



THE CALLBOARD

OF THE REDWOOD EMPIRE DIVISION

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

April - June 2008

All Railroad enthusiasts are welcome to enjoy an afternoon of model railroading fun on Saturday, May 17th.

May Meeting

Monroe Hall
Santa Rosa

The next meeting of the Redwood Empire Division will be held on **Saturday, May 17** starting at 1 PM. The meeting is being held at Monroe Hall, 1400 West College Avenue in Santa Rosa.

Doors open at noon. There will be sandwiches, snacks, coffee & tea available for purchase, furnished by MARY MOORE-CAMPAGNA, to satisfy any hungry and/or thirsty railroad enthusiasts.

A short RED business meeting will include approving the minutes from the previous 5/19/07 annual meeting (which were published in the 7-9/07 **Callboard** issue), a report on the state of our division and the election results for Director.

Two clinics will be presented. John McKenzie will show you how to make model pine, fir and aspen trees from start to finish, using the bottle brush method and a jig that he has developed. Pat LaTorres will present a basic overview of railfan

photography including film and digital cameras plus supplemental hardware to enhance the photos. Pat's clinic is entitled "'Railfan Photography Made Easy'".

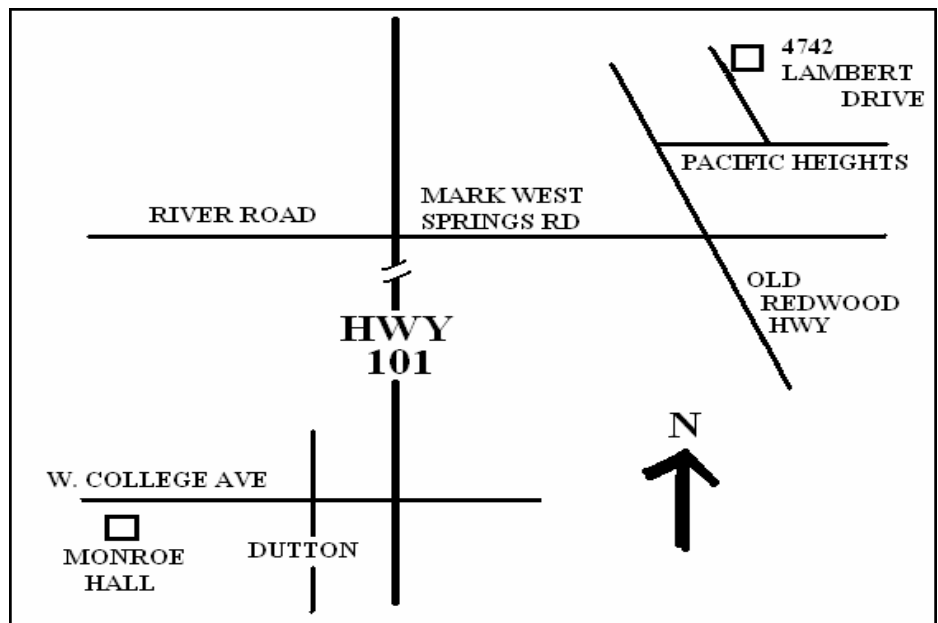
Everyone will get a free door prize ticket. If you are wearing your division name badge it will be worth an additional free ticket, as will bringing something for the contest display and/or at least one guest. Tickets can be purchased, three for one dollar, for the special door prize, which will be a \$25.00 gift certificate from the **Loose Caboose Hobbies** store in Napa. They are located at 820-A Third St. on the corner of Soscol Ave. The "show & tell" model contest this

time is an "open" category. See page 3 for more information.

After the meeting, Skip Rueckert's new HO scale layout will be open. Skip is a fabulous builder, so please don't miss this opportunity to view his work in progress.

Driving Directions

Monroe Hall is located in Santa Rosa on the south side of West College Avenue between North Dutton Avenue and Stony Point Road. Vehicle parking is located behind the building. Skip Ruckert's home is located at 4742 Lambert Drive. The map below shows both locations.



