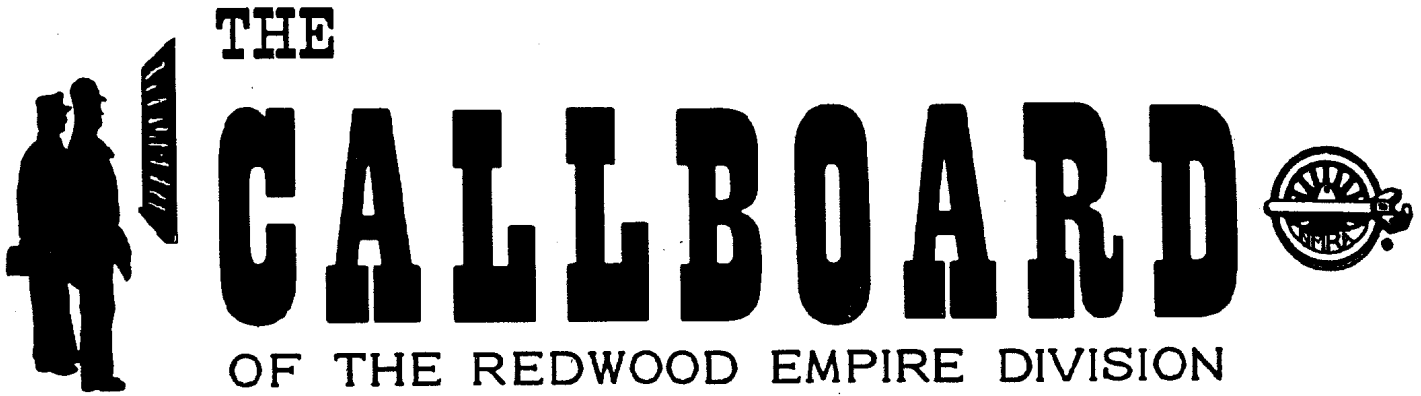



# THE CALLBOARD

OF THE REDWOOD EMPIRE DIVISION

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

April – June 2005

## May Meeting at the Napa Valley Northern RR Napa

The annual business meeting of the Redwood Empire Division will be held in Napa on Sunday May 1 starting at 1 PM. The hosts for this meet will be the Napa Valley Model Railroad Historical Society, operators of the Napa Valley Northern Railroad. They are located in Napa on the grounds of the Town & Country Fairgrounds at the Third Street gate.

The Napa Club invites you to bring your pet locomotives and rolling stock to run on their layout. The only requirement is that the equipment meets NMRA standards and has properly aligned Kadee couplers. The decision on any questions will be at the discretion of the Napa Club.

Doors open at noon. Plan to have lunch before arriving or bring a bag lunch with you.

As usual, 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

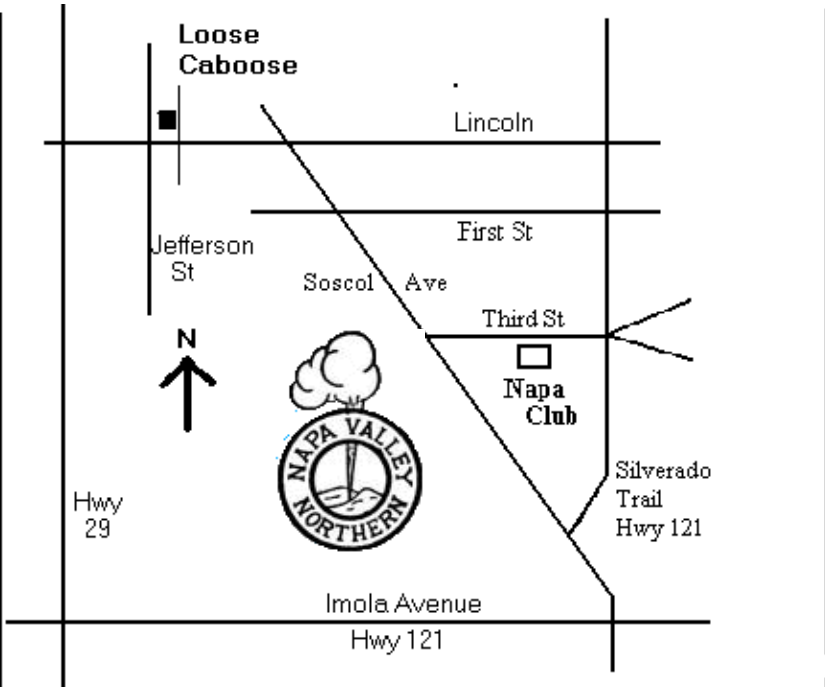
will bringing a model for the contest display (see **Contest/Display Report** on page 4) and/or at least one guest.

