to the Ore turnout. Engineers learn to obey the rules or some tallow pot has a chance for a right hand seat. The rule against running blind on a curvy mountain main line is just plain good sense! After the empty cars are parked on the siding at Pozo, run the engine down for a drink, then back to its shed until the next time.

The mine and smelter game on the W.C. Ry. is fun and gives good

reason for the two major structures on the layout. BUT!...There is more. The single track entrance portals to both mine and smelter are three rail-HO & HO n3. The B.W. RR arrangement is a bit more complex - because motive power is based at Bodega.

After the in and out deal at Pozo, the ore leaves town via SB2 and tunnel #6, appears on the Hill line along the room's west wall, then uses the switch-back onto the dual gauge 4% at Knob and on to Bodega. The ore loads are parked in the yard.

The Industry turn, handled by the Bodega switcher, exchanges the loads for empties at the Smelter.

Refreshed at the Shay Barn, the geared engine takes the empty ore cars up the dual gauge 4% and switch back #1 to the Hill Line and vanishes onto hidden track to emerge from tunnel 6 at Pozo's switchback #.2. There may be an empty box or tank car on the mine spur to take back to Bodega and the empty ore cars must be spotted on the siding, before the shay can toddle off to Bodega via the switchbacks.

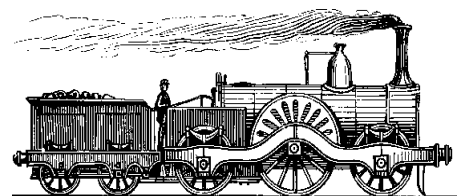
There are still more fish to fry! After simple and complex, we have Sneaky.

A four inch wide shelf on the east wall of the train room provides staging of a loaded and an empty log train. The Bodega Western's forest log show is pure theory and the space hungry mill scene is 20 miles beyond the portal of tunnel #5 on the main line to staging. Adding a bit more hidden track and three turnouts provided another In and Out with log trains from the Hill Line reached via switchback #2, turning at bodega before diving into tunnel #5 on the way to Milton. Empty log bunks, using the cutoff to pretend they are returning from Milton, emerge from tunnel #5 and reach Bodega by the main line. Motive power is serviced, and back on the front of the train, hustles up the dual gauge 4% and switch back #1 to the hill line and tunnel #6 at Pozo, then backs into it's home in Log staging.

I have log trains from theoretical timber cuttings using my switchbacks and mountain tracks as they head for a mill that is imaginary and empty log trains that emerge from the same tunnel to legitimism the spooif.

I went a bit crazy with the "In and Out" game, but we Ancient Folks are permitted a bit of foolishness. If you are thinking about laying some track, put the "Loads-Empties" game on your possible list.

Bill Williams The Ancient One



(Achieve. Program Continued from page 4)

The real reason I accepted the position is my belief in the Achievement Program. At present I, myself, am involved in the program aspiring to the ultimate goal of MMR (Master Model Railroader) bestowed by the NMRA to the individual who has shown dedication to the organization as well as has acquired skills in modeling that now make him (her) a teacher and a beacon for others to learn from. It is a mentoring program at different levels that allows enrollees to learn as they go, share and acquire skills with others, encourage and be encouraged by fellow modelers, give back to the organization that cocoons him (her).

All the participants I have talked to have been ecstatic about the program. In our own RED we witnessed RON PLIES (El Presidente Del Nord) being conferred the MMR title just last year at the NMRA banquet in Anaheim. Personally I feel that there are more RED members who are capable of obtaining their own MMR title.

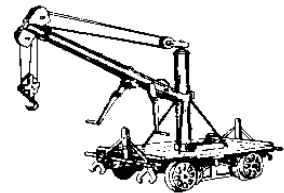
Additionally, to make the start of the journey at a more leisurely pace, the Achievement Program offers the "Golden Spike Award" which most of you, who have built any type of railroad, would very likely already qualify for. (Refer, if you will, to my article in the next CALLBOARD newsletter, which talks about the "Golden Spike Award"). One can get all the necessary information from the NMRA website : [www.NMRA.com](http://www.NMRA.com) under the Achievement Program category, as one strolls down the left side of their web page.

I encourage anyone who has an inkling of curiosity about the Achievement Program to contact me at my e-mail: [giuseymar@aol.com](mailto:giuseymar@aol.com) Would it not be a blast to have many of us work toward the same goal and by golly achieve it and in the process become more educated about each other as individuals? And, possibly start a new friendship, as well as learning new areas in this remarkable hobby, plus giving back a little of our resources and ourselves to the organizations (RED, PCR, NMRA) that are the keepers of the flame?