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SUPERINTENDENT'S REPORT

BY STEVE SKOLD

I have been in contact with the Pacific Coast Region (PCR) Convention Chairman. The Redwood Empire Division's (RED) next turn for a convention is 2010, but there is no suitable or affordable site in our area. A RED convention is going to put off until 2011, which is the same year the NMRA will hold its national Convention in Sacramento. That year the NMRA does not want PCR to do a full convention, which our bylaws would normally require. Instead, a mini convention, covering the basics, will be held. This will include the annual PCR Board Meeting, PCR membership meeting and a contest. We are looking for a suitable site for the Friday board meeting, an informal layout tour, a contest on Saturday and a breakfast meeting on Sunday. I'm going to make a proposal to the PCR Board at the Fresno Convention and will let everyone know what is decided at our May meet in Santa Rosa.

Our financial resources are dwindling; at this date we have about \$1,700 in our treasury, which will last about 4 years at our current rate of expenditures. I would like to solicit money making ideas from you to keep our Division solvent. Our biggest expense is publishing the **Callboard**. Income from Division meetings covers about 25% of that. Let me know if you have any ideas. Previously, other income has come as excess from conventions we've hosted and (years ago) from train shows hosted just before Christmas that were chaired by Paul Christensen.

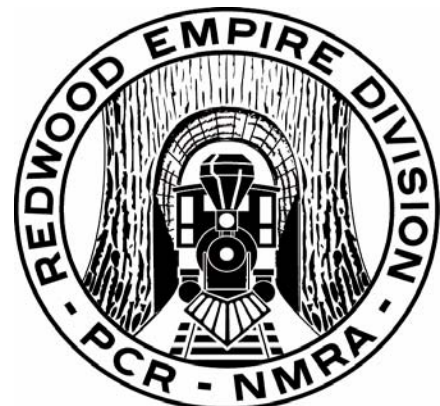
At our May meet, Skip Reuckert has agreed to open his layout for us to visit. It is a work in progress; all his framework is complete and back-

drops have been started. He is having some difficulty with part of his layout design and will have a questionnaire available to fill out if you have any ideas on his Petaluma yard or any other part of his layout.

There will be clinics by the McKenzie brothers on their tree making jigs and by PAT LA TORRES on railroad photography. MARY MOORE-CAMPAGNA has fully recovered from her mugging but is now recovering from shoulder surgery but assures me she will be at the meeting with sandwiches and other refreshments.

The summer meet will be August 16th at RON AND PAM KAISER'S Westside Farms on the Russian River. Ron has added a lot more scenery and finally found the maddening electrical problem that eluded the best minds in Sonoma County for over a year. Operation has revealed a few minor problems that have been solved including realignment of track at the Portola yard and junction. Of some interest is the Frisco Coal train that is wandering aimlessly through out the far west and found a home on the WP.

I hope to see many of you at Monroe Hall on May 17th.



CHIEF CLERK'S REPORT BY DR. ED MERRIN

The RED, I'm happy to report, has been taking off like a fireball of late, with each meet more exciting than the last. The most recent meet was on February 16th at the Napa clubhouse, where we traditionally gather for the first meeting of the year. It was quite an experience for all of us.

The Napa club, as most of you know, is housed in one of those Quonset hut type structures made of corrugated iron. These things were invented by the British in the First World War and produced for the U.S. at Quonset Point in Rhode Island starting in 1941. You could buy them for \$1000 each after the war, so how one came to house a huge HO scale model railroad must be quite a tale.

Anyhow, the registration and drawings took place downstairs, where the railroad is, and the meeting itself was upstairs. Our registration list shows 31 persons signed in but I am certain that there were people showing up that never got through the chaotic crowds to register formally. I do know there were some that bought door prize tickets without signing in.