Tickets can be purchased (3 for each dollar) for the special door prize, which will be a \$25.00 gift certificate donated by **The Loose Caboose Hobbies** store in Napa. They are located at 2233 Brown St., just north of Lincoln Ave. across from the Napa High School. The phone number is (707)258-1222. They will be open on Sunday from Noon to 5 PM, so drop by and say hello to RAY DAHLGREN and his crew and thank them for the day's special door prize.

The RED business meeting will include a report on the state of our division and elections for division superintendent and chief clerk. A ballot is included for RED members which you can return by mail or submit in person **before** the business meeting starts.

No prepared clinics are scheduled but a panel of frequent attendees will discuss "How to really enjoy PCR conventions".

We hope to see you on Sunday, May 1st, after 12 noon and before 1 PM.



## STAFF ROSTER

### DIRECTOR

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

### SUPERINTENDENT

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E-mail: [nolanalexander@msn.com](mailto:nolanalexander@msn.com)

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(707)539-1782  
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### ACHIEVEMENT PROGRAM

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(707) 226-5153  
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### ESTATE COUNSELOR

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### CALLBOARD EDITOR

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

## DIRECTOR'S REPORT BY RON PLIES

### Single Pay or Not ?

As many of you know, the general membership of the NMRA voted last year to have a single pay dues system. At this time, we pay \$45 to the national organization and \$6 to the Pacific Coast Region (PCR), which also covers our Redwood Empire Division (RED) membership.

From what we understand at this time, the NMRA single dues pay plan will give back to the PCR region less than half of what we are now getting for operations. Many regions are not as active as ours, or just not active at all, and therefore do not require the kind of operating funds that we need.

Some of the major benefits that we receive as members of RED and PCR are the great conventions, the best of the NMRA regional newsletters, the "*Branch Line*" and a great RED newsletter, the "*Callboard*". Along with this are the Division meetings and the good fellowship we enjoy at the meetings.

All of these things cost money and because we have a very active program, more operating funds are required than most of the other regions. So we come to a point that we have to ask a question: "Do you feel lucky punk?" (OOPS -wrong movie.) "Do we wish to continue with this high standard of activity and, if so, how are we going to pay for it?"

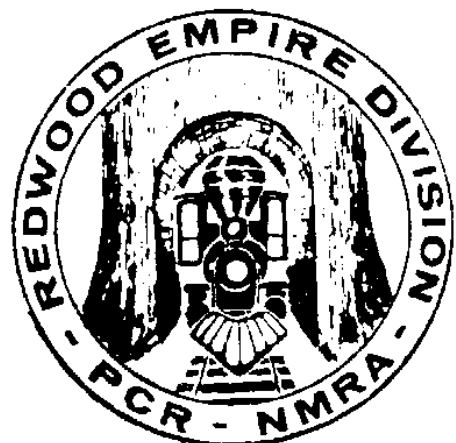
One way that has been suggested is to charge a subscription to the *Branch Line* along with the single NMRA dues. Now did I miss something here or is that not what we now have with two sets of dues that was just voted out? I am a big supporter of the *Branch Line* and the work it has been doing but I'm not sure this would go over well with

the membership. They might feel they were sold the idea of one membership and now we have something different. It is, however, very important to have this newsletter in the hands of every member so they know what is going on and hopefully will take the opportunity to be part of some of the activities of the Region and Division.

Another idea is to take the interest from the saving accounts that the PCR has developed over the years and use that to off-set the on-going cost of the operations of the region namely the *Branch Line*. The suggestion is not to use any of the principle of these saving accounts but just the interest. These accounts have been set aside over the years to build up a fund for such things as the life membership dues and the PCR conventions in case that we don't meet the required minimum to pay the bills. The PCR board has been a good steward of this money and should be commended. According to this proposal, there should be enough money from the interest and the selling of advertisements for the *Branch Line* to meet our needs as a region.