While perusing other Regions' newsletters, I saw first hand groups of modelers who have banded together toward the MMR certificate and the Golden Spike Award. I feel that RED, with its many capable members, can be the leading force showing the rest of PCR what can be accomplished when modelers come together for a shared goal.

So please, give it some thought. Don't be afraid of stepping forward. Ask questions about the program to yours truly (Giuseppe), to Harold (I am sure he would still love to help you), to Jack Burgess (PCR chairman). We are all here to help you attain your goals in the hobby and help improve your skills. I believe that it is through continued learning that the hobby becomes more fun.

GO RED, GO RED



**Redwood Empire Garden Railway Society (REGRS)**, No. 1 gauge, various scales. If you are interested call Ken Brody at (707)526-0195 or email [westie@sonic.net](mailto:westie@sonic.net)

**Napa Valley Model Railroad Historical Society**, 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](http://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 Mike Ernst at (707)263-4949

**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.

## CLUB SCHEDULES

Call Steve Lewis (707) 527-0396 or Blain Hendrix (707)528-8655  
<http://cvl.hobby-site.com/>

**NPC Operators**. An On3 operating group meets one Sunday each month. Contact Steve Skold (707)539-1782 or email [sandcskold@att.net](mailto:sandcskold@att.net)

**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.redwoodempirels.org](http://www.redwoodempirels.org)

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

**Mendocino Coast Model Railroad & Historical Society** is running its G-scale layout the 2nd & 4th weekends, each month, in the botanical gardens at Fort

Bragg. This outdoor operation will ultimately expand trackage to cover 6100 sq. feet. The group meets at 1:00 PM on the 3rd Saturday of each month. Contact Phil Miller at (707)937-3605.

**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 email [rlplies@cox.net](mailto:rlplies@cox.net) for more information. [www.eelrivervalleyrr.org](http://www.eelrivervalleyrr.org)

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

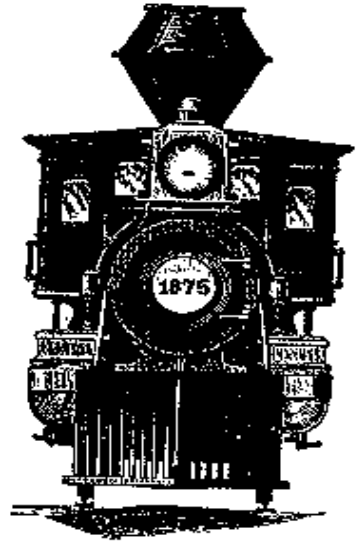
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**COMING DOWN THE LINE**

- November 7: **Redwood Empire Garden RR** run, Santa Rosa Fairgrounds. #
- November 14-15: **International Railfair**, Roseville Web site: [www.internationalrailfair.com](http://www.internationalrailfair.com)
- November 14-15: **Coastal Valley Lines** run at Varena, 1401 Fountain Grove Pkwy, Santa Rosa. #
- November 21: **Redwood Empire Division** meeting in Lakeport. Details are on page 1.
- November 21-22: **Napa Valley Model Railroad HS** open house 10AM to 6 PM.  
FREE admission. #
- December 6: **Coast Division** meet in Mountain View. Web site: [www.pcrnmra.org/coast](http://www.pcrnmra.org/coast)
- December 12&13: **Coast Division** Layout Tours—North West Bay Area  
[Www.pcrnmra.org/coast/layout.shtm](http://www.pcrnmra.org/coast/layout.shtm)
- January 29-31, 2010: **Bay Area Layout Design & Operations Weekend**, Santa Clara  
[Www.pcrnmra.org/sigs](http://www.pcrnmra.org/sigs)
- February 20, 2010: **RED** meeting in Napa
- April 28-May 2, 2010: **Pacific Coast Region Silver Rails 2010 Convention**, Sparks, NV  
Web site: [www.pcrnmra.org/conv2010](http://www.pcrnmra.org/conv2010)
- May 15, 2010: **RED** meeting in Santa Rosa
- July 10 to 18, 2010: **NMRA 75th National Convention and Train Show**, Milwaukee, WI  
Web site: [www.nmra75.org](http://www.nmra75.org)



*Many of the art items used in this newsletter are courtesy of Ken Houghton Rail Images or came from the web site: [www.rrhistorical.com](http://www.rrhistorical.com)*

# Contact information is listed on page 7

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

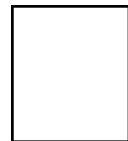
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**CALLBOARD**

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