Getting up to the meeting itself was no mean feat. You had to squeeze around the far corner of the layout, shimmy your way along the back, and then climb a long and creaky wood staircase. Definitely not ADA compliant, but worth it when you got upstairs. We had two clinics, one a slide show by RON PLIES (our favorite son in PCR politics) on the progress the Eel River Valley club has made on its modular NWP layout, along with his model of the Eureka station, also in progress. The second was an informative Power-Point presentation by MARY MOORE-CAMPAGNA on insuring your

model railroad. Mary does a lot of slide shows and it showed. Now I know two people who know something about insurance, Mary and our Superintendent, STEVE SKOLD.

If you remember that far back, at our November meeting, DON CLAUDER sent us off with boxcars and dry transfers to put on them with the intention of having a contest to see who made the best model. A number of people failed to bring a model, including myself. I had a nice excuse prepared but I won't embarrass myself by repeating it here. Six stalwart souls came through, and their boxcars all looked great. Now at the RED we don't have a panel of elitist judges telling us what is good; we vote on the contest entries in a democratic manner. The result was a tie between VERNE ALEXANDER and DAVE CROSER. Thanks to contest chairman GIUSEPPE AYMAR for organizing this part of the program. It went so well that out of guilt I went home and built mine. You can see it sitting on my NWP layout if you come and visit.

There were also some fabulous models presented that were not part of contests per se. Hopefully RED members will continue to bring in their projects to inspire us all.

We had the usual drawings, with VERNE ALEXANDER winning the Special Door Prize, a subscription to a train magazine of his choice. Eventually, after much delay, Verne selected **Model Railroader**.

Finally, while I was downstairs at the registration/door prize table I saw an interesting old issue of **Model Railroader** with an article about modeling sawmills. I was disappointed I didn't have time to read it until someone told me later those magazines are all for sale for a reasonable price. Hopefully it will still be there next time I'm at the Quonset Club.

CONTEST/DISPLAY REPORT

BY GIUSEPPE AYMAR

Thanks to all of you contributing models, making the "show and tell" a success. Our skills improve when visualizing the workmanship of others, and new skills are learned in the process.

As an example, I've always relied on **Microscale** decals for my projects. Ignorance of other methods, plus fear of trying something new, kept me from using dry transfers. Well, all that went by the wayside when, at the November RED meeting, the clinic was on, what else, dry transfers! I was forced to try them and was very impressed, after seeing the results on the models at the "show and tell". All of your models were superb, and got me thinking about this new medium.

Would you believe that on my next project, dry transfers were the decal of choice? Coincidence? Planetary harmonious alignment? Maybe! One day after faxing RUSS CLOVER at **Clover House**, the transfers arrived. They are so easy to use and look like they have been spray painted on, just like the prototype.

Why am I saying all this? Because I like to stress the fact that many of our efforts, inconspicuous and meaningless as they might seem to us, could be the trigger point for someone else, the spark that might be needed for another modeler's project. Seeing the dry transfers, as displayed on your models, was the spark needed to open up a whole new world of realism for me.

The next show and tell will be an "open category". Anything you like, whether steam or diesel, freight or passenger cars, structures, etc.; you name it. Bring it for the fun, camaraderie and possibly to give the spark to one of us.

THINK SMALL #56

Pickles Doubled My Pleasure

My hobby voltage was down that day. My little trains were drab. Almost every car was either black or box car red.

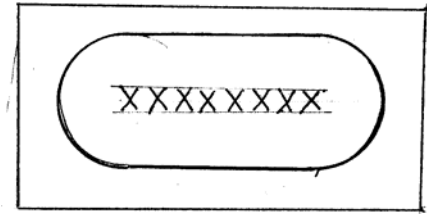
I was enjoying a pickle with my lunch sandwich and leafing through a new dry transfer catalog those many years ago. About two dozen lettering sets were offered for Heinz cars. Most featured big green pickles. I was hooked! There was lettering for a white car with red, black and gold letters & numbers plus a green pickle. There were lettering sets for green cars and yellow cars with multicolored letters and numbers. Most sets included big green pickles. These cars featured bold colored advertisements for the assorted products of the Heinz pickle company. I had no room on the layout for a big pickle works. Besides, a lunch of just pickles would give me a sour stomach!