Another alternative is to revise the *Branch Line* to a much shorter format like the *Callboard*. I know that I enjoy what BILL KAUFMAN has been putting together and consider-

(Continued on page 3)



(DIRECTOR'S REPORT Continued from page 2)

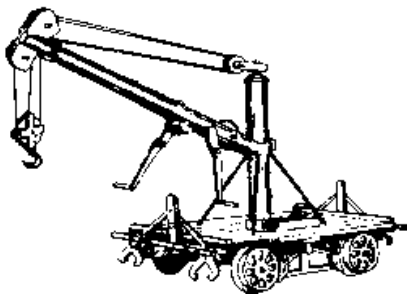
ing all the hard work he puts into it, I would hate to see this happen. But if all else fails, this could keep us within budget.

Another idea would be to send the *Branch Line* electronically by email, like the San Luis Obispo Club used to do. If someone wanted a hard copy, then they could pay a subscription fee. There might be a problem getting it to every member.

What are your feelings and ideas on this subject? Let me know at or before the RED May meeting in Napa. You can talk with me at the meeting or contact me by email, telephone or regular mail; my contact information is listed on page 2. I really would appreciate hearing from everyone.

Time for a commercial: Don't forget the PCR convention in Concord, May 11th-15th; great clinics, layout tours, contest, show & tell, a train show, etc. **and** good fun and friends.

Thanks for any and all comments



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

[www.rhhistorical.com](http://www.rhhistorical.com)

## From the SUPERINTENDENT BY NOLAN ALEXANDER

By now you've all seen your latest Branch Line. Wow, paper and print quality to match the quality of the content at last! Congratulations to Editor, BILL KAUFMAN and to Publications Manager GUS CAMPAGNA for such a terrific house publication. A congratulations as well to the contributors who provide all that wonderful content.

Of course, the news in the Region is all about the new structure of the NMRA and the single dues plan. Everyone is wondering how we're going to pay for all this and I don't have any better answers than the next guy. I have had a chance to review some of the proposals that are out there to add my two cent's worth. There are some pretty creative and well thought out ideas that will be presented to the PCR Board of Directors at their next meeting. Gene Mayer and his crew will find a way to get the job done and done well I'm sure.

My own concerns are a lot closer to home right now. The Redwood Empire Division seems to be shrinking right before our eyes. We plan quarterly meets and the same stalwart group shows up each time, and Bless You for doing so. But, there are a lot more of you receiving the *Callboard* each quarter that I haven't met yet. I keep asking myself, "Why?"

The NMRA is an organization that is built upside down. All of the prestige, money and attention is at the National level. The next level down from there is the Region which receives a very small amount of money from the national organization. At the bottom is the lowly Division. Division receive no financial support from the Region and aren't allowed to charge dues. What is upside down about this arrangement is that Divisions are most directly responsible for direct

contact with the membership! Divisions hold multiple meets per year whereas the Region and the National only hold one! In the PCR, the Region doesn't even finance the one meeting that they do hold, it is up to the divisions to put on the conventions. If a convention makes money, a minimum of half of the proceeds must be given to the Region!

Like everyone in the NMRA, your Redwood Empire Division needs more operating capital than it has. Oh, we are doing pretty good right now, the bank balance is comfortable and your Chief Clerk STEVE SKOLD is very careful with your money. However, except for a few dollars in the Kitty Kar, we don't have a revenue source.

So, what is my point? I have to wonder if attendance would be better if we were able to spend a little money to make our meets more interesting. Would more people show up if we could hire a bus to make a day trip to Sacramento and the railroad museum? How about if we hired a large hall, paid a modular group to setup a huge layout for two days and guaranteed you could run your favorite models on it? Would you come out and join us then?

In 1987 I stopped being a lone-wolf modeler and got active in the RED. I started going to meets and got to know people in this hobby and that has always been the best part. The social contacts with other modelers have led to life-long friendships and I had more fun modeling as well. Years ago there was a slogan going around, "Don't just belong, participate!" It was good advice. But to get you to participate, we've got to give you something interesting to do and these days, that seems to require money.