One pickle car would spice up a train. However, the spice would have a short life; its value being in the surprising difference from routine. Fool's luck prevailed. I had discovered the slip cover on a wood block method for building house cars. (See *Think Small #52-54.*) The car shop was soon busy with a wood block on wheels that had three slip covers. I painted one yellow, one green and left one plain white styrene. The yellow cover soon had big pickles on both sides; but one side advertised mustard while the other side pitched euchred figs, pickles and onions. The green car also has pickles on both sides but the pickle on the baked beans side is different from the pickle on the apple butter side. By applying different lettering sets to the two sides of the car, I doubled the spice factors. There was only one lettering set for white

Heinz cars that would fit my slip cover but red, green, gold and black on one car was just too tempting. I had to have that car. White was certainly different. I found lettering for a Swift Refrigerator Line car with red and blue advertising touting their bacon; it was on a white car. My single wood-block car could now make appearances as six different cars. All six in a train would be a circus, but one at a time, they add a welcome bit of variety to the common freight train of box car red, black and perhaps a bit of reefer yellow. I had found a way to spice up one of my railroading pleasures.

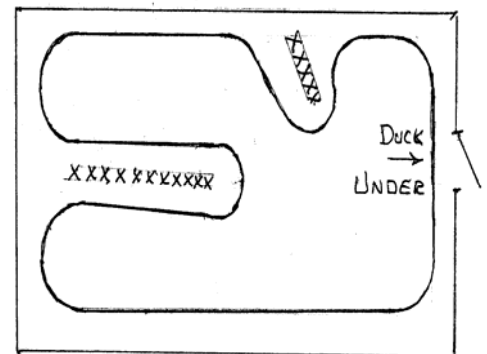
Most of us have limited track. The basic loop on a 4x8 plywood sheet is common and even an around the walls layout can only support a limited number of cars. We dedicated model rails find ways to expand our space challenged empires. Cars with two-sided identities found a home on the Bodega Western.

Multiple trains with schedules, main line meets, local freights dodging hot shots and fast passenger limited trains are for the big guys. We small fry find happiness modeling the humble switching line or rural connection that survives with perhaps only six trains a week and eight or less people on the payroll. In the real world the minor lines survive because each moved car is important to the crew. This single car focus is equally important to us with tiny railroads. By Thinking Small even a bit of track on a shelf can provide hours of model railroading if we get specific about switching each car to a particular spot for a definite reason. Find a bit more space for rails and the possibilities increase dramatically. A view block can be a big plus when applied to a simple loop. If you can manage hidden staging (perhaps tucked underneath that small layout), running trains becomes a lot than the loop around the Christmas tree. Just for fun, consider a train on a loop.



XXXXX = VIEW BLOCK

Only one side of the train is visible as we follow it around the track. If we provide hidden staging in the form of a return loop, cars can be retrieved with a changed identity.

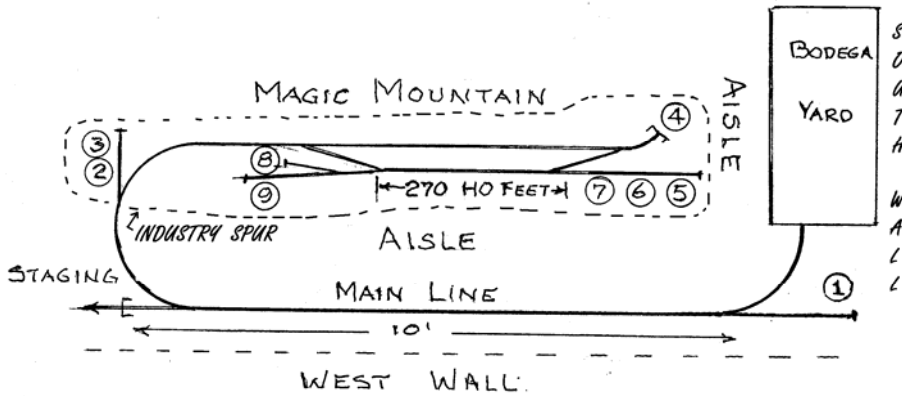


The British mini layouts excel with their fiddle yards. A teacart car float is another possibility, if a bit fussy. I discovered the advantage of cars hidden sides by accident. The Bodega Western (BW) shares its only yard and engine house with the three foot gauge Willow Creek Ry. The freight station in the yard accommodates interchange between the gauges. The loads in to empties out smelter and mine combo on the mountain is also dual gauge. I wanted standard gauge, narrow gauge, steep switchbacks for geared engines, even two narrow gauges; all in one room. The HO standard gauge Bodega Western is space challenged! The result: I tucked a double track staging loop under Magic Mountain that accommodates four of my short trains. With this old man's active forgetter, staging also provides surprise trains. Bodega's traffic with the outside world

(Continued on page 5)

(THINK SMALL Continued from page 4)

is concentrated in shared areas on two sides of the aisle along the west wall, the railroad's only yard and that double track staging loop hidden under Magic Mountain.



The Bodega Western's main line runs along the west side of the west aisle sharing space with a logging switchback and rails for two narrow gauges: the HOn3 W.C. Ry. and the HOn30 P&H. Track on the room side of the aisle was placed to provide for loads in and empties out at the smelter so the geared engines could find empties at Bodega to haul over the switchbacks to exchange for loads at the mine. The smelter ships its product by boxcar. It needs fuel, hazardous materials and shipping supplies. Score three spots for the switcher to serve in addition to the ore cars to and from. The spur also serves Clay's pottery, a team track and Fly-by-Night Industries, so we call it the industry spur.

The Bodega freight station in the yard has platform and warehouse space for town traffic in and out plus interchange traffic with the three foot gauge Willow Creek cars. There is a direct platform connection to P HoggFast Freight. P Hogg also has two warehouse doors served by BW track. The connecting platform also serves the 30 inch gauge P&H spur and freight house which backs against BW rails. At

B.W. Switcher Spots		Max Cars
①	Flamo Oil	3
②	Clay's Pottery	
③	Fuel	1
④	Freight Smelter	1
⑤	Ore Cars	4
⑥	Building Door	1
⑦	Oil Tank Filler	1
⑧	Haz. Mat. Dock	1
⑨	Team Track	1
	Fly by Night Industries	2
		<u>15</u>

the other end of the yard Flamo Oil crowds the engine facilities with its tanks and tracks for loading and unloading standard and three foot gauge tank cars.

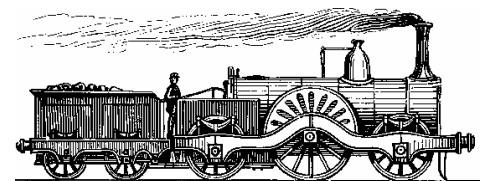
If specific cargoes in specific cars are shipped to specific spots on the layout, a large measure of railroading fits into a small space. A lot of room is not required if we operate our railroad like a short line serving its customers. Gimmicks like cars with multiple personalities allow us to expand our choices but require little additional maintenance. If we find ways for automatically changing a cars identity we have another plus. Variety is the spice of life!

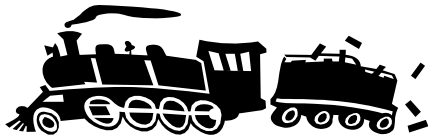
The Bodega Western's very compressed right of way supports a big dose of railroading for one or two players who enjoy the game with specifics. Example: the load of high grade ore in sacks stacked over the trucks of Bodie & Washoe #112 (my new 28 toot boxcar) arrives from staging in the morning freight. The switcher's chores include spotting #112 at the smelter's loading door. After the sacks are unloaded, a later switching turn moves #112 to the team track for loading with local apples. (Those miners at Bodie like apples.) Still later the switcher takes the car back to Bodega yard and includes it in the outbound freight's consist. BUT #112 will not be in any freight coming from staging today. The dual personality car will show its other side and be Bodega Western #112 in the incoming train. I get two cars to play with but only one to maintain, by using this chicanery of a dual personality car.