Well, I know how to get the money. We're past due for a really big train show in the Sonoma County area, way past due. If I can get twenty

(Continued on page 4)

(SUPERINTENDENT Continued from page 3)

members to commit to helping out, I can get the financing to put on a show that will fund the RED for the next two or three years. We could have a lot of fun putting it on and a lot of fun playing on the proceeds afterwards. Next November is a good time and we could get it done. All you have to do is take a chance and say, "Sure, I'll help."

This is your organization and it's up to you what happens with it. I can be the point man but I need your help as well as your support. Find me at the next meet and let me have an ear-full; tell me what you want from your organization and I'll try to help you get it. If you won't be in Napa, write me a note or an email. Email: [nolanalexander@msn.com](mailto:nolanalexander@msn.com) Or Nolan M. Alexander  
95 Maria Drive  
Petaluma, Ca 94954-3658

Thanks for listening.

## CONTEST/DISPLAY REPORT

BY STEVE SKOLD

We had 7 models entered in the February contest at Napa. The contest was building a 1994 Convention car and weathering it. STEVE SKOLD was the 1st place winner and there was a tie for 2nd between GUS CAMPAGNA and DAVE GRUNDMAN.

The contest for the May meet will be Motive Power and of course, any favorite model. Also anyone entering a model in the PCR Convention later in May can bring their model to the Napa meet and someone will be there to critique the model and give pointers on filling out the contest form.

There will be no contest at the Summer meet.

I am still looking for someone to take over the job as Contest Chairman. Please call me at (707)539-1782 or e-mail [SandCSkold@aol.com](mailto:SandCSkold@aol.com)



## CHIEF CLERK'S REPORT

BY STEVE SKOLD

Our spring meet and elections will be held at the club in Napa on May 1st, just before the PCR Convention in Concord. NOLAN ALEXANDER and STEVE SKOLD have been nominated to a second term for Superintendent and Chief Clerk/Paymaster respectively. The results of the ballot election will be announced during our annual business meeting.

The February meet in Vallejo started with a quick bunch of announcements before HAROLD MENTZER started his clinic on the different kinds of culverts, including construction methods and uses. JOHN ROLSTON presented a video clinic on acrylic paint airbrushing which included weathering. That fit nicely with the contest we had on weathering cars. The special door prize was won by DAN DANIELSON who received a one year subscription to **Garden Railways** magazine

The summer meet is scheduled for July 17th in Lake County. Details are being worked out, but it is expected we will be doing a lunch BBQ with soft drinks and charcoal provided by RED. We hope to have our November 20th meet in Marin County.

No one has volunteered to replace SHIRLY MENTZER to make and sell snacks so there will be none in the near future. If you are interested in this job or can convince your wife or significant other to volunteer, please contact one of the RED officers.

## MEMBERSHIP REPORT

BY GUS CAMPAGNA

During all of 2004, the Redwood Empire gained only four new members. Welcome to GORDEN MORTLOCK of Benicia, MIKE JAMESON of Napa, DOUG LAMBERT of Clearlake and DAVE TURNER of Santa Rosa. We lost a few members this year to transfers; DAVE DAVIS moved to Reno, PAT BOYLE moved to Coarsegold, and GLEN JENSEN moved to San Antonio, TX.

With the new NMRA regulations about to kick in, quite a few people are not renewing their PCR/RED membership. This is an area of concern, as the new rules have not been fully worked out. The NMRA is changing its membership categories to Regular member and Member with subscriptions. The standard NMRA dues will remain the same at \$45 for Members with Subscriptions, but if you want Regional Subscriptions an extra fee will likely be added. That will be a subscription to the PCR *Branch Line* in lieu of former dues.

As well as being the RED Membership chair, I am also the PCR Publications Department Manager. In that capacity I am trying to establish a policy for the PCR in regards to subscription fees. Are they necessary? If so how much? And who gets the money? Does only the Region or do the Divisions get a share? If you have thoughts on the above subjects please drop me a line or call. My number and address are listed on the second page of this newsletter.

I look forward to seeing all of you in Napa at the next Redwood Empire Division meet.



## THINK SMALL

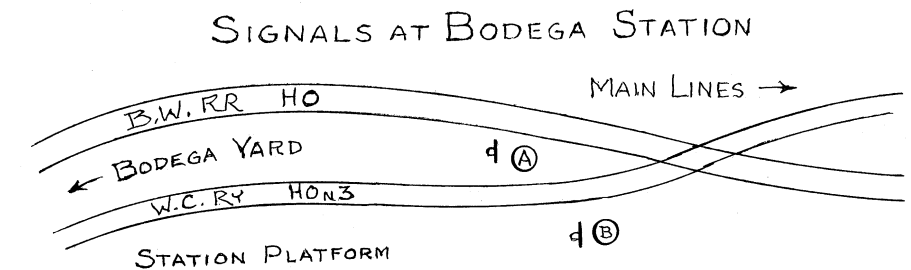
### Simple Signals

First, a "thank you" to HAROLD MENTZER for his suggested improvement to the Mile Posts featured in July's *Callboard* "Think Small" article. The Lou Quarrell version using silicone for flexibility is a real plus. We all gain from Harold's kind of sharing.

How about those signals? The October *Callboard* told you of the story behind the Bodega Western, but there is more. The HOn3 Willow Creek Ry. shares Bodega's engine facilities and yard plus freight and passenger stations. The passenger station is mythical! (If space is scarce one must THINK SMALL.) When your feet are in the aisle near the engine house you are standing on the station platform layout-wise. Bodega Western passengers cross the narrow gauge rails to board the big cars to Milton. (There are many more Bodega Western trains than Willow Creek trains. Having the big trains on the far track makes good sense for a shared platform - less train vs. passenger conflict.) Just past the station platform, the narrow rails cross the BW main line

Model trains are powered via the rails. To assure a crossing with no dead spots, a lever switch on the fascia controls power to the rails. If the lever is up the Willow Creek rails are powered through the crossing but both Bodega Western rails have the same polarity. Flip the lever and the opposite is true. Too often trains leaving town come to a sudden stop because the lever switch was thrown the wrong way

The two trackside signals are not just scenic; they solved a problem. Even ancient throttle jockeys understand "Red" means STOP and sensi-



ble folks wait for the GREEN signal. Yes, the signals spawned a story. The Bodega Western and its narrow gauge Willow Creek subsidiary live in the pre WW II years with some minor cheating when marking the years. Why Would a rural short line have signals? Answer: They came cheap and solved a problem.

When the federal government ordered the construction of a standard gauge rail line to the vital Improbabillium mine, the Army Engineers drilled a tunnel. Federal money was made available for the Bodega Western to purchase rail - 90 lb.- or better - and build the standard gauge connection. The Milton Southern Electric Railway was abandoned that same year. Some 27 miles of 90 and 110 pound rail gently used by the light trolley cars was available. Business was slow. The savvy BW RR brass hats purchased the defunct electric and scraped the line employing BW and WC track and shop folks who had been working three and four day weeks. The employees were delighted. A full and dependable payday was very valuable during the 1930'S. Enough rail and other scrap was sold to cover wages. The best of the lightly used rail was obtained for a price well below the government estimate prepared for the mandated Bodega Western extension to the vital Canyon Mine.

What about the signals? Like many interurbans, the MS Electric had simple green over red target signals at its passing sidings along the roadside

tracks. Ed Macintosh a thrifty BW RR. manager, touted the motto, "waste not, want not". Target signals age slowly and have little value as scrap. However, they could certainly improve safety at the crossing just north of Bodega Station where departing Willow Creek trains face the 4 % climb up Knob Hill. Signals would control rash hoggers wanting a good roll when leaving town that might eliminate the need to double the grade.

Engineers often scan their orders looking for fine points in their favor. Veteran Bodega Western engineers and conductors complained about near misses at the crossing when the "hot rodding" slim gaugers were a bit creative when reading the clearance times required by timetable and train orders.