When you get specific, six or eight car freights and switching turns with just four or five cars might yield more railroading than you expected. Employ variety when you play trains. We do not need a two car garage or a full basement to enjoy a good measure of fun with our little "choo choos". Use some of our hobbies many variables to get maximum fun with what fits for you and your rails!

Do you remember Sebastopol's "Train Down Main"? The P&SR's 44 Toner or juice jack of prior years often settled for three or four car trains. Yes, that was full scale railroading; with full scale service for the customers.

Bill Williams The Ancient One





EDITOR'S NOTES

July – September CALLBOARD

Staff Meeting: 7:30 PM, July 15

Text Deadline: July 22

Mailing: July 29

Meeting: Saturday, August 16

October – December CALLBOARD

Staff Meeting: 7:30 PM, October 14

Text Deadline: October 21

Mailing: October 28

Meeting: Saturday, November 15

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. We've started a notification list to advise, by email, when future issues are available at the web site.

Please send your "ok" by email to the Editor at: jrolston@pacbell.net List "Yes Notification" on the email subject line. No message is required **except** your first & last name. Send it again IF your email address ever changes.



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.

WANTED

Code 100 nickel silver rail, non weathered, longer than 12 inches. Can be individual rails or part of flex track pieces.

John Rolston 707-938-5478
or jrolston@pacbell.net

Permanent clip-on RED nametags are available for \$8.00 each. Please order yours from Chief Clerk Ed Merrin at the next RED meeting or contact him using any of the methods listed on page 2.

CLUB SCHEDULES

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

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

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://cvl.hobby-site.com/>

Sonoma County Model Railroad Soci-

ety (SCMRS) is looking for members to help create a large permanent HO scale model railroad display to be located in Sonoma County. Modeling items are currently stored at the historic Healdsburg Railway Depot building. Contact Dave Gibbons at (707)526-2057 or email rrgibbons@sonic.net

NPC Operators. An On3 operating group meets one Sunday each month. Contact Steve Skold (707)539-1782 or email SandCSkold@aol.com

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

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. The layout is G scale and is constructed outdoors. Contact Phil Miller at (707)937-3605 for more information.

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 for more information.
www.eelrivervalleyrr.org

www.eelrivervalleyrr.org

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

COMING DOWN THE LINE

- May 17: **RED** meeting in Santa Rosa. Details are on page 1.
- May 25: **Redwood Empire Garden RR Society** meeting in Novato. #
- May 31-June 1 & July 26-27: **Sturgeons Sawmill** in Sebastopol will be running on steam. www.sturgeonsmill.com
- June 6-7: **HON3 Symposium** in Occidental. Web site: www.hon3symposium.com
- June 7-8, July 5-6 & Aug. 2-3: **Redwood Empire Live Steamers** will be running at Youth Community Park, 1725 Fulton Rd., Santa Rosa, across from Piner High School #
- June 21-22: **Coastal Valley Lines** run, Spring Lake Village, Santa Rosa #
- June 29: **Redwood Empire Garden RR Society** meeting in Santa Rosa. #
- July 4: **Roots of Motive Power** Frontier Days Steam Up, Willits
Web site: www.rootsofmotivepower.com
- July 13 to 19: **NMRA National Convention**, Anaheim, CA
Information is in the **NMRA Scale Rails** magazine
Web site: www.nmra.org/2008
- July 27: **Redwood Empire Garden RR Society** meeting in Santa Rosa. #
- August 16 : **RED** picnic meeting in the Healdsburg area.
- November 15: **RED** meeting in Santa Rosa

Contact information is listed on page 6

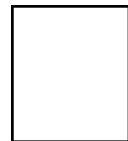
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Many of the art items used in this newsletter are courtesy of Ken Houghton Rail Images or came from the web site: www.rrhistorical.com

CALLBOARD

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FIRST CLASS