Those almost free signals in the salvage from the Milton Southern provided an easy solution to a dangerous problem. Horst Snider, the evening dispatcher, was an Electricians Mate during his WW II service. The wiring connecting a simple switch at the Dispatch Desk to the signal apparatus was Horst's pride and joy. Signals leave no room for deviations. As Horst said, "Railroaders have great respect for RED signals"

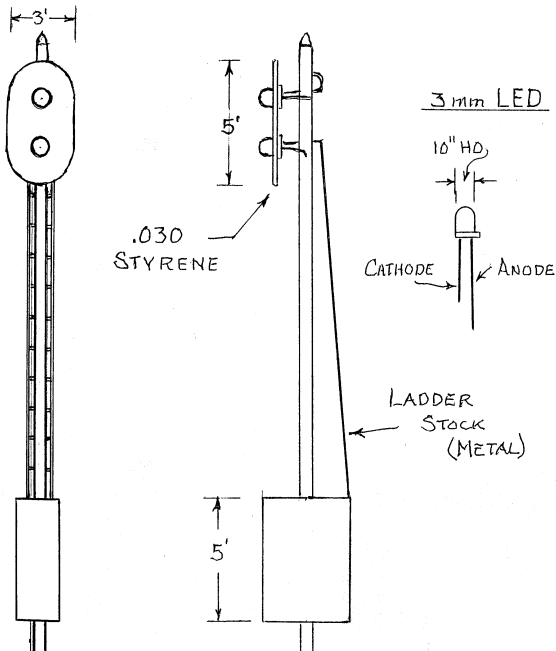
So, I have the excuse for basic and somewhat obsolete signals. They are simple, inexpensive, functional and easy to make. Power common connections for BW and WC were

(Continued on page 6)

(THINK SMALL Continued from page 5)

available via the lever switch to select RED or GREEN as required. My design is BASIC, not fancy, but here it is:

The Anodes are soldered to the mast. A wire is soldered to the



GREEN cathode and threaded down

Materials

1. Brass or copper tube for the mast - Dia. 10" or so in HO (I used the innards from OLD ball point pens.)
2. Red and Green 3mm LEDs
3. Scrap 0.20 or 0.030 Styrene
4. Metal Ladder Stock
5. 24 to 28 ga. insulated copper wire

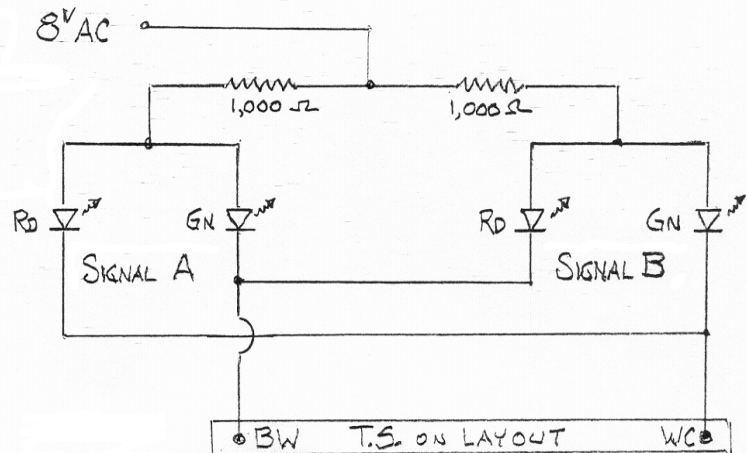
the mast. The RED cathode is soldered to the ladder. An apparatus cabinet is built up around the base of the mast. Scraps of styrene joined together sandwich fashion do the job.

This design is generic. Feel free to adjust measurements to suit your

taste. I show a common anode connection for the LED's because it seems customary and probably most friendly toward common circuits.

This circuit uses common ground signal connections available on my layout. BW is ground when the crossing is powered for standard gauge. WC is ground when narrow gauge

SIGNALS A & B AT BODEGA STATION



is powered. Your desires and layout problems will determine how you wire your signals.

The tale of Signals at Bodega Station will continue in the next *Callboard* as the Ancient One stumbles along obeying the commands of RED and GREEN signals.

Bill Williams The Ancient One

**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.

**ANNUAL MEETING OF THE REDWOOD EMPIRE DIVISION**

Date: February 8, 2004

CALL TO ORDER TIME: 1:04 PM

1. APPROVE MINUTES OF LAST MEETING (as published in the 7-9/ 2003 CALLBOARD). Moved, seconded and passed unanimously.

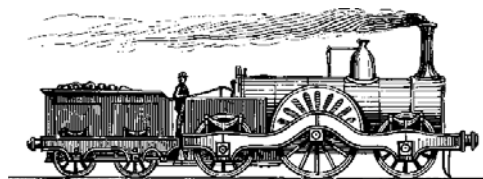
2. TREASURER'S REPORT by Chief Clerk STEVE SKOLD  
None Steve reported later in the 1-3/2005 CALLBOARD that RED's current financial balance is \$2974.13

3. OTHER COMMITTEE REPORTS  
None

4. OLD BUSINESS None

5. NEW BUSINESS None

ADJOURNMENT TIME: 1:09 PM



**Redwood Empire Garden Railway Society (REGRS)**, No. 1 gauge, various scales. If you are interested call Ken Brody at (707)526-0195 or e-mail [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. 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

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

**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 the **Main** gate at the traffic light on Fairgrounds Dr. The Club operates a HO scale layout. Information: (707) 643-1809 (with answering machine) at the club. <http://hometown.aol.com/loggingrr/myhomepage/index.html>

**Sonoma County Model Railroad Society (SCMRS)** is looking for members to help create a large permanent HO scale model railroad display located in the Historic Healdsburg Railway Depot building. Discussions regarding usage of the building are underway with various governmental entities. Contact Dave Gibbons at (707) 526-2057 or [rrgibbons@sonic.net](mailto:rrgibbons@sonic.net)

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

**NPC Operators**. An On3 operating group meets one Sunday each month. Contact Steve Skold (707)539-1782 or e-mail [SandCSkold@aol.com](mailto:SandCSkold@aol.com)

**Bay Area S Scalers**. Contact Lee

Johnson at (925)943-1590.

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



**MEMBERSHIP APPLICATION** 4/05  
**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<br>(No NMRA monthly <i>Scale Rails &amp; 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<br>Date of Birth: _____                             |   |

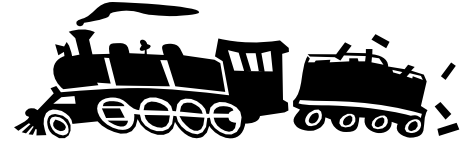
Life memberships in both the NMRA and RED/ PCR are available. Contact Member Services Chairman for actuarial quote. Send application form and remittance to : PCR Member Services, 530 Fig Tree Lane, Martinez, CA 94553. Please allow 3-6 weeks for processing your application.

## COMING DOWN THE LINE

- April 21: **NWP Whistlestop** program, San Rafael.
- April 23: **Sierra Division** annual banquet at Frasinetti Winery, Sacramento.  
Contact Dick Witzens at (916)684-1987 or [witzrr@frontiernet.net](mailto:witzrr@frontiernet.net)
- April 23: **Westside Modelers** meet, Sonora.
- April 23 & 24: **Train Show** sponsored by RED at the Apple Blossom Festival in Sebastopol.
- April 30 & May 1: **Coastal Valley Lines** train show at Santa Rosa Jr. College. #
- May 1: **Redwood Empire Division** meet in Napa. Details are on page 1.
- May 11-15: **Pacific Coast Region Annual Convention**, Concord. A registration form is in the PCR *Branch Line* newsletter. The convention web site is [www.wcmrs.org](http://www.wcmrs.org) click on "Devil Mountain 2005"
- June 5: **Coast Division** meet at the California School for the Deaf, Concord.
- June 11-12: **Logging Modelers Conference**, Roots of Motive Power, Willits
- June 25-26: **Coastal Valley Lines** train show at Spring Lake Village, Santa Rosa. #
- July 3-9: **NMRA National Convention**, Cincinnati, OH.
- July 17: **Redwood Empire Division** meet in Lakeport.
- November 20: **Redwood Empire Division** meet in Marin County.

# Contact information is listed on page 5.

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### EDITOR'S NOTES:

Future CALLBOARD schedules are as follows:

#### July-September CALLBOARD

**Staff Meeting:** 7:30 PM, June 14

**Text Deadline:** June 21

**Mailing:** June 28

**Meeting:** July 17

#### October- December CALLBOARD

**Staff Meeting:** 7:30 PM, October 18

**Text Deadline:** October 25

**Mailing:** November 1

**Meeting:** November 20

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

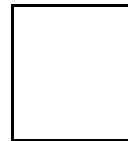
#### Send address corrections to:

**PCR, 530 Fig Tree Lane**

**Martinez, CA 94553**

## CALLBOARD

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**FIRST CLASS**